

Latitude 38

OCTOBER 2010

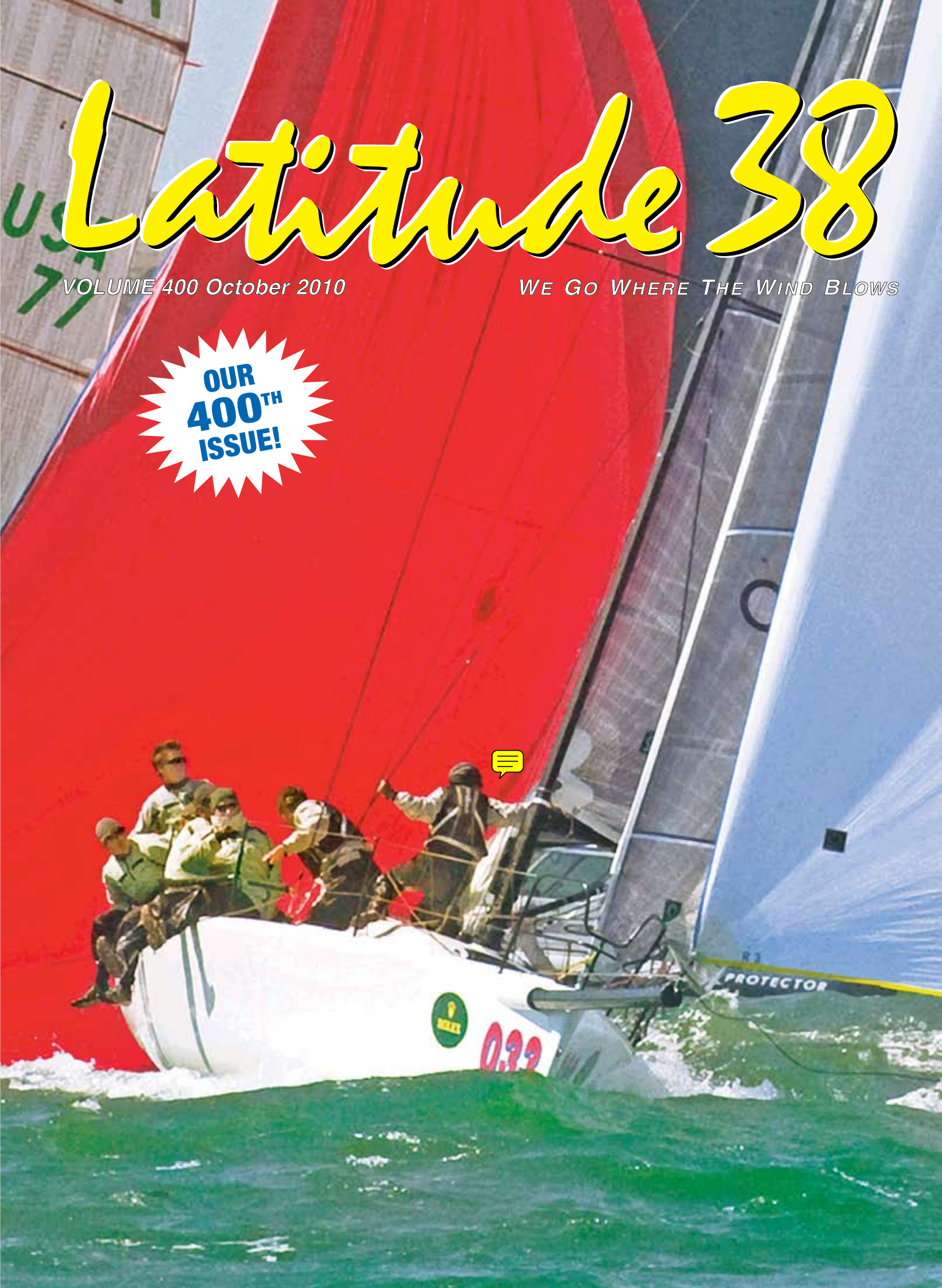
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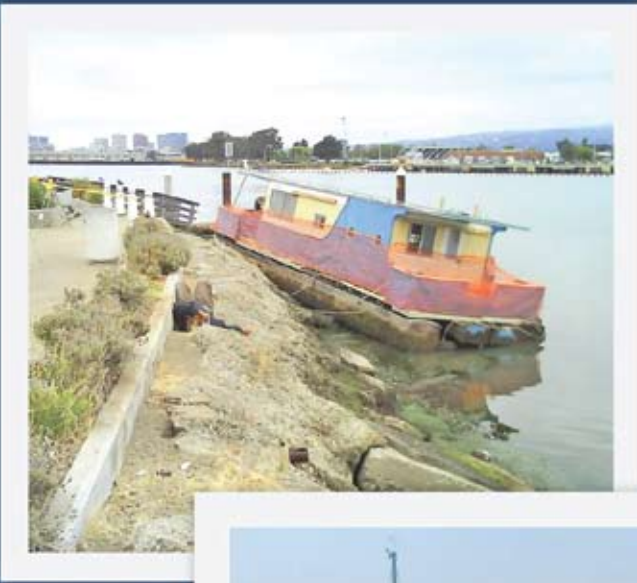
# Latitude 38

VOLUME 400 October 2010

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Bay Island Yachts .....	8
Blue Pelican Marine.....	176
The Boat Yard at Grand Marina ...	21
Lee Sails.....	149
Marine Lube.....	149
Pacific Crest Canvas.....	63
Pacific Yacht Imports .....	12
Rooster Sails .....	77



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# A Family Affair

Ashley Perrin and “kid” brother Myles were the only sister/brother team sailing in this year’s Round Britain and Ireland Yacht Race, sailing their dad’s Capo 30, *Santana*. The race was sailed by 60 boats, all doublehanded, covering 2500 miles in everything from glassy calm conditions to gusty winds and large seas.

2500 miles of sailing provides plenty of memorable moments. “Mum and Dad” showing up at the various stops with home cooked meals...A bit of sibling bickering...Sailing for hours in the middle of the night in 30 knots of wind with a well behaved Pineapple spinnaker. “Loved the Pineapple spinnaker.”

*Santana* placed 1st in class 4 and won line honors at every stop.

*Santana*’s Pineapple Sails have served the Perrins well, over many years and many miles. Whether you are sailing around the Bay, around a country or two, or around the world, our commitment is to quality and performance.

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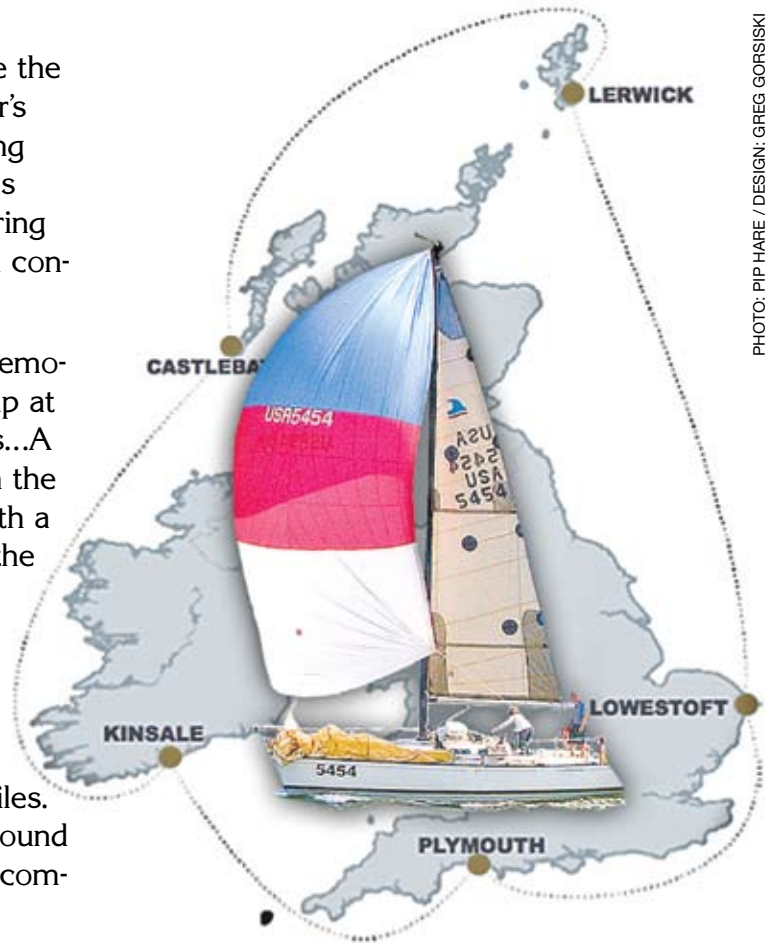


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## CONTENTS

subscriptions	6
calendar	12
letters	22
loose lips	78
sightings	80
rolex big boat series	94
passin' through	104
tips on cheap cruising	110
baja ha-ha profiles, pt. II	116
max ebb: the wavy train	126
the racing sheet	130
world of chartering	142
changes in latitudes	150
classy classified	168
advertisers' index	180
brokerage	182

Cover: 32 Melges 32s hit the circle for their world championships.

Photo: Erik Simonson/[www.h2oshots.com](http://www.h2oshots.com)

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



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**Beneteau First 35**



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### BENETEAU RENDEZVOUS

OCT. 1-3 ■ Pt. Richmond

### ANNAPOLIS BOAT SHOW

OCT. 6-10 ■ Debut of new Beneteau models

### OPEN BOAT WEEKEND

OCT. 9-10

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### FIRST 30 FLEET FOUNDING MEETING

OCT. 15 ■ Encinal YC

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## SELECT LISTINGS



**Beneteau 423, 2005**  
\$199,999



**Island Packet 40, 1998**  
\$225,000



**46' Amel Maramu, 1985**  
\$125,000



**39' Carroll Marine CM 1200**  
1995, \$59,900



**Catalina 36**  
Two from \$63,500



**C&C 35 MkII, 1983**  
\$51,900

### SAIL

50' Chinese Junk	1972	\$325,000
50' Hollman	1989	169,950
49' Beneteau 49	2009	380,000
47' Beneteau 473	2004	275,000
47' Beneteau 473 3-cabin	2006	329,000
47' Beneteau 473 3-cabin	2004	269,000
47' Beneteau First 47.7	2001	197,000
46' Amel Maramu	1985	125,000
46' Island Packet 465	2008	594,500
45' Beneteau First 45f5	1991	157,500
44' Tartan 4400	2003	439,000
43' Gulfstar CC	1979	85,000
42' Beneteau 423	2005	199,999
42' Cascade	1971	47,500
41' Tartan 4100	1996	224,500
40' Beneteau First 40	2010	276,394
40' C&C 37+	1989	96,000
40' Hardin Seawolf ketch	1970	70,000
40' Island Packet	1998	225,000
39' Carroll CM 1200	1995	59,900
38' Island Packet 380	1999	239,000
38' Tartan 3800	1995	129,000
37' C&C 37	1985	59,900
37' Pacific Seacraft	1984	129,000
37' Tartan 3700	2006	239,000
36' Cape Dory ketch	1984	89,900
36' CS Merlin	1988	62,500
36' Island Packet 350	1999	169,000
35' C&C 35 Mk III	1983	51,900
35' Dehler 35 CWS	1996	82,000
35' J/109	2003	160,000
35' Tung Hwa Fantasia	1979	74,900
34' Beneteau 343	2007	114,500
32' J/32	1997	87,500
31' Beneteau 31	2009	125,485
31' Beneteau First 310	1993	46,900
30' Juno Produktor Tore Holm sloop	1960	48,000

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 Ranger 27 Tug, 2011 ..... **NEW MODEL!** .....149,937  
 Ranger 25-SC Tug, 2010..... **NEW MODEL!**.....129,937  
 Ranger 21-EC Tug, 2011. **ARRIVING THIS MONTH**..49,937

### Preowned Ranger Tugs at Our Docks

Ranger 29, 2010.....\$239,967  
 Ranger 25 Tug, 2010 .....145,000  
 Ranger 25 Tug, 2009 .....130,000  
 Ranger 21 Tug, 2009 .....50,000



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*"we go where the wind blows"*

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Catalina 400, 2001	159,000
Catalina 400, 1997	139,500
Catalina 36 MkII, 2005	129,000
Catalina 36 MkII, 2004	127,777
Catalina 36 MkII, 1999	98,000
Catalina 36, 1986	54,000
Catalina 36, 1983	37,000

Catalina 350, 2004	144,500
Catalina 350, 2004	127,500
Catalina 350, 2008	169,500
Catalina 34, 2007	134,500
Catalina 34, 2004	114,500
Catalina 320, 2004	115,000
Catalina 320, 2000	74,900
Catalina 320, 1999	83,750
Catalina 310, 2007	104,000

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Hunter 36, 2004	119,000
Islander 36, 1977	39,900
Hunter 31, 2007	84,900
Nonsuch 30, 1981	49,000

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Ranger 29 Tug, 2011	JUST ARRIVED	\$224,937
Ranger 27 Tug, 2011	NEW MODEL!	149,937
Ranger 25-SC Tug, 2010	NEW MODEL!	129,937
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Ranger 25 Tug, 2009	130,000
Ranger 21 Tug, 2009	50,000



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Newport 30 MkIII, 1982 \$23,500



30' Cape Dory, 1978 \$32,500



Carver 30, 1993 \$59,900



47' Chris Craft Commander, '74 \$122,000



28' Blackfin, 1981, \$29,000

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# CALENDAR

## Non-Race

**Oct. 1** — Defibrillator & CPR training at San Joaquin YC, 3-6 p.m. Every cruiser should know CPR, and defibrillators are an essential part of a well-stocked med kit. Info, (925) 308-4920.

**Oct. 1-3** — Westsail Owners Rendezvous at San Leandro YC. Info, [www.westsail.org/\\_rendv/\\_canorth/index.html](http://www.westsail.org/_rendv/_canorth/index.html).

**Oct. 2** — Redwood City PortFest, a showcase of the waterfront. Live music, kids' activities, food, and beer garden. Info, [www.redwoodcityport.com](http://www.redwoodcityport.com) or (650) 306-4150.

**Oct. 2** — Pegasus Project Celebration Dinner at Berkeley YC with keynote speaker Mark Schrader of 'Around the Americas', 5-9:30 p.m. \$15 for BYC members & pre-sale, \$25 at the door. Proceeds go to Pegasus Project. Silent auction and raffle. Info, (510) 205-1069 or [www.pegasusproject.org](http://www.pegasusproject.org).

**Oct. 2, 16, 23, 30** — Sail aboard San Francisco 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. \$40 adults, \$20 kids 6-15. Info, [www.nps.gov/safr](http://www.nps.gov/safr).

**Oct. 3-31** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Oct. 6-27** — 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](http://www.stfyc.com).

**Oct. 7** — 'Safely Sharing the Bay' by Capt. Peter Leib of Club Nautique at San Carlos West Marine, 6-8 p.m. Free. Info, (650) 593-2070.

**Oct. 7-11** — 41st Annual United States Sailboat Show, a.k.a. the Annapolis Boat Show. Info, [www.usboat.com](http://www.usboat.com).

**Oct. 7-12** — Hey, sailor, it's Fleet Week featuring the Blue Angels. Details can be found at [www.fleetweek.us](http://www.fleetweek.us).

**Oct. 9** — Martinez Marina Nautical Swap Meet from 8 a.m.-2 p.m. The last of the year. Info, (925) 313-0942.

**Oct. 9-10** — 18th Annual Northern California Women's Sailing Seminar at Island YC. Info, [www.iyc.org/wss.html](http://www.iyc.org/wss.html).

**Oct. 10** — Watch the final performance of the Blue Angels from the deck of *Gas Light*, the 72-ft replica of a scow schooner. \$85/person. Youth scholarship fundraiser. Info, [www.ggtss.org](http://www.ggtss.org), [acochran@pacbell.net](mailto:acochran@pacbell.net), (415) 251-8779.

**Oct. 12-Nov. 5** — *Lady Washington* and *Hawaiian Chieftain* return to the Bay and will offer tours. For dates, times, and details on booking passage, see [www.historicalseaport.org](http://www.historicalseaport.org).

**Oct. 14, 1882** — Legendary naval architect and writer William 'Billy' Atkin was born in the Big Apple.

**Oct. 14** — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org) or (510) 233-1064.

**Oct. 16** — Ha-Ha Welcome to San Diego Party at Downwind Marine, 12-4 p.m. Info, [www.baja-haha.com](http://www.baja-haha.com).

**Oct. 16** — GPS for Mariners by USCGA Flotilla 17 on Yerba Buena, 8:30 a.m.-5 p.m. \$55. Info, [FSO-PE@flotilla17.org](http://FSO-PE@flotilla17.org).

**Oct. 16** — Chula Vista Marina's Swap Meet, 7 a.m.-12



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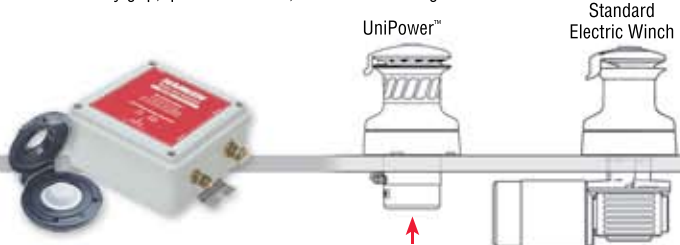
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## CALENDAR

p.m. Info, [boatslips@chulavistamarina.com](mailto:boatslips@chulavistamarina.com).

**Oct. 16-Nov. 13** — Boating Skills & Seamanship Course by USCGA Flotilla 12-3 on Coast Guard Island in Alameda, 9 a.m.-5 p.m. \$50 fee. Info, [uscga@att.net](mailto:uscga@att.net) or (510) 468-8013.

**Oct. 17** — 'Intro to Offshore Communications' by Gordon West & Shea Weston at San Diego (Rosecrans) West Marine, 3:30-5:30 p.m. Free. Info, [www.saildocs.com/sailmail/seminars](http://www.saildocs.com/sailmail/seminars).

**Oct. 18** — Downwind Marine's Cruisers' Seminar Series kicks off with Sailing Downwind: Techniques & Equipment, by Bruce Brown at Downwind Marine at 7:30 p.m., \$3. More seminars at same time and location. **10/19:** Cruising Mainland Mexico (Dick Markie); **10/20:** Outboard Motor Care for Cruising in Mexico (Tom Teevin); **10/21:** AIS: The Best Collision Avoidance System (Steven Gloor); **10/22:** Cruising the Sea of Cortez & Mexico (Shawn Breeding & Heather Bansmer); **10/26:** Staying Friends with Your Diesel Engine (CF Koehler); **10/28:** Solar Powered Battery Charging & Battery Systems (Rick Cullen); **10/28:** Cruising on 12 Volts (Barry Kessler); **10/29:** Cruising the Sea of Cortez & Mexico (Shawn Breeding & Heather Bansmer). Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**Oct. 18** — 'Using Your Marine SSB Radio' by Gordon West & Shea Weston at San Diego (Rosecrans) West Marine, 1-5 p.m. \$25/person or \$30/couple. Reservations, [shea@yachtwire.net](mailto:shea@yachtwire.net).

**Oct. 19** — 'How to Get the Most Out of SailMail' by Jim & Sue Corenman and Shea Weston at Pt. Loma Assembly Hall in San Diego, 8:30 a.m.-4 p.m. \$50/person or \$75/couple. Reservations, [sysop@sailmail.com](mailto:sysop@sailmail.com).

**Oct. 21** — 'Emergencies at Sea' by John Connolly of Modern Sailing at San Carlos West Marine, 6-8 p.m. Free. Info, (650) 593-2070.

**Oct. 21** — Friends of SF Marina guest lecture by Dave Robinson of Sealife Conservation (sponsors of the Wyliecat 65 *Derek M. Baylis*) at Golden Gate YC, 6 p.m. Boat tours, no host bar and snacks. Donations welcome. Info, (415) 831-6322.

**Oct. 22** — Howl at the full moon on a Friday night.

**Oct. 24** — Sailing Speaker Series with Yoga for women. *Latitude's* Christine Weaver will discuss racing and cruising the Delta, 10 a.m.-noon at Bow Yoga Studio in San Rafael. \$30 for seminar, yoga and meditation classes. Info, (510) 333-8846.

**Oct. 24 & Nov. 7** — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Oct. 24** — Ha-Ha Halloween Costume Party & BBQ in San Diego West Marine parking lot. May the best pirate win!

**Oct. 25** — Baja Ha-Ha XVII Cruisers Rally starts from San Diego! Info, [www.baja-haha.com](http://www.baja-haha.com).

**Oct. 30** — SF Maritime Park's Sea Music Concert Series aboard *Balclutha* at Hyde St. Pier, 8-10 p.m. Featuring Lee Murdock. \$14. Info, (415) 447-5000 or [www.nps.gov/safr](http://www.nps.gov/safr).

**Oct. 30-31** — Gear & Boat Sale benefitting Richmond YC Foundation, 9 a.m. till dark. Lots of nautical gear and boats at bargain prices! Info, [www.richmondyc.org](http://www.richmondyc.org) then click the 'RYC Foundation' tab.

**Oct. 31, 1984** — The tanker *Puerto Rican* exploded in the Gulf of the Farallones, spilling 1.47 million gallons of oil. It sank with 365,500 gallons of bunker fuel aboard, and reportedly leaked for several years.

**Oct. 31** — Dress as your favorite sailor for Halloween.

**October, 1980** — It Was Thirty Years Ago, from a *Letter* by Sally Green:

Thought you might enjoy this article, written by a reporter who happened to be jogging on "lonely and windswept Ninini

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## CALENDAR

Point" and ran into three BYC women standing watch on the finishing line for the San Francisco to Kauai TransPac:

*I fell in with a band of yachties the other day.*

*They're different from the rest of us. I could tell that almost at once.*

*They live differently. They talk a different language. They approach things in a different manner.*

*Take this: The yachties were involved in one of the recent San Francisco to Kauai yacht races — as officials rather than entrants. This particular group of yachties had rented one of those little campers that sits on top of a small Japanese pickup truck.*

*Anyone else would feel cramped and uncomfortable inside. Not the yachties.*

*"It's just a Cal 20 with headroom," they said. A Cal 20 is a sailboat 20 feet long and not very wide at all. A Cal 20 with headroom, well, they made that sound plush.*

*I learned that there is a great schism among sailboaters. There are cruisers — people who like to go on long, leisurely voyages — and there are racers — people who continually threaten themselves with ulcers by screaming at each other to make boats go faster, and who argue at great length the things that potentially speed up a boat.*

*Most of the members of my band of yachties were racers. I compared them to a couple of cruisers not in the group.*

*The racers walk like cats on the prowl, looking for something to attack. I suppose they look for unhailed downhauls, dropped topping lifts or loose running backstays, and plan to pounce without a second thought.*

*There's a practical glimmer in the eyes of the racers. They're intense and given to quick, granite-firm opinions.*

*Cruisers, on the other hand, or at least the ones I checked out, seem absolutely at one with the world. They wander about looking something between smug and dreamily content. Where a racer will stick fast to an opinion, a cruiser sometimes will argue both sides of the issue for you, and then tell you it doesn't really matter which is right.*

*There's something in common, though, between racer and cruiser. They know how to party.*

*P.S.: Since the race, this guy has bought his own boat. Obviously we ruined the lad!*

**Nov. 4** — 'Five Things You Should Know About Radar' by Richard Foregger of Club Nautique at San Carlos West Marine, 6-8 p.m. Free. Info, (650) 593-2070.

**Nov. 6** — Cruisers' Kick-Off Potluck at Downwind Marine in San Diego, 12-4 p.m. Info, [www.downwindmarine.com](http://www.downwindmarine.com).

### Racing

**Oct. 1-2** — 47th Annual San Diego to Ensenada Yacht Race. Southwestern YC, [www.southwesternyc.org](http://www.southwesternyc.org).

**Oct. 1-3** — Moore 24 Nationals in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**Oct. 2** — 30th Annual Women Skippers Regatta to benefit youth sailing. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org) or (415) 381-5475.

**Oct. 2** — Islander 36 Nationals hosted by GGYC. Info, [www.islander36.org/10race.html](http://www.islander36.org/10race.html).

**Oct. 2** — Around the Brothers Race. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Oct. 2** — Benicia YC Regatta. BenYC, [www.beniciayachtclub.com](http://www.beniciayachtclub.com).

**Oct. 2** — Fall Series #2. SSC, [www.stocktonssc.org](http://www.stocktonssc.org).

**Oct. 2-3** — Leukemia Cup Regatta, PHRF and one-design racing to benefit the Leukemia and Lymphoma Society.

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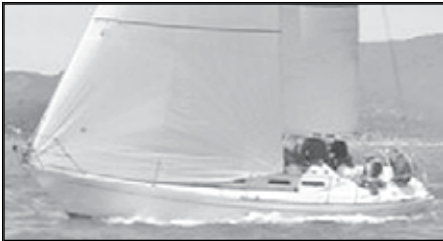
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Asking **\$619,000**



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Deep draft for cruising, buoy and offshore.  
This boat has it all. Reduced to **\$495,000**



**J/122, TKO**  
Ready to win the Big Boat Series again!  
Asking **\$429,000**



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Best in fleet.  
Asking **\$45,000**



**Kernan 44, Wasabi**  
Turn key race winner.  
Asking **\$429,000**



**39' Schumacher, 1996, Recidivist**  
Well equipped, proven race winner.  
Asking **\$129,000**



**J/32, 2002, Tango**  
Well maintained and equipped.  
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77' Andrews, '03*.....	\$799,000	40' J/122, '07, TKO.....	Reduced \$429,000	35' 1D35, '00, Sweet Sensation.....	\$69,000
53' J/160, '00, Novakane.....	\$619,000	40' Summit, '08, Soozal.....	New Listing	34' J/34, '85, The Zoo*.....	\$29,900
52' Santa Cruz, '00, Isis.....	\$520,000	40' Avance, '85, Caribou*.....	\$119,000	34' MJM 34z, '05*.....	\$365,000
52' Santa Cruz, '99, Renegade.....	\$595,000	39' Schumacher, '96, Recidivist.....	\$129,000	34' Olson-Ericson, '89*.....	SOLD
52' Santa Cruz, '98, Hula.....	\$495,000	36' J/109, '03*.....	\$189,000	33' J/100, Hull #9, '05.....	\$106,000
52' TransPac with IRC mods, '03, Braveheart*.....	\$499,000	36' Islander 36, '72, Absolute.....	\$45,000	32' J/32, '02, Tango.....	\$119,000
48' J/145, Hull #9, '03*.....	\$675,000	35' J/105, '92, Hull #44, Orion.....	\$75,000	32' Catalina 320*.....	\$61,000
48' 1D48, '96, Cal Maritime.....	Pending \$99,000	35' J/105, '99, Life Is Good*.....	\$83,000	30' Knarr, '80.....	\$30,000
47' Valiant, '81, Sunchase.....	\$125,000	35' J/105, '00, Hull #347, Bald Eagle.....	\$109,000	29' MJM 29z, '07*.....	\$269,000
44' Kernan, Wasabi.....	\$429,000	35' J/105, '00, Hull #343, Nirvana.....	\$109,000	28' Alerion Express, '06*.....	\$99,000
44' J/44, '93, Halcyon Days*.....	\$285,000	35' J/105, '01, Hull #469, Streaker.....	\$115,000	26' J/80, '04, Heart Attack.....	New Listing \$34,900
42' Custom Wylie, Scorpio.....	\$169,000	35' J/105, '04, Hull #634, Flying Dutchman.....	\$124,900	26' Aquapro Raider, '02.....	\$59,000
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# CALENDAR

Hosted by SFYC, featuring keynote speaker Russell Coutts of America's Cup fame. Info, [www.leukemicup.org/sf](http://www.leukemicup.org/sf).

**Oct. 3** — El Toro Stampede. RYC, [www.eltoroyra.org](http://www.eltoroyra.org).

**Oct. 3** — YRA-OYRA Jr. Waterhouse. RYC, [www.yra.org](http://www.yra.org).

**Oct. 3** — Berkeley YC Chowder Series begins and continues every Sunday through March, except on Berkeley Midwinter weekends. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Oct. 9** — El Toro Corkscrew Slough Regatta. SeqYC, [www.eltoro.org](http://www.eltoro.org).

**Oct. 9-10** — Belvedere Cup, J/105 match racing. SFYC, [www.sfyf.com](http://www.sfyf.com).

**Oct. 15-17** — Wylie Wabbit Nationals. StFYC, [www.stfyf.com](http://www.stfyf.com).

**Oct. 16** — YRA-HDA Yankee Cup & YRA-ODCA Champion of Champions. IYC, [www.yra.org](http://www.yra.org).

**Oct. 16** — Fall Series #3. FLYC, [www.flyc.org](http://www.flyc.org).

**Oct. 16** — South Bay Championship. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Oct. 16** — Twin Island #3. SYC, [www.syc.org](http://www.syc.org).

**Oct. 16** — Doublehanded Race. TYC, [www.tyc.org](http://www.tyc.org).

**Oct. 16** — Oktoberfest Regatta, a pursuit race around Alcatraz for PHRF boats or a fun cruiser rally around TI. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Oct. 16-17** — SSS Vallejo 1-2, a mellow way to end the shorthanded season. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Oct. 16-17** — Jessica Cup, fleet racing for big woodies. StFYC, [www.stfyf.com](http://www.stfyf.com).

**Oct. 16-17** — Joe Logan (Mercuries), Calvin Paige (Stars), and Albert T. Simpson (sportboat) Regattas. StFYC, [www.stfyf.com](http://www.stfyf.com).

**Oct. 17** — Lady Skippers Race. PresYC, [www.presidioyachtclub.org](http://www.presidioyachtclub.org).

**Oct. 17** — Singlehanded Race. TYC, [www.tyc.org](http://www.tyc.org).

**Oct. 23** — Ruth Gordon Schnapp Regatta, a fundraiser for Susan G. Komen for the Cure. Requires a woman to be at the helm. GGYC, [www.ggyc.com](http://www.ggyc.com).

**Oct. 23-24** — Fall Dinghy & Olympic Classes. StFYC, [www.stfyf.com](http://www.stfyf.com).

**Oct. 24** — Round the Island Race. SFYC, [www.sfyf.com](http://www.sfyf.com).

**Oct. 30** — Fall Series #4. FLYC, [www.flyc.org](http://www.flyc.org).

**Oct. 30** — Red Rock Race. TYC, [www.tyc.org](http://www.tyc.org).

**Oct. 30-31** — Team Race Championships. StFYC, [www.stfyf.com](http://www.stfyf.com).

**Oct. 30-31** — Great Pumpkin Regatta, a Halloween tradition. This year's theme is 'Rocky Horror Regatta!' RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Oct. 30-Nov. 6** — 24th Annual Pro Am Regatta on Virgin Gorda, hosted by Bitter End YC. Info, [www.beyc.com](http://www.beyc.com).

**Nov. 6** — Summer's Last Gasp Race. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Nov. 6** — Midwinter #1 (Seaweed Soup Regatta). GGYC, [www.ggyc.org](http://www.ggyc.org).

**Nov. 6-7** — Match Race Champs. StFYC, [www.stfyf.com](http://www.stfyf.com).

**Nov. 6-7** — Monterey Invitational/Perry Cup #1 (Mercuries). MPYC, [www.mpyc.org](http://www.mpyc.org).

**Nov. 7** — Jack & Jill + 1, the woman-skippered triplehanded race on the Estuary. IYC, [www.iyc.org](http://www.iyc.org).

**Nov. 7** — Midwinter #1. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Nov. 7**, Redwood Cup #1. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Nov. 16** — YRA Year-Ends Awards Party, location TBA. Info, (415) 771-9500 or [www.yra.org](http://www.yra.org).

**Nov. 16** — The Big Sail: Stanford vs. Cal in J/105s. More fun than football! StFYC, [www.stfyf.com](http://www.stfyf.com).



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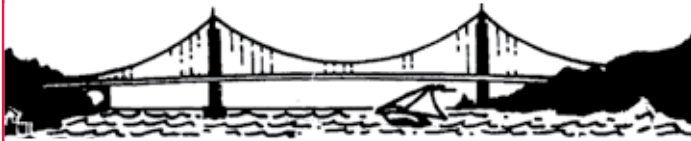
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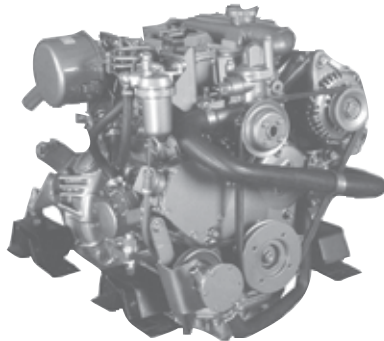


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# CALENDAR

## Remaining Summer Beer Can Regattas

**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](mailto:racing_chair@cal-sailing.org).

**COYOTE POINT YC** — Every Wednesday night through 10/27. Torin Knorr, (650) 863-2570 or [regatta@cpyc.com](mailto:regatta@cpyc.com).

**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night through 10/13. Pete Russell, (775) 721-0499.

**SANTA CRUZ YC** — Wet Wednesdays through 11/3. Greg Haws, (831) 425-0690 or [greg@scyc.org](mailto:greg@scyc.org).

**SEQUOIA YC** — Every Wednesday night through 10/13. Steve Holmstrom, (650) 400-8584 or [steve@toothwet.info](mailto:steve@toothwet.info).

**SHORELINE LAKE AQUATIC CENTER** — Catalina 14.2s every Thurs. night till 11/7. Lasers every Weds. night through October. John Stedman, (650) 940-9948 or (650) 965-7474.

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto: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.

## October Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
10/02Sat	0103/0.2	0837/4.6	1323/2.9	1913/5.5
10/03Sun	0202/0.1	0917/5.0	1426/2.3	2024/5.6
10/09Sat	0125/5.4	0631/1.8	1253/6.6	1923/-0.9
10/10Sun	0224/5.1	0717/2.2	1334/6.5	2014/-0.8
10/16Sat	0118/0.6	0841/4.9	1405/2.5	1938/4.8
10/17Sun	0210/0.8	0917/5.0	1456/2.1	2042/4.7
10/23Sat	0046/4.7	0540/2.3	1152/5.9	1828/-0.2
10/24Sun	0131/4.6	0613/2.5	1222/5.9	1904/-0.3
10/30Sat	0703/4.8	1203/3.0	1739/5.1	
10/31Sun	0023/0.2	0748/5.1	1317/2.4	1900/4.9

## October Weekend Currents

date/day	slack	max	slack	max
10/02Sat	0322 1530	0627/2.9F 1815/2.0F	0953 2102	1204/1.9E
10/03Sun	1042 2215	0020/4.0E 1306/2.5E	0420 1636	0725/3.2F 1923/2.5F
10/09Sat	0315 1440	0541/3.4E 1754/5.4E	0859 2144	1149/3.4F
10/10Sun	0944 2237	0047/4.3F 1234/3.0F	0410 1522	0630/2.9E 1841/5.2E
10/16Sat	0335 1602	0653/2.8F 1850/1.8F	0952 2121	1249/1.8E
10/17Sun	1036 2224	0030/3.0E 1338/2.2E	0427 1656	0742/2.8F 1949/2.1F
10/23Sat	0231 1346	0451/2.6E 1701/4.4E	0809 2053	1058/2.6F 2351/3.4F
10/24Sun	0315 1417	0531/2.4E 1741/4.6E	0839 2131	1133/2.5F
10/30Sat	0145 1410	0453/3.1F 1649/1.9F	0825 1931	1040/2.1E 2251/3.8E
10/31Sun	0244 1522	0551/3.2F 1801/2.2F	0914 2051	1142/2.6E 2354/3.7E

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## LETTERS

### ↑↓ HE WORKED 12 HOURS A DAY, SEVEN DAYS A WEEK

I'm at home in St. Thomas, U.S. Virgins, sitting on the boat my husband built, waiting for Hurricane *Earl* to move along. I read *Latitude's* response to Eric and Jeanna Brown's letter about their desire to complete a Freya 39 from a bare hull. "Don't do it!" was my husband's first utterance.

But he loves the boat he built for us. One time I asked him what boat he would want if he won the lottery. "This one," he



COURTESY JEAN

'Jean' anchored off Lameshur Bay on St. John.

said. In fact, I wrote to *Latitude* back in April '00 asking for information about Ham radios, and mentioned we were building a boat and would move onto her in the summer. We missed that goal by a couple of months, but have been living on her since launching in October '00.

I'm writing because we have a suggestion for home builders — don't work at another job during the first six months of building your own boat. The idea is that it helps to get off to a good start. We were in one of our transition modes, so it was easier for us to adhere to the suggestion than it might be for others.

When we finally got back the Virgins with our new boat, after a successful sail from Galveston Bay, we visited friends at Gold Coast Yachts in St. Croix, where my husband had worked on and off since their beginning. Roger Hatfield, one of the founders, said an individual builder really has to finish a boat in three to four years or some 'life event' will intervene and the boat won't get finished. Our boat is simple, but nonetheless took about two years to build. My husband worked 12 hours a day, seven days a week for about three-quarters of that time.

*Latitude's* response really said it all. You have to have a passion like Rick Gio's in order to build your own boat. And you have to accept that building a boat yourself won't be any less expensive than buying a new one. In our case, building a boat was something my husband always wanted to do. He'd shaped surfboards and built little speedboats as a kid, and went to wooden boat building school. He has always been boat crazy, so he definitely had the passion necessary. And if you build your own boat, once you are finished, you are free to go wherever you wish.

Paula Ferguson  
Jean, Adams 13 meter  
St. Thomas, VI

### ↑↓ DITCH THE DIESEL!

I'll probably be pissing in the wind with my comment on the topic of 'removing a diesel in favor of an outboard', but here goes. The modern four-stroke, five-star outboards have the following advantages over diesels:

- They are quieter, as they have no hull vibration or diesel noise.
- They are more fuel efficient, as they use fewer gallons per hour at the lower throttle setting.
- They are easier to service, as you get no grease in the bilge.
- They maneuver better, as they are mounted on the transom.

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- Wed 10/20 **Outboard Motor Needs for Cruising in Mexico** — Tom Teevin, Aquarius Yacht Services/Veteran Cruiser
- Thurs 10/21 **AIS: The Best Collision Avoidance System** — Steven Gloor, GTS Consulting/Veteran Cruiser
- Fri 10/22 **Cruising the Sea of Cortez & West Coast Mexico** — Shawn Breeding & Heather Bansmer, Cruising Guide Authors
- Tues 10/26 **Staying Friends with Your Diesel Engine** — CF Koehler, Koehler Kraft/Veteran Cruiser
- Wed 10/27 **Solar Powered Battery Charging & Battery Systems** — Rick Cullen, President, Blue Sky Energy Systems, Inc.
- Thurs 10/28 **Cruising on 12 Volt Batteries, Alternators, Invertors: Tips and Troubleshooting** — Barry Kessler, Xantrex Repair Tech/CEO, Altra Regulators
- Fri 10/29 **Cruising the Sea of Cortez & West Coast Mexico** — Shawn Breeding & Heather Bansmer, Cruising Guide Authors
- Tues 11/2 **AIS: The Best Collision Avoidance System** — Steven Gloor, GTS Consulting/Veteran Cruiser
- Wed 11/3 **Intro to Offshore Communications for Cruisers** — Shea Weston, Offshore Outfitters
- Thur 11/4 **Outfitting for Safety at Sea & Life Raft Deployment Demo** — Bruce Brown, Rep for Swiftlik & SeaPac
- Tues 11/9 **Surviving a Haul-Out** — C.F. Koehler, Koehler Kraft/Veteran Cruiser
- Wed 11/10 **Intro to Offshore Communications for Cruisers** — Shea Weston, Offshore Outfitters
- Thurs 11/11 To Be Announced

### SPECIAL EVENTS

- Sat 10/16 **Baja Ha-Ha Welcome Potluck at Downwind Marine**  
Noon-4PM at our store, 2804 Cañon Street, San Diego  
Hot dogs & sodas for ALL customers plus potluck for Ha-Ha cruisers.  
8:30AM-5:00PM. One-day only discount prices for all during store hours. Product Reps on hand. See [www.downwindmarine.com](http://www.downwindmarine.com).
- Oct 18-22 **Downwind Morning Buddy Boat Meetings — ALL WEEK**  
10:00AM — Meet at Downwind Marine for coffee and donuts
- Tues 10/19 **SailMail Marine Communications Seminar**  
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- Sat 11/6 **Annual Downwind Cruisers' Kick-Off Potluck BBQ**  
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## LETTERS

- They are true marine engines.

If anyone doesn't believe me, we should have a contest. We each get five gallons of fuel, and we see who can get the far-



LATITUDE / RICHARD

**While not perfect, transom-hung outboards can be a 'big bang for the buck' semi-solution.**

thest. The 4-hp engine on my 27-ft boat will do four knots at 1,000 rpm while burning .2 gallons per hour motor-ing on a calm ocean. That works out to about 20 mpg. Even at half that in a head-

wind, I'm doing better than a diesel. And if the wind is blowing, I'm sailing. 'Ditch the diesel!' is what I say.

As for finishing a boat from a bare hull, *Latitude* is absolutely right that there isn't much of a saving in money. But you do get the boat the way you want it. I've built at least three of these boats myself — and eliminated the diesel each time. You can see the last boat I built at [www.jeanmondeau.blogspot.com](http://www.jeanmondeau.blogspot.com).

Yes, I became as focused as Rick Gio was. As soon as I got home after work at 5:30 p.m., I changed into my work clothes and didn't step off the boat before 10 p.m. And I didn't spend any time dreaming or drinking. On weekends I put in 20-hour days. I completed the boat in three months, taking seven weeks on the interior. It was, of course, a much smaller boat.

My best piece of advice is to have the boat trucked to your home and build her in the backyard — as I did. You'll save an astronomical amount of time and money. Plus it will save your marriage. By the way, my marriage is doing fine. In fact, my wife was the taskmaster, as this was her boat project. I let her talk me into it!

With regard to marine heads, I always swim upstream.

P.S. *Latitude* is the greatest magazine going!

Jean & Denise Mondeau  
Carmela, '75 Cal 2-27  
Madera

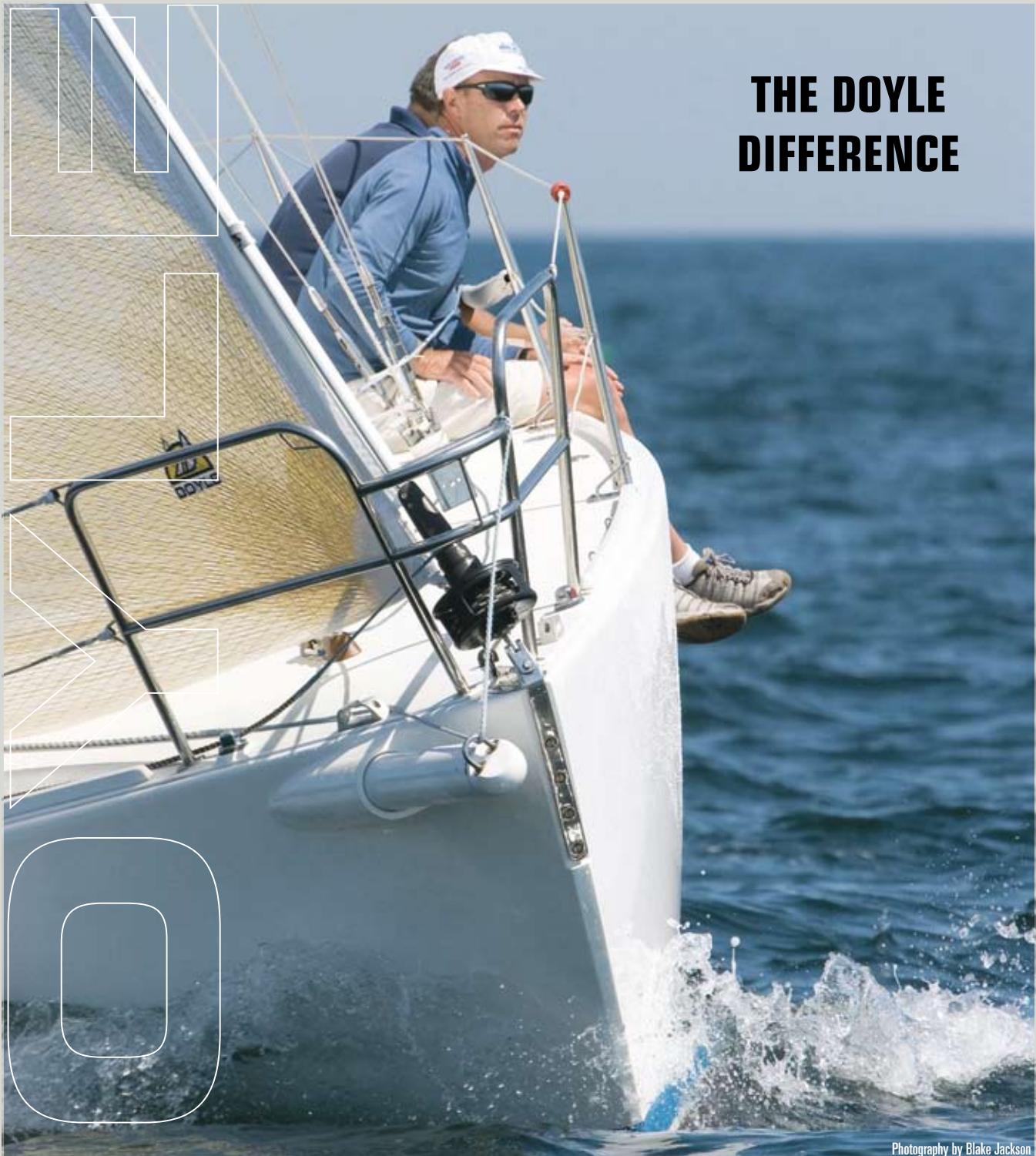
*Jean — Thank you for the very kind words.*

*According to experts, diesel engines are about 45% energy efficient, while gas engines are only 30% energy efficient. Diesel fuel also has 10 to 20% more energy per unit volume than does gasoline.*

*Wikipedia reports that an efficient turbo diesel gets 40% more miles per gallon than does a gas engine, even though a diesel engine is heavier. They cite the example of current model Skoda Octavias — whatever they are — using Volkswagen engines. The gas version gets 38.2 mpg, while the slightly more powerful diesel version gets 53.3 mpg. Indeed, 10 years ago Volkswagen was selling production model Lupos and Audi A-2s that got 74 mpg. No gas engine car has come anywhere close to that.*

*We suppose you'd have a chance of winning your bet because not many, if any, sailboats are equipped with 4-hp diesels. Nonetheless, small diesels, such as 12-hp models, merely sip fuel at low rpms, so we wouldn't recommend putting your pink slip up — or your taskmaster might have you working on yet another from-a-bare-hull job.*

*Your point that diesels are a little messier is well taken, and*



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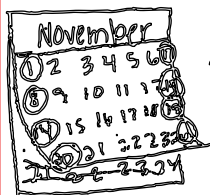
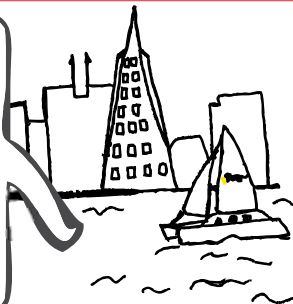
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## LETTERS

diesel doesn't smell so good either. But based on our experience with three outboard-powered sailboats — an Ericson 27, a Cal 25, and an Olson 30 — the outboards were awkward to use and didn't maneuver that well, particularly in reverse. Outboard-powered boats are also very poor performers in a sloppy sea, which you can often have when there is no wind. Lastly, experts will tell you that a well-cared-for diesel is much more reliable than a well-cared-for outboard, and diesels have much longer useful lifespans than do gas engines. Alas, diesels are considerably more expensive.

But it's a free world, so if you want to take an inboard diesel out of a sailboat and replace it with a gas outboard, that's your business. We'd just hesitate to recommend it to others.

By the way, anybody out there with a small boat and a small diesel willing to share information on their boat's fuel consumption in flat water?

### ↑↓ VINAIGRETTE FOR THE HEAD

When I retired in '97, I went to Florida and bought an old, but fine, Morgan Out Island 30 and moved aboard. She was the first boat I owned that was equipped with a working head. The boat's previous owner told me not to flush toilet paper down the head.

Shortly after buying the boat, and while she was still on the hard, I decided to check out all the plumbing and other systems that I figured would be hard to work on when she was back in the water. When I pulled the large gray ribbed hose that went from the toilet to the Electrosan. It was almost completely solid with calcium and other deposits. So I replaced all the flush-related plumbing and the toilet itself. Then I read everything I could about heads, what happens in them, and how to treat them.

For the next eight years, I flushed toilet paper and other flushable substances down the head. But at least once a week I treated the head with a 12-hour soaking of a half-cup of vinegar, and every three days I put in a tablespoon of vegetable oil, pumped a little, and left it in the system until the next morning.

I sold the boat eight years later, having never had a problem. I've talked to many cruisers about this subject, and most of them flush toilet paper down a well-cared-for head with no problem. Of course, if you use an old Montgomery Ward catalog for toilet paper, all bets are off.

Eldon McMullen  
ex-Slo-n-ezy, Morgan Out Island 30  
Planet Earth

Eldon — Some readers might think your vinegar and oil



LATITUDE / RICHARD

Salads are healthy for humans — and heads.

that doesn't happen, they should check with the next boatowner they see furiously beating a hose on the dock, as he's no doubt trying



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## Fall Dinner & Discussion Series at the Golden Gate Yacht Club



### Forecasting Marine Weather presented by NOAA

**Thursday, October 28 (6 - 9pm)**

Learn about weather patterns common to the central coast and their impact on the wind and waves. Explore the tools used to assess the current state of the ocean and atmosphere: satellite, RADAR and surface observations from buoy reports. And learn where to find these tools on the internet so you can make your own assessments.

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## Cooking at Sea Seminar

**Thursday, November 18 (6 - 9pm)**

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## EMERGENCIES AT SEA with John Connolly

**West Marine, San Carlos  
Thursday, October 21 @ 6pm**

Join us at the Golden Gate Yacht Club as we discuss the 15 most common emergencies at sea and how to respond to them: demasting, engine failure, holes in the boat, crew overboard, etc.



## Upcoming Events

**October 2** - Docking Clinic (9am - 4pm)

**October 16** - Club Sail (10am - 4pm), BBQ @ 3:30pm

**October 17** - Refresher Course (9am - 4pm)

**October 21** - John Connolly's Emergencies at Sea @ West Marine, San Carlos

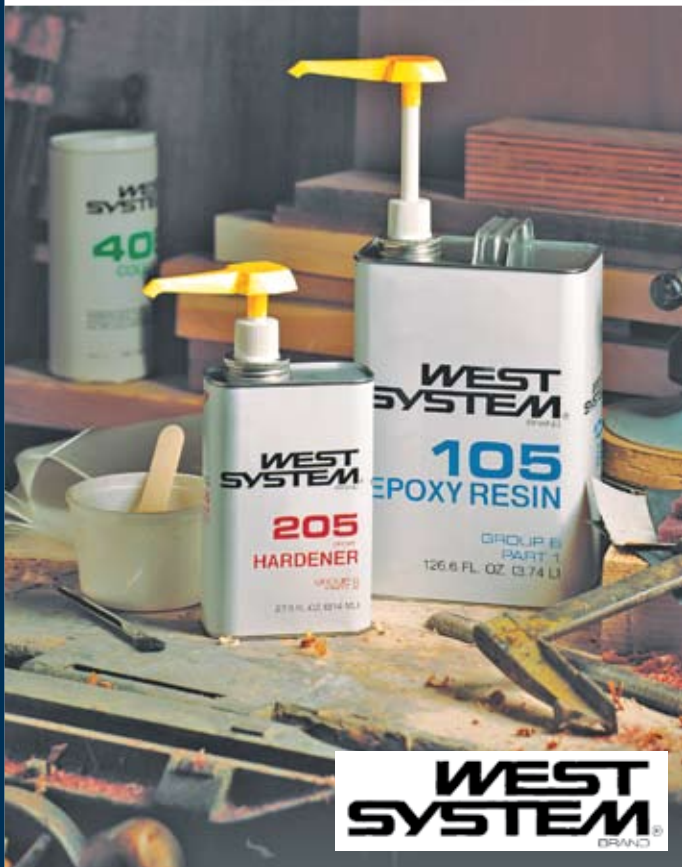
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## LETTERS

to free such deposits from the hose. The oil is to keep all the rubber parts lubricated. In fact, some crews on charter boats in the Caribbean pump all the leftover salad and salad dressing down the heads to keep the soft parts in good working order.

It doesn't surprise us that someone who cleaned their hoses, treated their head and hoses with oil and vinegar, and pumped plenty of times, hasn't had any toilet problems. Most problems are caused by unknowing and/or uncaring guests who don't follow the rules. We once had an obviously disconnected head sitting on its side on Profligate, the seat heavily duct-taped shut, and a sign on it admonishing people not to use it. Despite all the implied and obvious imprecations, some numbskull ignored the sign, took the tape off, set it upright and pooped in it. You should have seen the crestfallen look on his face when he was told that he was going to have to clean it out.

### ↑↓ NO MORE THAN TWO 24-INCH LENGTHS

I'm up here in Ganges, British Columbia, on a powerboat charter with my parents and my daughter. We're celebrating the peeps' 66th anniversary — as in they've been married all that time! I saved the September *Latitude* to read on the trip, and I just got a bang out of the letter about marine heads and toilet paper.

I've been sailing since nobody knew what a holding tank was, and when the concept of them was finally explained, we all thought it was disgusting. Eew! Who would sail around with a tank full of poop? And we certainly wouldn't sail around with a bag full of nasty TP either! That's why God made fish! At Catalina, the opal eye — otherwise known as the 'poopy perch' — loved hanging around under the boats. Pumping the head was a sure way to create a mad feeding frenzy, much to the entertainment of my 10-year-old self! The poopy perch are hard to come by these days as everybody now has those dangled tanks. The fishing was a lot better back then, too.

Marine heads actually love TP in reasonable doses, and it's good for them as it helps clean out the hoses. The only time heads don't digest TP is when the hoses are constricted



LATITUDE / RICHARD

**Holly is cool with as much as two 24-inch lengths of toilet paper . . .**

by that nasty scaly stuff. This scuff builds up when people don't pump enough. I buy vast amounts of double-ply Costco TP for home and my Cal 40. None of that thin, scratchy stuff for me. As long as you don't put more than two 24-inch lengths of paper in per flush,

you're good to go. That includes your organic donation as well. If you need an additional wad of paper, flush the first batch first, then carry on as above.

When I used to skipper a big schooner for week-long charters, we — as many as 12 of us — all shared one head. Following the system described above, we didn't clog the head in 11 years. Sure, I had to explain how to use the head, which was always good for a few crude remarks and giggles, but we never had a problem. I'm sure glad we didn't sail around with all that used TP in bags. Besides, putting organic paper and poo in plastic bags is kind of silly if you think about it, as it can't decompose in landfill.

When we had our check-out session for the powerboat

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## LETTERS

we're on, we were told to not, under any circumstances, pump the holding tank overboard in U.S. waters. But we're in Canadian waters now, and they are fine with us dumping the tank — as long as we're in a deep-water area and not in a bay or a marina. Duh. The phrase the Canadians use is, "The solution to pollution is dilution." Be sure to pronounce it in Canadian, eh? I like how they think here.

Showering in the tropics? Sometimes a girl's gotta shower in private, but not always. It's kind of fun to wash outdoors. A few years ago, I got a delivery gig taking a good-sized cat from Florida to the Chesapeake. After a million breakdowns in 'the Ditch', we were finally able to go offshore and get into the Gulf Stream. One morning it was picture perfect out there, with no wind and flat, warm seas. As I had never swum in that particular piece of ocean, we stopped and went for a wash-



LATITUDE / RICHARD

... but the Costco economy pack would last 'One Square Sheryl' 41 years.

and-swim. One of my friends who came along wasn't a great swimmer, but she was up for the swim — as long as we didn't get too far away from the boat and had a line in the water. Once she was comfortable, we grabbed the soap and washed our hair and so forth. Smart ass that I am, I said, "Don't forget to wash your hoo." She replied by saying, "Give me your hand."(!) It turns out that she was drifting too far from the line in the water, was getting nervous, and wanted my hand to pull her closer to the line. We both almost drowned laughing, and still laugh about it years later.

I hope Anonymous gets over the 'camping' thing and realizes that there are as many ways to cruise as there are people doing it. Remember to 'think outside the box', sail with other people, and relax. It's really a lot of fun!

By the way, they don't just jump in the water and wash here in Canada — it's a bit nippy, eh!

Holly Scott  
Mahalo, Cal 40  
Alamitos Bay

*Holly — Don't let the popular and talented singer Sheryl 'Single Square' Crow hear you talk about 24-inch lengths of toilet paper. As she wrote in a message about environmentalism: "I propose a limitation be put on how many squares of toilet paper can be used during any one sitting." I think we Americans are an industrious enough people that we can make it work with only one square per restroom visit."*

*We don't know about the rest of you, but we think "industrious" is an unfortunate adjective to use when discussing using just one square of TP to clean up down there. A couple of uncouth sailors have suggested it might be why such a beautiful and talented woman as Crow is still single, but that's as disgusting as it is ridiculous.*

### ↑↓ ONLY IF IT PASSED THROUGH YOUR MOUTH FIRST

I've probably captained or crewed on at least 60 boats on short and long passages, taught on dozens more, and have owned several myself. Not on a single one of those boats was toilet paper ever allowed anywhere but in a little basket next to the head. And certainly never directly into the head itself.

# Rebuild vs. Repower What's right for you?

## Are you Happy With Your Present Boat?

Do you like its classic looks, strong construction and good sea keeping qualities? Chances are, you like everything about it... with one exception. Anyone who has ever owned a boat for more than a few years, will readily admit that there comes a point when the possibility of replacing an engine or two becomes a very real likelihood. To some, the mere thought of replacing their tired gas guzzling engines with a pair of new, fuel efficient diesels sounds great. To others, the task may appear somewhat daunting. After all, repowering any inboard is a little more involved than simply dropping a new outboard on your transom. In spite of its perceived complexity, repowering doesn't have to be a hassle.

## Engine Reliability is Paramount!

Engine selection is indeed important. Marine engines must, above all else, be reliable. Engine reliability is especially important in pleasure boats, where the capability of the crew to deal with mechanical problems may not equal that of crews on commercial vessels. Today's marine engines have a long life; however, eventually either major repairs or replacement may become necessary. That is the time to consider repowering.

## Cost vs. Value

It may be tempting to think that the value of a boat repowered with a new engine will increase enough to fully offset the cost of the new engine and its installation. Although the boat will be worth more with a new engine,

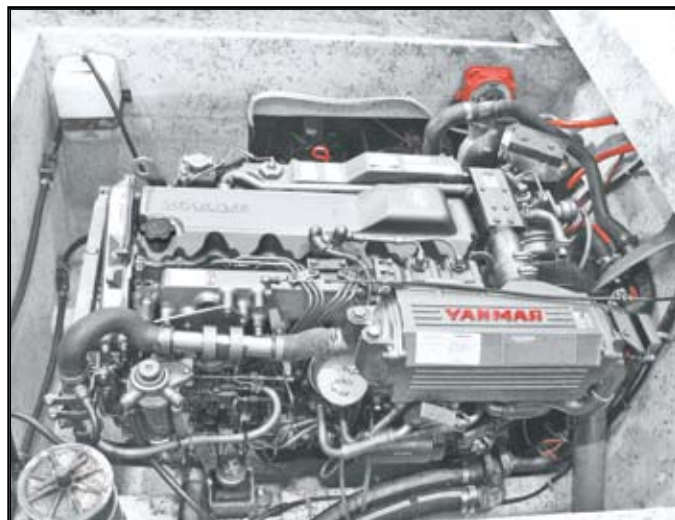
the increase in value in the used boat market may not equal your investment if you sell the boat. The same is generally true if you convert from gas to diesel. The boat's value will increase, but probably not enough to fully pay for the conversion. That said, you are considering the rebuild or repower because you want to use your boat, not sell it. And what is the value of having a reliable engine in your boat in terms of safety for your family?

## The Rebuild/Repower Trade-Off

Although rebuilding an existing engine normally poses few challenges, the installation of a new engine usually provides significant performance and economic advantages. Many parts and accessories of a rebuilt engine – alternator, starter, water pump, for example – are usually retained, and have an uncertain further life expectancy. All parts of a new power plant will be unused and the entire engine will carry a very valuable manufacturer's warranty. The new engine will be more reliable with state-of-the-art technology. In addition, new engines are typically more serviceable, provide superior performance, are cleaner running, and are much more fuel efficient. The reasons to repower far outweigh the excuses to rebuild.

## Repowering, Getting the Job Done Right

A successful repowering project involves two equally critical decisions; choosing the right engine for the boat and selecting a qualified installer. While engines can be precisely defined by their specifications, the installation of new engines requires reliance upon the engineering judgment and the skill of those doing the work. We can recommend an engine and refer you to a qualified Yanmar Dealer to perform the repower.



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## LETTERS

Cleaning out a stuck head has to be one of the most heinous jobs on a boat. Furthermore, if Mr. Anonymous ever comes to Hawaii, he'll find that even the most luxurious charter boats don't allow toilet paper in the onboard heads. The typical passenger briefing goes something like: "Remember, if it hasn't passed through your mouth, it doesn't belong in the onboard toilet. This is one of the strictest rules we have, right up there with don't fall overboard!"

If this is indeed a 'deal breaker' for Mr. Anonymous and his spouse/partner — I hate to say it, especially as an instructor — but perhaps cruising isn't for them. And ditto everything the Wanderer said about total awareness of all of your crews' bodily sounds, smells, and so forth, as sounds and smells travel remarkably well in such a small space.

And double ditto on the taking a shower belowdecks thing. There is almost nothing a captain hates worse than hearing the water pump running because someone's taking a shower and draining the precious freshwater supply. It's why God gave us Solar Showers.

Mark Joiner  
*Dolphin*  
Wailea, Maui

*Readers — Due to the volume of mail on marine heads and showers, this topic will continue in the November issue.*

### ↑↓ **LOOKING FOR THE PERFECT BAY BOAT**

I could use your readers' advice. I'm a partner in a 30-ft sailboat that is almost perfect for our purposes, which is daysailing on the Bay, often singlehanded or with non-sailors as passengers. She has the following good qualities:

- She's comfortable and spacious.
- She's a dry boat.
- She's low-maintenance, in part because she has no wood outside.
- She's a '00 boat, which means she's reasonably new.
- Her self-tacking jib makes her easy to singlehanded and easy to tack.
- And she's reasonably fast.

There's just one hitch. In 17 knots of wind, she starts to get unruly without a reef in the main. In 20+ knots of wind — in



SERGE ZAVARIN

**Greg would prefer not to heel over this much, and not to have to reef so often.**

other words, conditions we see every summer on the Bay — she's downright unmanageable. As a result, I have to reef and unreef several times during a daysail, and it's starting to feel like work.

So my question is whether there is a modern daysailer/weekend cruiser in the 30- to 35-ft range that will behave in winds in the mid-20s without 800 lbs of meat on the rail.

Greg Welch  
Planet Earth

*Greg — Even if you had your sails cut very flat for Bay conditions, and kept the traveller way down low to try to keep the boat on her feet, we can't think of a boat that's not going to*

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*Andrew Linney, [www.nokaoi2.info](http://www.nokaoi2.info)*



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## LETTERS

be significantly overpowered in 25 knots of wind — even if she has 2,000 lbs of meat on the rail. For maximum performance, most boats need to be reefed at between 15 and 18 knots, and some as low as 12 knots. In 20 knots of wind, most smaller boats can benefit from two reefs.

You can get a good idea of what boat you might want based on the ratio of the sail area to the ballast. Since we're not up on that info for a lot of designs, we'll put the question to our readership. Is your 30- to 35-ft boat a stiffy? If so, what kind is she, and what tips do you have for sailing her flat?

Another way to avoid reefing is to plan carefully where you sail at what time of the day. For example, if you sail out of a marina in Alameda or the East Bay, you're less likely to reef if you sail to the Gate via Raccoon Strait and then back home via the Cityfront than if you do it in the opposite direction.

### ↑↓HEY, SHARK! GET OFF MY LINE!

I'm a bit surprised and disappointed that you published, on page 111 of the September issue, the photo of the idiot who caught and boated a shark during the Pacific Puddle Jump. Being people who love and respect the ocean, you should know that shark populations worldwide are quickly dwindling due to such practices as catching them, cutting off their fins for soup, and throwing them back to drown or bleed to death. In the future, let's not show photos of idiots gloating about their big shark catch, shall we?

P. Meyerhof  
Aphrodite, Islander 30 MKII  
Berkeley

P. — The shark populations of the world are indeed being decimated. For example, in '08, the last period for which we could find records, 75,000 lbs of thresher shark were landed by commercial fishermen in the Santa Barbara area, another 75,000 lbs in the San Diego area, 25,000 lbs in the Los Angeles area, and another 25,000 lbs in the rest of California. Again, this is just thresher shark, which is why you can find it in the

MICRONESIAN SHARK FOUNDATION



**It's shark harvesting such as this, not cruisers, that is decimating shark populations.**

fish section of just about any grocery store. To put this in some perspective, all of these areas are now landing only about 25% of the amount of thresher shark they got in '01, and just 10% of what they got in '82, which was the peak. The problem is almost certainly worse in Mexico, where the artisanal gillnet fishery goes after not just thresher shark, but also blue, hammerhead, white and Pacific angel sharks.

We don't claim to be experts, but it's our understanding that the United States, Mexico and international authorities have generally done a poor to abysmal job of protecting all fisheries, not just the shark fishery. Nonetheless, we don't think that Puddle Jumpers and other cruisers, who catch fish to eat them, rather than for commercial purposes, are the problem. But we'll happily remind all sailors that fish, like all other natural resources, from fresh water to oil, are in limited supply and should be consumed intelligently.

By the way, there's a big difference between gloating and having a laugh, and the cruiser in the photo was having a laugh.



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## LETTERS

### ↑↓ INFERENCES AND ASSUMPTIONS

I get cranky when I see reports about sharks eating humans, such as in the September 17 *Lectronic*. The fact is that humans eat sharks to the point where they will not recover. I'm sure that you remember the days when the carcasses of large hammerheads lined the beaches in Baja and Punta de Mita, with only their fins removed. Are you suggesting that we get rid of the rest of the sharks? Shame on you!

Tom Steketee  
 Vermont

Tom — In that *Lectronic*, we reported that after landing a 12-ft tiger shark in the Bahamas, a fisherman noticed part of a human leg sticking out of its mouth. The shark was cut open and other human remains discovered. Using fingerprints, authorities were able to determine that it was the body of 43-year old Judson Newton, who had gone missing off so-called 'Jaws Beach' on New Providence Island, after he attempted to swim ashore from a disabled power boat.

Shame on us?! Please read the item again and try to find any recommendation, statement, suggestion, or even implication that sharks should be killed to save human lives. What a ridiculous idea. And what an even more preposterous idea to think we suggested anything of the sort.

### ↑↓ CRUISING AND 'UNSCHOOLING' WORKED FOR US

In response to Christine Currie's letter in the August issue, *Latitude* wrote, "No cruiser has ever told us that home schooling was easy." Well, we've homeschooled our daughter, Sequoia, for the last five years, including two seasons of cruising in Mexico, and it was certainly easier than dealing with the public school system in San Francisco!

Unfortunately, parents may think that 'homeschooling' involves re-creating the school environment at home, or on the boat, with the drudgery of textbooks and worksheets that have little relevance to the real world. It surprises me that many cruisers, who tend to think 'outside of the box' when it comes to their lifestyle, don't question whether our 'one size fits all' education system is right for every kid. We always felt sorry for cruising parents who spent hours a day butting heads with their kids over school work.

We adopted the 'unschooling' approach. Rather than following a traditional school curriculum, we looked for learning experiences in our day-to-day lives. Cruising in Mexico offered so many opportunities! When shopping, Sequoia calculated prices in pesos versus dollars. When we bought diesel, she converted liters to gallons. Baking was a great way to work with fractions, as we halved or doubled recipes.

In terms of science, we had identification books for fish, birds, and marine mammals, so Sequoia was our resident naturalist. After snorkeling, she'd identify all the fish she'd seen. When sailing, she'd scoop up jellyfish in a net. When dolphins rode our bow wave, she'd be on the bowsprit, cheering them on. And though she never wrote a report or took a test on cetaceans, I have no doubt that seeing these creatures in the wild has made a lasting impression on her and her life.

And though the cruising life can be full of activity, there is a lot of down time. Reading was a big part of everyday living for the whole crew. We also had lots of time for games. Multiplication War is a variation of the old card game that taught Sequoia her times tables. Bananagrams, a speedier version of Scrabble, is a family favorite. Scrambled States is a great way to learn U.S. geography. And trivia games like Brain Quest were a perfect diversion when we were underway.

Sequoia also spent time knitting and making jewelry. She

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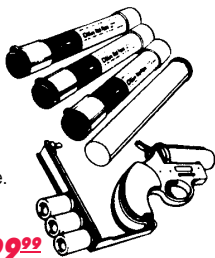
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## LETTERS

bought a recorder at a swap meet in La Paz, found two books about how to play it by asking on the morning net, and taught herself to read music. This is not to mention all the knots she learned to tie, how to drive the dinghy, and all the cool sailing stuff she would have never learned in school! The only task we gave her was to keep a travel journal. Because there were so many exciting things to write about, she was generally happy to comply.

One of the great things about cruising is that everyone is trying something new. Whether it's how to surf-land your dinghy or fix a finicky outboard, the learning process is a part of daily life. When your kids see you take on new challenges, struggle, fail, and (hopefully!) ultimately succeed, they'll be better prepared to do the same.

In terms of Christine Currie's particular situation, I can't say whether homeschooling is the right choice for her family, but I agree with *Latitude's* opinion that "most active young boys would get a better and more useful education cruising on a boat than they would caged up in almost any classroom in America, at least until high school age".

It seems to us that most kids are happy cruising until they are about 12, at which point living on a boat with your parents loses some of its appeal. Indeed, our daughter decided she wants to go back to school and will be entering eighth grade this fall. Compared to the dread with which I faced middle school, her enthusiasm is remarkable!

I've always tried to approach giving parenting advice the same way that one should go about giving anchoring advice. In other words, keep it to yourself! What works for some families may not work for others. But I can say that for our family, cruising and unschooling went together perfectly. We encourage other families to cast off the dock lines and figure out what works for them!

Susan Detwiler & Todd Huss  
Sugata, Hans Christian 38  
Emery Cove Marina

*Susan and Todd — So much of the education system in the United States seems ineffective and/or dated. About five years ago, we watched a KTVU 2 news segment in horror as the head of math for the Oakland Schools repeatedly declined to attempt to solve a grammar school-level math problem, such as what's 3 times 30. She begged off, saying it had been a while since she'd gone over such material. Had she seen it, Mrs. White, who did such a great job teaching us geometry at Skyline High in Oakland in the mid '60s, would have been furious.*

*Our son and daughter were lucky enough to be able to attend excellent public schools until middle school in Southern Marin, where most of the administrators, teachers and parents really cared. What a rarity! Even so, it wasn't a good fit for our son — and a lot of other boys — who seemed to be too kinetic to thrive in such a restrictive environment. We're sure our son would have gotten a better education if we'd taken him around the world on our boat, where he could have learned by doing and observing.*

*Education methods haven't seemed to progress much in the last 100 years, but some brilliant folks finally seem to be doing something about it — and at a pittance. Better yet, they are doing it in ways that are ideal for kids who are going cruising.*

*Consider 33-year-old Sal Khan, who was born and raised in New Orleans by a Calcutta-born mother and a Bangladesh-born father. Using basic and inexpensive equipment — we're talking a \$200 Camtasia recorder, free Smooth Draw 3 software, and an \$80 Wacom Bamboo Tablet on a PC — Khan has personally made more than 1,600 educational videos on everything*

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## LETTERS

from basic arithmetic through the most sophisticated biology, chemistry, organic chemistry and physics, to a four-part series on the French Revolution. These courses — which are taught in 10-minute segments — are available to everyone in the world with internet access . . . for free! Khan says that since he already has a beautiful wife, a hilarious son, two Hondas and a decent house, his goal in life is to create the world's first free, world-class virtual school, where anyone can learn anything. He's gotten enthusiastic reviews from the likes of Bill Gates.

Could it be that the old education model of tens of thousands of well-intentioned, but perhaps not always the most talented or inspired, teachers facing an overwhelming number of distracted students in prison-like settings might be in for a change?



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If you're about to go cruising with a child, we recommend that you check out the Khan Academy, or something similar. If you check the list of free classes, we're pretty sure you'll see some you'd like to take yourself. And would that set a great example for your child?

By the way, we consider our iPad to be one of the finest educational tools ever. As long as you have internet access on your boat — which is getting more common and better all the time — you can find the answers to almost anything from science to history, and learn to appreciate things like music and art, while lying in your bunk. Over the years we wasted a lot of time reading junk novels while cruising, but now we've got a whole-grain diet of stuff to read at our beck and call. And very often for free.

### ↑↓ A TEAM CALIFORNIA CREWMEMBER'S PERSPECTIVE

I'm writing in response to Brian Trelivijg's July letter and Lee Turner's August letter about the way the Clipper Cup fleet was received in San Francisco. Speaking as a member of the *Team California* crew, the City of San Francisco, the Golden Gate YC, Customs and Immigration, and the State of California are not to blame for the poor fleet reception on April 4. *Latitude* is correct that these events are usually arranged and paid for by the race organization, not local governments.

The *Team California* entry was not "the State of California's representative," it was a boat branded by Clipper Ventures, the for-profit organization that owns one of the (now) nine boats in the around-the-world biennial 'race' it hosts for paying amateur crew. The State of California can barely cut me a paycheck, let alone dump bags of money into an aging fiberglass yacht flying a British flag with mostly British crew. This state was never part of any Clipper event. And, in fact, only six of the 42 crew were from California.

Governor Schwarzenegger promised nothing to Clipper Ventures or to their branded entry *Team California*. His office simply wrote a nice form letter sending his "best wishes for success." I have a similar letter that his office sent to me in '04

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# LETTERS

for representing the United States in a different international athletic competition.

Clipper Ventures used this letter, and Governor Schwarzenegger's fame, to market their event, and to imply that he was somehow endorsing *Team California* and that he would attend events at the San Francisco stopover. The fact that Schwarzenegger even sent this letter, and sent a representative to one crew event in San Francisco, was actually due to the efforts of Bob DeWitt of the Santa Cruz YC, and of my father, former Assemblyman William T. Bagley. Schwarzenegger was in the middle of the health care and budget crisis, and had no duty whatsoever to be in San Francisco late on a Sunday evening.

It is true that there were over-the-top welcomes and bon voyage ceremonies at different ports during the race, but they were all at ports where there was a bona fide, cold,



CLIPPER VENTURES

**There was great sailing and high adventure in the Clipper event . . .**

hard cash-paying sponsor — such as Hull, Qingdao, Singapore, Cape Breton Island, and Kinsale/Cork. The asking price for full sponsorship was in the realm of four million British pounds — about \$6 million U.S. There were

no "warm welcomes" in Rio, Port Kingston, or New York City, which, like San Francisco, didn't have a sponsor.

The stopovers at the sponsoring cities were also wisely held in conjunction with other non-sailing festivals, creating the appearance of a larger fan base. Making things more difficult for San Francisco, a stopover wasn't even confirmed until midway through the event. Clipper had never had a stopover in San Francisco before, and not many people — especially non-sailors — even knew the event existed. Furthermore, both the anticipated arrival of the fleet in San Francisco and the restart date changed almost daily because of multiple yacht breakages on the way to China and on the way to San Francisco. And the restart went from a weekend to a weekday. Consequently, it wasn't so easy for local sailors — or anyone else — to know when this was supposed to happen.

The anticipated arrival of *Team California* was uncertain because they lost the ability to communicate because of a dismasting. After the dismasting, *Team California* didn't have paper charts either, as the skipper, defying logic, jettisoned them into the Pacific. So the boat's position wasn't readily available.

The U.S. Immigration Service did the 70+ crew a favor by arriving at the yacht club after hours and processing all the boats at once. They could have made the crews stay onboard until the next day and processed them during normal business hours. The officials were professional and very patient.

I'm not sure what other "officials" should have attended the arrival of these boats. Our elected officials have jobs to do and families to care for, and there is no requirement that they attend every social event throughout the City. Again, *Team California* and her gracious escorts didn't arrive during normal business hours. Representatives from Mayor Newsom and Governor Schwarzenegger's offices did appear at a subsequent crew event, and gave kind and encouraging words to the participants.

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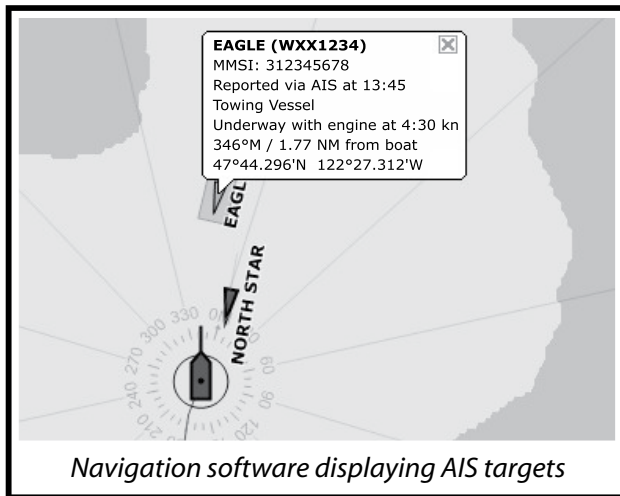
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## LETTERS

In actuality, on the night of arrival, all the crew wanted to do was have a few cold drinks, a meal that didn't come out of a tin, a shower, and some sleep. Other than one slab of warm beer at the dock from Clipper Ventures, all of the drinks and food at the Golden Gate YC were provided by joining crew, friends and family. Clipper did not sponsor this welcoming event.



LATITUDE / LADONNA

... but the organizers promised more of Governor Schwarzenegger and others than they should have.

Logistically, there are few marinas that could have handled all nine of the 68-ft racing yachts. The people at the San Francisco Marina Yacht Harbor did their level best to accommodate all of the boats and the more than 200 crew. One cannot expect them to displace permanent slip holders. The harbor master was patient with the constant ingress and egress of the many crew throughout the two-week stopover. This is not the first port stop where the crew had to walk some distance to reach their boats. This is not the first port stop where the boats were not all right next to each other. Besides, after spending seven months together, sometimes distance is a good thing.

Clipper Ventures repeatedly hinted that crew might get to meet Governor Schwarzenegger, and that the Jamaica crew might get to 'race' with Usain Bolt, the Jamaican sprinting star, and similar things. The crews were unnecessarily promised many things like this that never materialized. Other than soggy underpants for 10 months, not much in the Clipper race is free.

Shana Bagley  
'09/'10 Team California Crewmember

Shana — Thank you for a crewmember's perspective of the event.

### ⇓ SHIPPING BENEFITS SAILORS TOO

I can't help commenting on the September 15 *Lelectronica* item about boats having to take evasive action in the Oakland Estuary in order to not be hit by ships. Correspondent Goose Gossman — love the name! — wrote, "You really have to wonder where all the stuff in those big metal boxes is going — and if the enormous trouble humans go through to get it is worth the effort."

As a Port Commissioner at one of several ports in the Bay Area, I can answer that question. According to the U.S. Department of Transportation statistics, about 95% of United States foreign trade that passes through our port system is transported by water. That means most of our consumer goods — clothes, furniture, food, electronics, and so forth — come by ship. More than half of it comes to West Coast ports and moves east by rail or truck. In California, it's mostly through containers to Oakland, Los Angeles and Long Beach.

This transportation is far more fuel efficient and cost-effective than other methods of transportation. That's why the Department of Transportation is initiating a "Marine Highways Initiative" intended to move goods from port to port within the U.S., in addition to our current import/export activity.



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## LETTERS

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enough to sustain the deeper drafts required for sailing vessels in many harbors, creeks, rivers and inland waterways. So, yes, it is worth the effort. And the next time your sailboat has to give way to a shipping vessel, give them a wave of thanks because they are both a major part of our Bay Area economy and critical to our boating community.

Lorianna Kastrop, First Mate  
Goose, Catalina 30  
South Beach  
Commissioner, Port of Redwood City

*Lorianna — Thank you for the letter. It seems counterintuitive — which is why some environmentalists and locavores have such a hard time getting their heads around it — but transporting goods, including food, by large ship is astonishingly fuel- and cost-efficient. We feel no guilt in buying cherries from Chile in the winter at big box stores because we know they got to us using less fuel per cherry than those arriving in corner markets from the Central Valley in the early summer. Nonetheless, we always stand a good watch so as not to be run down by a ship full of cherries, furniture, appliances, and all the rest.*

### ↑↓ SURE, THERE MIGHT BE WORSE THINGS IN LIFE

Not funny. I was hoping I could grab a copy of the September *Latitude* right after it hit the streets, but my stupid homeowner's association picked today to have sealant applied to our driveways — five months after they'd been paved! I



LATITUDE / RICHARD

**No worries when you can't get to a 'Latitude', because it will get to you online — for free!**

I could have left my car on the street, except that street sweeper schedules have us doing the 'musical parking spot' game every three hours. So I'm stuck in for two days. Now I know there are worse things that can befall a human than being denied immediate gratification of their *Latitude*, but I consider it akin to having my hands tied behind my back. If I start to get the shakes, I'll walk over the Aeolian YC and pick up a copy.

Carolyn Samit  
Alameda

*Carolyn — Thanks for the very kind words. You'll be happy to find out that Latitude is also available online — including back issues to May '07. While we know most readers prefer to hold the magazine in their hands, the photo reproductions online are spectacular!*

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## LETTERS

### ↑↓ THE ART OF BOAT NAME PRONUNCIATION

A reader asked what cruisers do for health insurance. My out-of-country insurance coverage is probably applicable to only a few folks, but since you asked, I'm a retired soldier and insured under Tricare for Life. Since I'm also a qualified geezer citizen, I'm covered under Medicare as well.

Tricare for Life has issued me a statement declaring to any country that my insurance will cover me anywhere on the planet. Since more than a few military retirees become ex-pats and live abroad, out-of-country claims are routine for Tricare.

By the way, I had to show proof of my health insurance to the French consulate in San Francisco before they would give me a visa extension for French Polynesia beyond the normal six months. I, for one, want more than three months in those islands when I get there next year. By the way, the consulate was pretty adamant about not giving the extension without seeing proof of health insurance.

We'll see you on the Ha-Ha later this month. I did it in '00 with a different boat, a Maple Leaf 42, of the same name as the one I have now. I doubt that the Poobah will pronounce *Balquhiddier* any better this time than last, but I'm good with that. I made a bunch of cruising friends on the '00 rally, including some that I buddyboated with down south, and some with whom I crossed the Atlantic to Europe in '01. I'm looking forward to this year's Ha-Ha!

Don Patterson  
*Balquhiddier*, Hunter Passage 450  
Tacoma, WA

*Don — We're glad that you have the health insurance, but hope you never have to use it. Our apologies for mispronouncing your boat's name during the last Ha-Ha, but Gaelic, let alone Scottish Gaelic, has always been difficult for us. We promise to try harder this year.*

### ↑↓ ANOTHER MEMBER OF THE 'OVER 30 CLUB'

In the early '70s, Tom Wylie designed a half-tonner, built a mold, and popped out *Animal Farm* and *Hawkeye*. In succeeding years they would both win the World Half Ton Championship. Tom then tweaked the keel position and designed a fractional rig, and the popular Hawkfarm one-design class was born. I had been racing *Fledgling*, my 24-ft wood Golden Gate, and swapping season championships with George Schuldt on *Smoothie Too*. Schuldt and I both made the move to the Hawkfarm fleet at the same time. Mine was *Eclipse*, hull #9 of the original run of 10 boats. She was launched and commissioned in August of '76, and I've owned her ever since.

I was in the early stages of my career back then and not making a lot of money. In fact, the bank turned down my initial application for a boat loan. I went back to the loan officer, explained that sailing was what I did, and offered to double the downpayment. He then approved the loan. I had to sell *Fledgling*, my El Toro, and everything else that I had of value to make that downpayment.

I live in Alameda, and used to go down to Wylie Design Group each evening after work to watch the progress on *Eclipse*. It was interesting to watch the tension between Tom Wylie and Dave Roberts, the production manager. Tom would say, "Dave, we have to make them light." And Dave would respond, "Tom, we have to make them strong." The result was a remarkable 28-ft medium displacement stiff boat that sailed to her rating on San Francisco Bay and the Gulf of the Farallones in varying conditions during all times of year. And the design has stood the test of time.





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## LETTERS

The Hawkfarm class qualified for the ODCA (One Design Class Association) in our first year on the water, and the enthusiasm of those original owners was infectious. We sought out racing opportunities wherever we could find them, including One-Design, Midget Ocean Racing Association (MORA), and Handicap Divisions Association (HDA). We even tried to get accepted into the Small Boat Racing Association (SBRA), but were turned down. When there was no yacht club-sponsored race for us, we set up our own Wylie Weekends and used rabbit starts. We raced almost every weekend, and often two days per weekend. I was the youngest and least experienced skipper in the group, and my learning curve was steep. But I had a talented group to show me how it was done.

Several of the original Hawkfarms had multi-generational crews, with young folks who had grown up in junior sailing



FRED HOFFMAN

**After 36 years, the Hawkfarm 'Eclipse' is still going strong.**

programs around the Bay. The formidable Patrys on *Man-face* slugged it out with the Vincents on *Mercedes*, the Nashes on *El Gavi-lan*, the Schuldts on *Cannonball*, the Lowells on *Flying Circus*, and later the Desenberges on *Sparrowhawk*. In addition to these family boats, there were also other highly-skilled skippers: Tony Thomas on the first Hawkfarm, *Heatwave*; Len Cheney on *Hotcakes*; Paul Altman on *Predator*; and Warren Sankey on *Jenerator*. The excitement and enthusiasm of the new fleet also drew attention from world-class sailors who often appeared on one or another of the boats. Folks like Kim Desenberg, Kame Richards, Bob Smith, Chris Corlett, and Dee Smith. Over time, *Eclipse* and I began to gradually move up into the middle of the fleet.

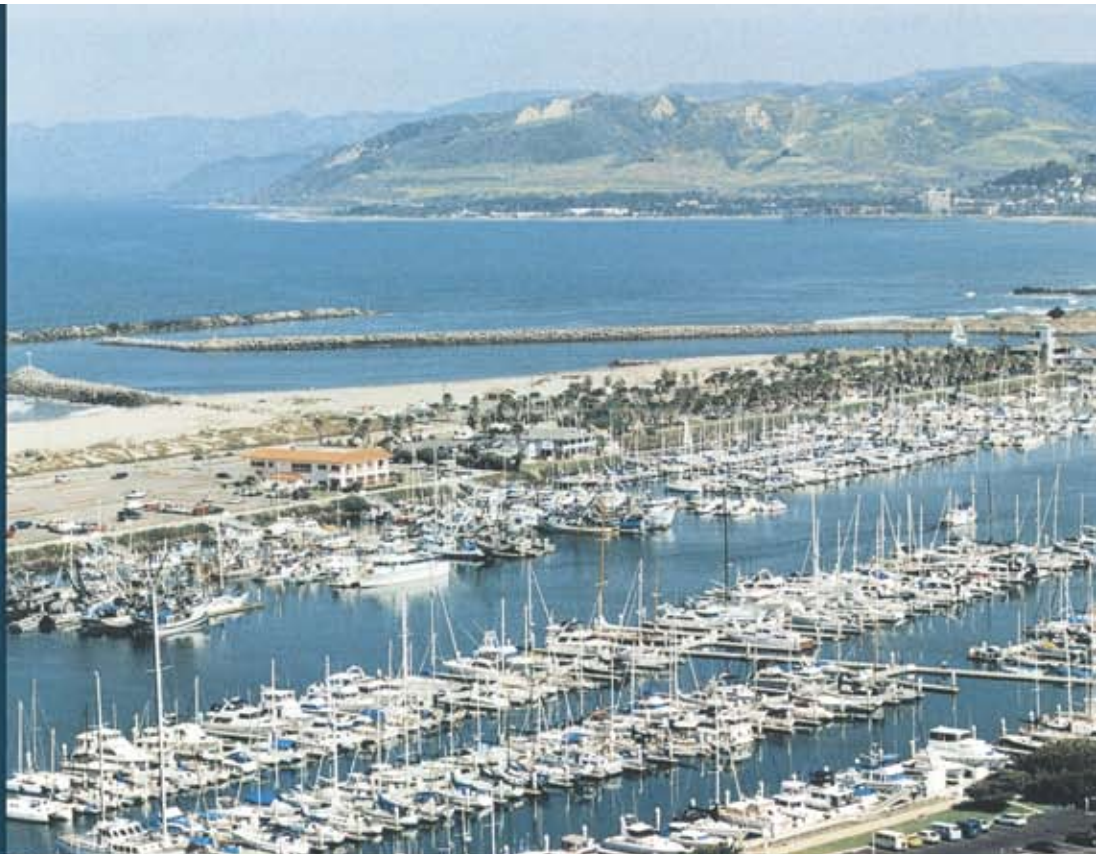
In those early years and into the early '80s, I built a crew from a group of underachieving rugby players who lived in Santa Cruz and loved sailing *Eclipse* on the Bay. We called them the Sweathogs, and they called me Mr. Kotter. They were big and strong, willing to learn, and were great fun to be around. Sweathog stories from those years abound, but two are truly memorable. On one race against Dee Smith, who has gone on to America's Cup and other world class sailing, the Sweathogs took umbrage at the way that they perceived he was treating their skipper. When we had cleared our finishing marks, they jumped Dee and threw him overboard. Dee took it in good humor, but I was appalled.

Before a postponement of another race off the Berkeley Circle, we drifted close to *Predator*. The Sweathogs reached out, grabbed *Predator's* lifelines, jumped aboard, and ducked down below to steal the lunches from their icebox before rushing back to *Eclipse*. Much to my distress, *Predator's* sandwiches were better than mine — and I never heard the end of it.

With the Sweathogs on board, *Eclipse* finally won a MORA Season Championship. But the Sweathogs just couldn't seem to get to the boat on time on race days, so I fired them and began to build a crew of 'adults'. Paul Altman immediately jumped on the now available Sweathogs. The next time we raced was during a very blustery day on the Bay, the kind of conditions the Sweathogs took pride in excelling in. My adult crew and I beat them by several boatlengths. Life was good!



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## LETTERS

*Eclipse* went on to finish second in the '81 MORA long distance race to San Diego. After the race, the race crew flew home and the delivery crew — including my girlfriend Rose — flew in. A few days later we were bashing our way north into big, cold, square waves at Conception and later Arguello, when Rose decided the only way we were going to survive was to get some hot food into us. So she went below and prepared it. That's when I decided to ask her to marry me. She agreed, and we began growing new crew from the beginning. One of my favorite sailing photos is of the *Eclipse* National Champion crew taken in '86 at the San Francisco YC, with our shore support team of Rose, 3-year-old David, and 3-month-old Ben.

One of my greatest days on *Eclipse* occurred in the late '90s. With Rose and both my then-teenage sons aboard, we won our race. I remember feeling like it just didn't get any better than that.

After 35 years of racing and cruising *Eclipse*, I can honestly say that the boat has never disappointed me. Although we are sailing less than before, we are still racing and enjoying every sail. But with the kids now gone and other activities beckoning, I have sadly decided to put *Eclipse* up for sale. But I would like to thank the entire sailing community for the past 40 years of excellent sailing, support and friendship. The wonderful thing about this sailing is that there is always more to learn, and the boat, the wind, the water, and the sailors keep reminding us and teaching us.

Fred Hoffman  
*Eclipse*, Hawkfarm  
Marina Village, Alameda

### ↑↓ EQUAL TIME

In the September issue of *Latitude*, Stuart Gregor wrote demanding to know what Republican has done worse things than Massachusetts Senator John Kerry, who didn't pay taxes on the \$7 million sailboat he had built in New Zealand.

I give him Randy 'Duke' Cunningham, former U.S. Representative of San Diego, who while in office acquired the 34-ton motoryacht *Duke Stir*. To quote from the newspapers of the day, "On November 28, 2005, Cunningham pled guilty to tax evasion, conspiracy to commit bribery, mail fraud and



**Kerry and Cunningham, Democrat and Republican. Truly paragons of public service.**

wire fraud in federal court in San Diego. Among the many bribes Cunningham admitted receiving were the house sale at an inflated price, the free use of the yacht, a used Rolls-Royce, antique furniture, Persian rugs, jewelry, and a \$2,000 contribution for his daughter's college graduation party. With the plea bargain, Cunningham faced a maximum of 10 years. Had he fought the charges, he risked spending the rest of his life in prison."

In February of '06, Senator John Kerry introduced a bill, the Federal Pension Forfeiture Act, nicknamed the 'Duke



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# LETTERS

Cunningham Act', to prevent lawmakers who have been convicted of official misconduct from collecting taxpayer-funded pensions.

Jim Cooper  
 Kayaker  
 San Francisco

*Jim — Thank you for coming up with the specific example on the Republican side. But isn't there laugh-out-loud irony in John Kerry standing in judgment of another elected official, and then, despite being the richest man in the U.S. Senate, trying to stiff his own constituents out of half a million in taxes? As we said before, a pox on those on both sides of the aisle. The only mystery to us is how long it's going to be before the younger generations — who are the ones who are really going to get screwed — start sharpening the pikes and erecting guillotines.*

⇓ **MISSING DIGIT CLUB NOMINEE: JERRY GARCIA**

I'm not applying for *Latitude's* 'Missing Digit Club'; I'm nominating. Although he doesn't — or rather, didn't — sail, I'd like to nominate Jerry Garcia of the Grateful Dead. As some readers may know, he lost the middle finger of his right hand when he was four when his brother accidentally cut it off while



***Jerry's custom 3.5-finger guitar pick, symbolic of his membership in the missing digit club.***

chopping wood. Speaking as a sailor, I've found Garcia's music to be inspirational, entertaining and even informative. And he did some wonderful, nautically themed songs in the genre of old sea chanties on his collaborative CD with David Grisman called *Shady Grove*.

As an aside, I used *Ripple* as the first song in the soundtrack to the one-hour video I made of my '07 Ha-Ha adventure. (I'm still working on the video for my '09 Ha-Ha sail.) If all goes well, it won't be long before you'll be seeing my sailboat, *Sugar Magnolia*, sailing around the Bay — hopefully someday with a spinnaker carrying the Dead's SYF logo. I'd name my boat *China Cat Sunflower*, but I'm a monohull kind of guy.

Steve Hajnal  
 Sugar Magnolia, Kalik 33  
 Bay Area

*Steve — Ol' Jerry used to sometimes block the driveway at the Latitude office in Mill Valley with his big BMW while he got treatment from the chiropractor next door. Once we saw him around the corner at the 7-Eleven, hunched over to be inconspicuous while furtively grabbing a couple of fistfuls of candy bars. It just happened to be when he was on the front cover of Rolling Stone for the last time, and a bunch of hippie kids ran up to him and asked in disbelief, "Jerry, Jerry, is that you?" It made them realize that people don't look anything like they do glossed up on the covers of slick magazines.*

*There's a sailing angle to all this. Shady Grove was also the name of a fine album by the Grateful Dead's San Francisco contemporaries, Quicksilver Messenger Service, one of our favorite groups of the era. Another Hit Of Fresh Air, anyone? Quicksilver was headed by the charismatic Dino Valente, who after living on a houseboat on Richardson Bay, got flush and bought the*

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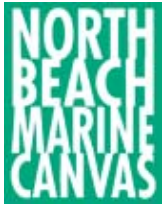
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- 3. Go sailing!*



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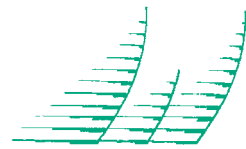
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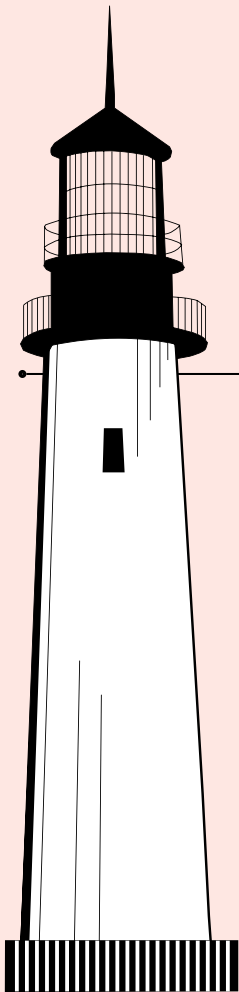
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## LETTERS

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Dino had a vision . . .

was featured on page 89 of the July Latitude. Valente was the genuine mid-'60s San Francisco psychedelic rock 'n' roll article, as evidenced by fellow band member John Cipollina recalling how Quicksilver came together:

"It was Valente who organized the group. I can remember everything Dino said. We were all going to have wireless guitars. We were



LATITUDE / JR

. . . but it didn't always include taking care of the great schooner 'Brigadoon'.

real short dresses on, and they were gonna have tambourines with silver coins as the clappers. And I'm sitting there going, 'This guy is gonna happen, and we're gonna set the world on its ear.'"

The rock 'n roll lifestyle and maintaining wooden boats aren't always compatible, so it didn't surprise us when Klaus told us that Brigadoon wasn't in the best of condition when he purchased her from Valente in '76. But that's rock 'n roll and old wooden schooners for ya!

## THE STATE COULDN'T SELL SHAVE ICE IN HELL

During the late '60s and early '70s, I was a member of Donald Wolbrink & Associates, a private consultant planning team that did a Master Plan for the expansion of the Ala Wai Harbor in Honolulu. As I remember, we were able to potentially increase the number of boats in the harbor by about 50%. As far as I know, the state never did implement the plan.

At one time, the state was interested in bringing people from the airport to the Ala Wai via commercial hydrofoil, hovercraft or fast cat boats. That plan did not go through because there was not enough vehicular access for emergencies or for the vehicles that would pick up the passengers. There probably still isn't enough access or room.

Another challenge the Ala Wai had was the amount of trash that comes down the Ala Wai Canal and into the harbor. When I lived on Oahu, the state had a trash intercepting facility right where the Canal entered the harbor.

When I lived in Hawaii, I remember that you could get a slip in the harbor for about \$2 or \$2.50/ft. That was the best deal in town at a 'primo' location. As a consequence, there were many two- and three-story high plywood 'junkers' in the harbor that were causing problems. The state later passed a rule requiring every boat in the marina to prove she could, under her own power, go out to a buoy that was about a mile away from the harbor and come back again. Boats that didn't pass the test had to be removed. This is when the fun began,



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**LETTERS**

as many boats didn't have engines, and some that weren't really boats fell apart in the Travel-Lift slings before they could even be swung over land.

Unfortunately, the Ala Wai Harbor Master Plan was just one of many plans and studies that the people paid for but the state never implemented. We did a master plan for a new harbor in the area off Hawaii Kai, but that never happened either. We also did the state's five-year Statewide Comprehensive Outdoor Recreation Plan (SCORP), but I'm not sure if it was ever utilized.

Roger DeWeese  
Del Mar

*Roger — A 10-year-old could have shown Hawaii state officials how to double the number of slips at the Ala Wai, which — duh — would have more than doubled the marina's revenue. Mind you, this was at a time when there was a 10- to 20-year waiting list for slips in that harbor and, as you pointed out, the state was charging some of the lowest slip rates in the country.*

*While there has been some improvement in utilization of space at the Ala Wai in the last 30 years, there is still room*

*for much more. After all, there are still dozens of 30-ft boats in spaces that could easily accommodate 60- to 100-ft boats. It's as if the State of Hawaii is a farmer who owns 100 acres of the most fertile acreage in the world, but because he is stupid and/or lazy, lets 50% lie fallow.*

**The mysteries of the Ala Wai include putting 30-ft boats in spaces that could accommodate 100-footers, and not cleaning up trash.**

*It wouldn't be so bad, but the 'farmer' is working on behalf of taxpayers and boatowners.*

*The problem of trash floating down the Ala Wai Canal and into Ala Wai Yacht Harbor, or blowing into the harbor from adjacent streets, is a serious one. Because of wind and current, much of it collects in the southeast corner of the Ala Wai adjacent to Holomoana St. behind the Ilikai Hotel. Question: How hard would it be for a harbor employee to swing by that spot twice a day with a net on a pole and spend 20 minutes fishing the unsightly crap out of the water — as is done at other harbors around the world with even less of a problem? Answer: To our thinking, it wouldn't be hard at all.*

**↑ ↓ CHARTERING FOR ANTIGUA SAILING WEEK**

My husband and I are longtime readers and admirers of *Latitude*. We sold our 44-ft Peterson in '08, and miss her every day. But we've decided to take a large group to Antigua Sailing Week for the first time next year, and would like your advice on the following:

- 1) What is the best type of boat to charter for us to view the races? And to participate in local, small-time races?
- 2) Do you have a recommendation for a charter company in Antigua? We are getting wild quotes of \$5,000/week. Is that considered reasonable?
- 3) Anything else you would like to recommend to us as first-timers?

My email address is [amcenany@yahoo.com](mailto:amcenany@yahoo.com) in case any charter captains can get in touch with us.

Anne McEnany  
Washington D.C.

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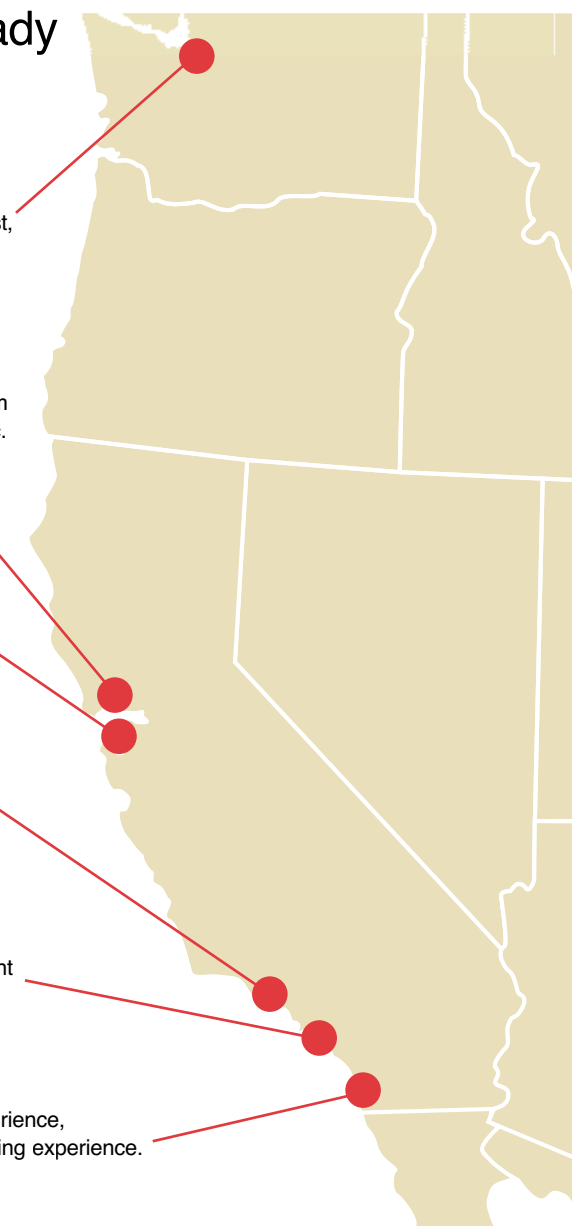
Tom Stallings has over 35 years of boating experience and is a current Dana Point liveaboard. Along with his thousands of ocean miles, Tom is a licensed U.S. Merchant Marine Officer and U.S.C.G. Master.



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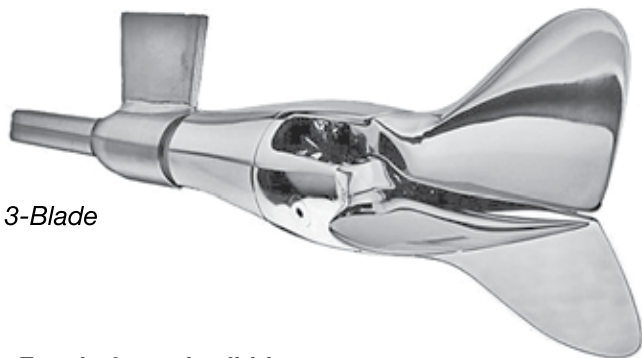
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## LETTERS

Anne — If you're going to have a large group, which we'll assume is eight to 10 people, and you're going to want to watch the races, we recommend a catamaran. She'll have the room you need, plus a nicer motion in the considerable fleet slop off English Harbor's Pillars of Hercules, which is where you can best view the races. When it comes to local, casual races, it's going to be a problem because you probably won't be able to get insurance for that, and in any event those races tend to be cancelled during sailing week.

We did six Antigua Sailing Weeks with our Ocean 71 Big O — back when they were a full week instead of the upcoming April 24-29 version — and they were some of the highlights of our life. So if enough members of your group are enthusiastic sailors, we suggest that you charter a boat with the provision for racing in the event. No worries, as many sailors in the charter divisions aren't hot-shot racers, and you can skip a race or two if you want but still be part of all the festivities. But check with the Antigua Sailing Week website for details, as they are making changes to the event this year to make it more enjoyable for everyone, from the charterboat folks to the grand prix racers.

As wonderful as Antigua Sailing Week is, and as wild as the parties are — or at least used to be — we wonder if you wouldn't enjoy the Antigua Classic Regatta more. It's also based out of English and Falmouth Harbors, and will run from April



**If this is the kind of boat you'd like to see, we'd recommend that Classic or the Voiles.**

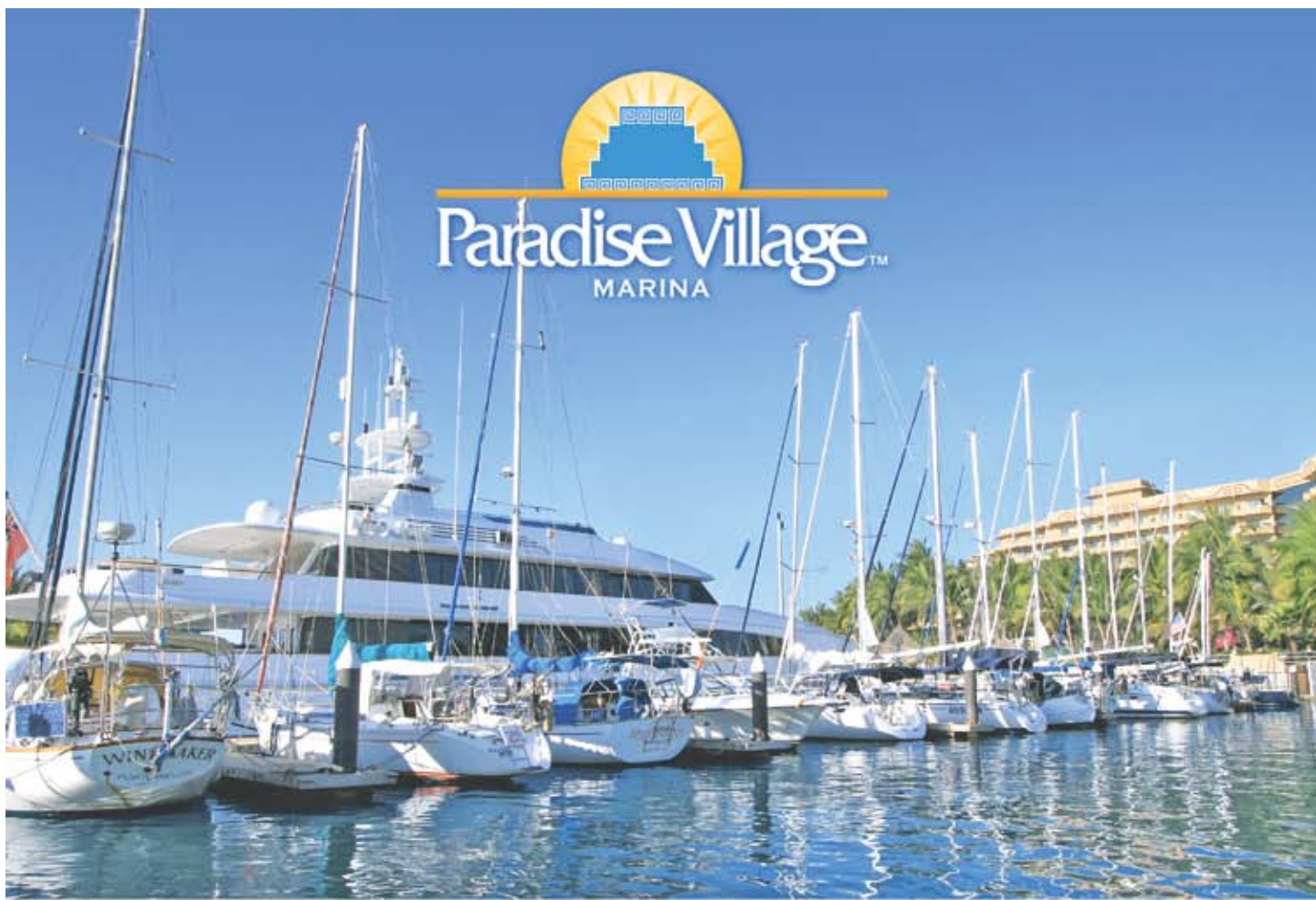
15-20. The event features traditional and 'spirit of tradition' boats from 26 to 155 feet. The boats are spectacularly beautiful — and even more breathtaking than modern racing machines when under sail. In addition to the racing, there is a Concours d'Elegance, a Music Night, a Classic Yacht Parade through the harbor, and, of course, Afternoon Gig Racing and a Cream Tea Party before the final night prize-giving. There are also many opportunities to crew. If you're more boat voyeurs than hard core racers, we'd recommend the Classic Regatta.

Another event you might want to consider is the St. Barth Bucket, March 24-27, which features 40 modern and classic megayachts of at least 100 feet in length. Captains of Industry, who aren't used to being told 'no', battle each other just to get a slot in the prestigious event so they can get a chance to battle each other on the water. Although it's fun rather than hard core racing, top crew are flown in from around the world, and the tiny harbor at Gustavia is cleared so the huge boats can be Med-tied on the quay for all to see. It's quite a sight and quite the scene. The viewing opportunities are excellent, and once the racing is over, it's only a few miles to the quiet beauty of the anchorages at Columbie, Baie St. Jean, Ile Foursche, Gouverneur's and Grand Saline. If you wanted see this event, you would charter out of St. Martin.

We have our '00 Leopard 45 catamaran 'ti Profligate in yacht management with BVI Yacht Charters, which is in the 'secondary' market, as opposed to The Moorings and Sunsail.



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## LETTERS

*Our cat, which sleeps eight, is a very busy little girl at \$5,500 to \$6,500 a week depending on the season, which will give some indication of the going rate in the secondary market. (By the way, some sailing magazines are asking \$4,100 for just one of the four cabins on their bareboat flotilla boats. Ouch!) You can also get a monohull that sleeps 10 for about the same price as 'ti Profligate.*

*No matter what event or boat you might chose, we think you'll have a great time.*

### ↑↓ JESSICA WATSON'S HUMBLE NATURE

I'm a recreational sailor on the Chesapeake Bay who recently had the opportunity to meet Jessica Watson, the Aussie teen who earlier in the year became the youngest sailor to complete a singlehanded non-stop circumnavigation via the Southern Ocean. She's an incredible person.

I started following Jessica's blog right after she had the collision with the ship during her trial run from the Sunshine Coast to Sydney. I was so impressed with the way she handled the criticism of her voyage that I promised I would make a comment and follow her as she sailed around the world. While I was doing this, a virtual community — we called ourselves 'Jess-oholics' — formed and became quite close.

One of the Jess-oholics made arrangements with her manager so we could have a private dinner with her while she was in New York City in early September to promote *True Spirit*, her new book, on television and with other media. There were 14 people at the dinner, including people who had flown in from Washington, Oklahoma, Georgia and other states. Jess was very gracious, and I was immediately impressed with her humble nature and good humor. On several occasions people told her that she had inspired them. Jess would reply by saying, "I'm going to have to talk to my brother, Tom, so that he can get my head back to size". Or, "If you really got to know me, you wouldn't think I'm so special."

This from a young woman who had just been on *Fox and Friends* and the *CBS Morning Show*, has the best selling book in Australia, is the ambassador for Perth 2011 Sailing, is Queensland's Ambassador for Tourism, has an exclusive contract with News Corp., and has just sailed around the world — solo, nonstop, and unassisted — at 16 years of age! By the way, she confirmed that her circumnavigation was entirely her idea, that she'd planned it for years, and she'd been the driving force behind it. There is a two-hour documentary of her adventure, narrated by Sir Richard Branson, that will be released soon.

The launch of Jess's book and the telling of her amazing voyage in the United States has been overshadowed, in my opinion, by what I believe was Abby Sunderland's hasty, poorly planned attempt to beat Jess's record, an attempt that ended when Sunderland had to be rescued in one of the most remote parts of the Southern Ocean. As I see it, the two attempts were as different as chalk and cheese. Jess's trip was a textbook example of how to do it. She had 10,000 miles of sailing experience before she left; her boat was the right boat; and she had been meticulously prepared. Yet it's been Abby's failed attempt that got all the publicity.

Jess was at the Long Beach Boat Show in early September. I hope lots of *Latitude* readers were able to meet her, as she has a special charismatic quality.

Richard Weills  
Shaba, Sabre 28  
Bowie, Maryland

*Richard — Not to detract from Watson's admittedly outstand-*

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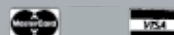
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## LETTERS

ing achievement, but as we've stated before, we, along with all other sailing authorities, are against the concept of age-based sailing records. We feel even more strongly about it now that it's been demonstrated that there can be a such a large payday at the end — even for those who fail. Indeed, one of the most macabre aspects of the whole business is that the parents of the first youth who dies, particularly if in an agonizing way, will probably profit the most. So good on Jess, but to hell with the concept of age-based sailing records.

### ↑↓ **THANK YOU FOR YOUR SERVICE, McALEX!**

I just want to thank you and everyone at *Latitude* for everything you do. I have a boat in Sausalito — fortunately my best friends are watching over her — but I am currently deployed to Afghanistan to help civilians on the battlefield. A really good friend of mine sends me *Latitude* every month, and it's awesome to put on some music, read *Latitude*, and pretend



ALEX PEARCE

I'm back in the Bay! In fact, I just received the new *Latitude* today and I'm pumped to read it. I've also convinced one of my Army buddies, Michah Tudor, to move to Sausalito and buy a boat, so he's reading all the *Classy Classifieds*, and asking me a lot of questions about all the makes and models.

Anyway, add Afghanistan to the list of 'weird places where *Latitude 38* is read!

Sgt. Michael Alex 'McAlex' Pearce  
Shrimp Louie, Cal 29  
Sausalito / Afghanistan

**McAlex's friend Michah stows 'Latitude' in a leg pocket when he goes out on missions in Afghanistan. See you soon, boys!**

through the magazine. By the way, readers may remember you from a profile we did on you in the February issue, shortly before you shipped off.

We don't know about anyone else, but we'd like to see Americans start driving 74-mpg diesel vehicles so this country can become as energy independent as possible and bring all our fine young men and women — and money — back from the sands of the Middle East.

### ↑↓ **READY AND WILLING TO CREW FOR PIRATES**

My wife and I are very interested in participating as crew in the Pirates for Pupils event on Banderas Bay. We have attended the Banderas Bay Regatta twice, but won't be able to attend next spring because of a conflict.

Our plans are to purchase a 45-ft boat and move her to the Vallarta YC in two years, then live aboard for five months a year. We really like the Vallarta YC community and are looking forward to becoming part of the family.

Stephen W. Dale  
Playpen 2, Hunter 320  
Oakland YC  
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Stephen — The Pirates for Pupils Spinnaker Run for Charity is the last day of the Banderas Bay Blast, which this year will be held December 1-3, ending at Paradise Marina the day

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## LETTERS

before the Vallarta YC's huge annual Cruisers' Chili Cook-Off for Charity.

The Banderas Bay Blast is a joint effort of the Punta Mita Yacht & Surf Club and the Vallarta YC, and features 'absolutely nothing serious' cruiser-style racing. Race one is from either Paradise Marina to La Cruz or from Punta Mita to La Cruz, whichever the boatowner wants to do. Race two is from La Cruz to Punta Mita. Race three, which is also the Pirates for Pupils, is the 12-mile spinnaker run from Punta Mita to Paradise Marina. It's all lovely, moderate-breeze, flat-water sailing in the tropics.

LATITUDE / RICHARD



**Anyone for flat-water sailing in the tropics?**

But there's much more to the Blast, including the annual costume-party opening of the Punta Mita Y&SC, plus maybe a cruiser surf contest, the big water balloon drop from the Sky Bar at the Riviera Nayarit Marina, the Blast Night at Philo's, and we can't remember what else. Oh yeah, new this year is a hot tub stuffing at the big hot tub beneath the Vallarta YC.

The best way to get a ride in the Blast is to put your name out — as you have done — or to just show up ready to sail. With the help of sailmaker Mike Danielson of the Vallarta YC and his loft in La Cruz, you and your wife are certain to be able to get a spot on one of the 30 or so participating cruising boats.

Orlando Duran  
San Francisco

### ↑↓ WHERE'S THE OUTRAGE?

How come no outrage from Latitude regarding the Coast Guard's having to rescue John Innes and his Catalina 27 Amica off Fort Bragg? Singlehanded a small boat in those conditions should be sufficient fodder for you folks to condemn his stupidity much as you did with Abby Sunderland. Just a thought.

Orlando Duran  
San Francisco

Orlando — That's a fair question. Our thoughts are that there are some major differences: 1) Innes is a 29-year-old adult, not a 16-year-old. 2) Innes put his own money on the line, and was mature enough to use some of his limited resources intelligently — such as to buy a survival suit. 3) Innes spent three years personally upgrading nearly every bit of his boat rather than having hired hands try to do it in a couple of weeks. 4) Innes actively responded to the rough weather in the best way possible, by heaving to and setting a parachute anchor. 5) Innes was sailing on his own rather than being constantly advised on what to do by a shore team. 6) Innes sailed a common cruising route during what is considered to be the proper season. 7) The Coast Guard only had to go 55 miles offshore to find Innes, and thus didn't require a government to spend hundreds of thousands dollars to charter a commercial airliner to find him. We won't even touch the question of motivation.

We suppose that some folks might point to the tragic death of 13-year-old motorcycle racer Peter Lenz, who was recently killed at the Indianapolis Speedway after falling off his bike and being struck by a motorcycle being driven by a 12-year-old, and say there is no difference between that and what the singlehanded teen circumnavigation aspirants are trying to do. We're not familiar enough with motorcycle racing to comment on the wisdom of youth races — apparently many top racers

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## LETTERS

started when they were five — but it should be noted that most motorcycle racing authorities don't let just anybody show up and race. They require an applicant to submit a resume demonstrating two years of riding experience, which must be verified. The applicant must also demonstrate competence to a senior rider. Furthermore, there are age limits on the size of bikes youths are permitted to race. In other words, while youth motorcycle racing is a potentially dangerous pursuit, it's done in a controlled environment where there are standards of participation for the safety of the rider and other competitors. There are similar experience standards for almost all singlehanded races, and it's our understanding that none of the teen circumnavigation aspirants would have even qualified for the Singlehanded TransPac.

By the way, we think your describing what Innes did as "stupidity" reflects much worse on you than it does him. We think Innes did everything right — including immediately thanking those who rescued him — and we look forward to his getting another boat and taking off again soon.

### ↑↓ FISHING LINE TROUBLES OFF BAJA

We had a major incident during last year's Ha-Ha that might be educational for folks headed south this year. Because of the relatively heavy weather forecast for the second and third days of the Ha-Ha, about half of the fleet followed the Grand Poobah's suggestion of taking shelter for the night at Bahia San Quintin.

The next morning we and everybody else continued on in 25-knot winds and 12- to 15-ft seas. But at 30° 06'N, 115° 59'W, which is approximately 15 miles SSE of San Quintin and about 10 miles offshore, the wing on the keel of our Hunter 410 snagged at roughly the midpoint of a 400-yard long piece of hook-laden, yellow 3/4-inch polypro line used for commercial fishing. Soon we found ourselves with the two ends trailing 200 yards behind our boat, dragging two large floats.

Because of the rough conditions and our being trapped on the line, we couldn't bring *Passage II* up into the wind to drop sail or reduce the pressure of the line on our keel. Because of the pressure of the boat on the line, we couldn't grapple it high enough to cut it. We were afraid to start the engine because of the possibility that the prop might also get caught in the line. Going into the water to cut the line would have been far too risky given the very rough conditions.

We were overtaken by a couple of other boats before *Profligate*, bringing up the rear of the boats that had spent the night in San Quintin, arrived and offered assistance. The big cat stayed with us as we made various unsuccessful attempts to get free of the line. Our sincere thanks to the experienced crew of *Profligate*, as given the rough conditions, it was an unbelievably good feeling to have them right there with us.

Ultimately, the Grand Poobah suggested that the best option was for us to head to the shelter at Punta Baja, an anchorage about 20 miles away, dragging the line behind us. Once in calmer waters, we could free our boat from the line. It was our only good option, so we took it, hoping for some luck along the way. The first luck we had was bad. Because of the drag from the line, it was extremely difficult to control our boat. So while going down the face of a wave, we accidentally jibed and broke some fittings at the gooseneck. Things had gone from bad to worse, so it was even more reassuring to have *Profligate* standing by.

But then we had some good luck. A huge following wave lifted our stern so high that the thick line fell off our keel! A cheer went up from *Profligate* when they heard the news. We



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## LETTERS

advised them that we were dropping out of the Ha-Ha to go to Punta Baja to check the keel and deal with rigging issues, and that we no longer needed them to stand by.

We made it to Punta Baja, where several other boats had taken shelter, and where we spent a restless, windy night with additional rigging problems. Until the wind quieted down, I was not able to repair a partially furled jib that had us swinging around on the anchor. The next day we were able to use the main halyard to make a sling to hold up the boom, repair the jib, and replace some badly frayed lines. We headed back to San Quintin that day, then did an overnight to Marina Coral in Ensenada, where we'd spent six months with *Passage II* some 10 years before. We then had the boat hauled to inspect the rudder, the prop shaft, the keel, the keel bolts and so forth. There was no lasting damage.

It was a close call, but an amazing experience that we'll never forget.

Jim Cassidy & Lucy Lowe  
*Passage II*, Hunter 410  
Channel Islands

*Readers — Jim and Lucy wrote the above as a general letter to friends a short time after the incident last November. They mentioned it to us when we saw them in Puerto Vallarta in March, and we asked them to let us share it with our readers so everyone will be aware of the danger of fishing lines off the coast of Baja. Such lines can be a real problem. Profligate snagged one of her lines on one in a previous Ha-Ha, and somebody had to go into the water to clear it. Fortunately, it was relatively calm, as it would have been difficult and dangerous in rough weather.*

*Fish and lobster traps are also major hazards on the way from San Diego to Cabo. The day after we stood by *Passage II*,*



LATITUDE / RICHARD

*After standing by 'Passage II', 'Profligate' came to the aid of 'Eagle' off Cedros Island.*

*we went to the rescue of another Ha-Ha boat that had gotten its rudder fouled in some kind of fish trap/net five miles south of Cedros. We launched our dinghy and sent three of our crew over to help. By this time the wind and seas had died down, but there was*

*still a large swell running. Profligate crewman Don Hall spent about 20 minutes in the water cutting the boat free.*

*While the fish and lobster traps are in relatively shallow water, there are other big fishing lines far out to sea, and they are often very poorly marked. So keep your eyes open and be careful out there — particularly between Cedros Island and Turtle Bay, where there are lots of fishing lines and traps.*

⇕ **TO WHAT END DID I GO CRUISING?**

In my last correspondence, I was belly-aching about the difficulties of the 'Thorny Path', about the herding instinct of some cruisers, and about bashing 1,500 miles against the trades from the East Coast of the U.S. to the Eastern Caribbean. As some will remember, my original plan was to singlehand around the world starting from California. That plan was dashed when the Coast Guard transferred me to the East Coast for my last tour of duty. Fine, I thought, I'll just start my circumnavigation from Newport, Rhode Island — which is what I did in September of '07.



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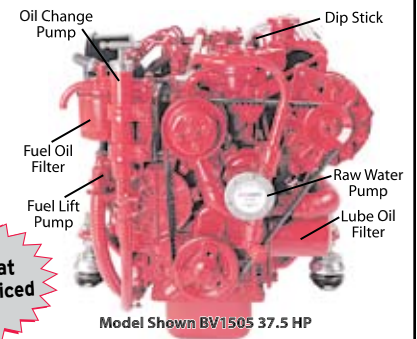
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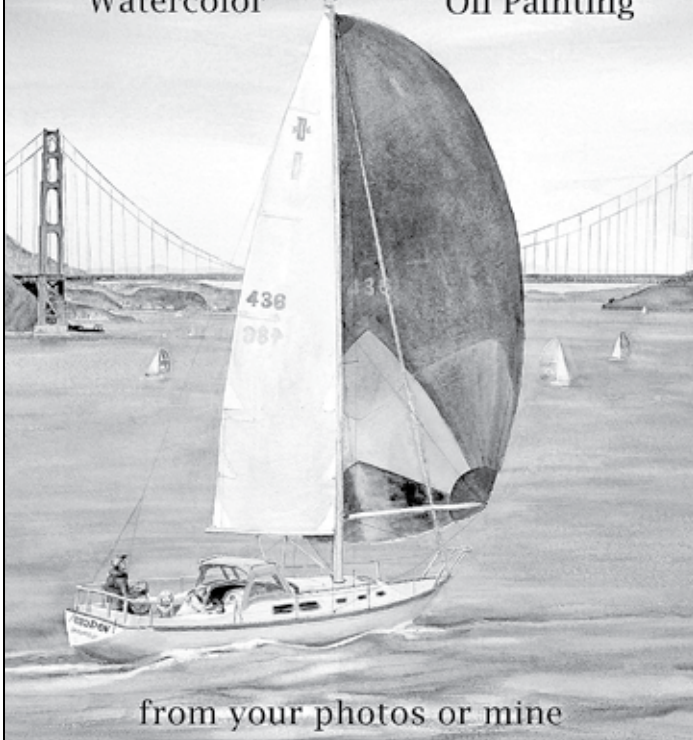
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# LETTERS

Much has happened since then. The bottom line is that I spent the winter of '08-'09 sailing down-island through the Leewards and Windwards, during which time I realized that I wasn't getting the pleasure that I'd expected from the cruise. It's not that I didn't have magical moments or that every waking moment was misery, but rather I had a consistent low-grade anxiety about my slow progress. So after leaving my Westsail 32 *Christa* in Grenada for the '09 hurricane season, I sailed her to Naples, Florida, where I spent last winter. By the time this letter reaches print, I will probably have trucked *Christa* back to my beloved Sausalito.

The funny thing is that I truly enjoy sailing and the ocean. But the totality of the circumstances — my being alone the vast majority of the time, the letdown of not very many legs being beam or broad reaches, and my naïve pre-conceived expectations

COURTESY CHRISTA



'Christa' at anchor in one of the many beautiful places Christian visited.

compelled me to stop and reassess. I realized that there are many ways to experience the ocean, and that my intended trip doesn't have to be done in one shot, or finish in the same decade it was begun — or even with the

same boat it was begun on. I also realized that starting my journey against the tradewinds was an enormous mistake.

It took a taste of the cruising life for me to flesh out my personal cruising philosophy. I now think that few people are geared for solo sailing, let alone taking years to sail around the world singlehanded. I have a deep respect for those who have done it, but it's not for me. I always knew I didn't want to go around alone, but I figured that I would endure it to achieve my goal of a circumnavigation. It took me almost two years of singlehandeding to figure out that doing it alone was going to be a deal-breaker.

While I never suffered from a debilitating loneliness, I nonetheless felt lonely sometimes. But things can be confusing, because while I saw couples who were cruising in marital bliss, I saw others who cruised in marital disharmony. Some married people even envied me because of the apparent freedom I enjoyed being single. I finally decided that the grass always seems greener on the other side of the fence.

I did learn that I had the boat, the skills, and the mental state to sail around the world alone. But I kept asking myself, "To what end?" For families traveling with children, the obvious answer is the experience and education children derive from such an experience, as well as the strengthening of family ties. Indeed, it seemed to me that it was the families, more than anyone, who thrived on cruising. But for me solo, I had doubts. I'd set the goal for myself many years before, and I simply continued with year after year of preparation, with no clue that the reality might be different from the dream. My first year of cruising was pretty exciting, but then the luster of the cruising life started to wear off.

Finding one's balance is as important in cruising as it is in life. Some cruisers are able to just plop the anchor down, head ashore for 48 hours of touring, then on day three weigh anchor and head to the next destination. I can't roll like that because, among other things, it takes me two days to recover from a passage. This is why some people I met while cruising have made it 75% of the way around the world while I was still in the Caribbean analyzing the weather for the trip to the

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## LETTERS

next island. Different strokes for different folks.

Maybe my sailing journey would have continued with the right helpful sailing partner. I marveled that couples and whole sailing families were able to get away so rapidly and easily. I guess it's common sense because they had anywhere from two to five times as many people to do the same amount of work. So the things I thought about while raising the anchor probably never occurred to those on boats with more crew. But



COURTESY CHRISTA

**Christian found that solo sailing wasn't as fulfilling as he'd hoped.**

solo was — and is — my current lot in life, and I wasn't about to let that stop me from cruising.

Over time, though, being single is one of the reasons why I metaphorically ran aground. But there were others. During my time in the Coast Guard, I spent nearly all my time at sea or engaged in nautical

endeavors. I'd also had been living aboard *Christa* for nine years before I took off from Newport. As a result, the ocean had become less of a novelty, and I think I got burned out.

It seems to me that being burned out manifested itself in a sense of intellectual stagnation. I was inbound to a dinghy dock with my friend Tom from *Sandpiper* when I experienced what I think was one of the critical moments in my life. We soon passed a guy in the cockpit of a weather-beaten boat. He was a wrinkled, old singlehander, with cancerous skin and unwashed hair, peering at us through beady eyes. He was sketchy. Although he was only kidding, Tom said, "Dude, that's gonna be you." Not me, brother. That will not be me.

It wasn't long after that incident that I decided to tack. Because of my good fortune and 20 years of service in the Coast Guard, I had many options. In fact, even if I'd become cloaked in sailing bliss, I likely would have stopped sailing anyway, or at the least been churned into turmoil, and it would have had nothing to do with my diminished enthusiasm for cruising. No, the real reason, and a major driver of what I'm viewing as my sailing sabbatical, was the passage of a post-9/11 Congressional bill that allows me to have my tuition paid by the Veterans Administration — with help from the Dominican University of San Rafael endowment. When the opportunity to further my education presented itself so clearly, I decided to pounce.

I initially had some feelings of embarrassment about my change in course, especially since I had sung from the tree-tops about my plan of sailing around the world. I wondered what the followers of my blog would say. A few people have criticized my decision, but none of them were cruising friends who are aware of the sub-surface rigors of the cruising life. It was the armchair sailors who questioned my sanity.

I regret nothing of the last three years — with the exception of my starting my cruising on the Thorny Path. Even though I was out for less than three years, it proved to be a positive experience. I enjoyed many of the things that other cruisers rave about, such as the people you meet along the way, the cultures, the awesome power of the sea, and palms swaying in the breeze. I experienced all of that. I just think my journey around the world will be a little lazier than I intended. I was nailed to the dock for three months in Florida before returning to San Rafael, a working stiff again, but I find myself viewing my sailing footage again and again. Must not have been that bad. Give up? Never!

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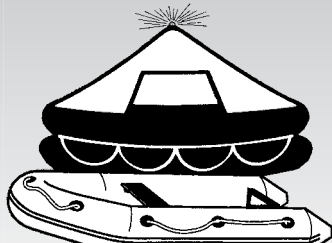
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## LETTERS

P.S. Thank you *Latitude*, as you're probably one of the few sailing magazines that would publish a story about a cruise that didn't end in total bliss.

Christian Allaire, (USCG, Ret.)  
Christa, Westsail 32  
San Rafael  
www.christianallaire.com

*Christian — Interesting letter. But why would you feel embarrassed or give a hoot what anybody else thought about your change in plans? It's your life, so live it whatever the hell way you want to. Besides, what cruiser doesn't change his/her plan with every change in the tide?*

The thing we think throws a lot of first-time cruisers is that there is no right or proper way to do it. So much freedom can be disorienting. People wonder if they should be like Mike Harker and go around in 11 months, or like Paul and Susan Mitchell and take 25 years. The truth is that people cruise in different ways on different boats for different reasons — and with lots of different results. A few people hate it, most like it quite a bit — especially on a six-months-on, six-months-off basis — and some absolutely can't live any other way.

Breaks are good for cruisers. As we've noted before, after we had our Ocean 71 Big O in the Caribbean for about six years, we just got fed up with the whole program. So we sailed her down to Venezuela, threw off all the crew, and put her on the hard. We didn't know when we'd come back, and simply stopped thinking about her. It was a big load off our mind at the time. Nine months later, we couldn't wait for Hugo Chavez to resign from power — this was after his coup. When he did resign, we caught the first plane from the U.S. allowed back in Venezuela. That started another six years of perhaps the most fun we ever had with Big O. The moral is that 'vacations' from cruising can be very beneficial to your cruising pleasure. Indeed, it's one of the reasons why six months of cruising, followed by six months of doing something else, is so popular.

For some cruisers, keeping the boat up, making new friends, exploring ashore, diving, surfing and combinations of other activities provide all the stimulation they want. Others need more. In places like the Caribbean and the South Pacific, mental stimulation can be a little hard to come by. Fortunately, the internet is becoming more easily and economically available and, if used intelligently, can be the gateway to all the mental stimulation one might need.

We also agree with you that starting out on the Thorny Path might have been a mistake. That's a lot of nasty upwind, upcurrent work for any boat, let alone a Westsail 32, a design that doesn't excel on that point of sail. In some ways it probably would have been easier for you to sail from Newport to Thailand than from Newport to and around the Caribbean.

So enjoy school and life in Sausalito. And no worries — if by late October you find the weather has gotten too cold and the classes too boring, we'll have saved a slot for you and Christa in the Ha-Ha. Lord knows you wouldn't be lonely in a fleet of 600 other cruisers.

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

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

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

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## LOOSE LIPS

The Hottest Spot on Earth.

Santa Barbara no longer holds the record, and judging from this photo taken when *Profligate* was anchored off Stearns Wharf, it seems an unlikely candidate to have ever been. But Santa



LATITUDE / NICK

With typical summer days looking like this, Santa Barbara hasn't set any record highs this year.

Barbara did indeed once hold the record for the hottest place on the planet. It was so hot that flying birds dropped dead out of the sky. And it's not as if it happened that long ago either.

Back when we started *Latitude* aboard our Bounty II *Flying Scud* at Sausalito's Clipper Yacht Harbor in '77, Bob and Gail Jensen berthed *Simoon*, the Columbia 50 they would take to the South Pacific a number of times in those pre-GPS days, a few slips away. *Simoon* is the English spelling of the Arabic word 'simoom', which means 'to poison', and refers to a particularly hot and dust-laden local wind that primarily blows in the Sahara, Palestine, Israel, Jordan, Syria, and the deserts of the Arabian Peninsula.

We say 'primarily' because, according to Wikipedia, there has been one case of a simoom in North America. That happened on the afternoon of June 17, 1859, at — you guessed it — Santa Barbara. The temperature that morning was a typical 75°, and it would return to that in the early evening. But at about 1 p.m., super hot winds filled with dust began to blow down toward the sea from the Santa Ynez mountains directly in back of the city. By 2 p.m., the air temperature had reached an astonishing 133°! By the way, this temperature wasn't recorded by some drunken gaucho with a drug store thermometer, but rather by scientists on a U.S. Coastal Survey Vessel that just happened to be right offshore.

According to the official government report, "Calves, rabbits and cattle died on their feet. Fruit fell from trees to the ground scorched on the windward side; all vegetable gardens were ruined. A fisherman in a rowboat made it to shore at the Goleta sandspit with his face and arms blistered as if he'd been exposed to a blast furnace."

Years later a temperature of 136° was recorded somewhere in the Middle East to take the 'world's hottest' record, while 75 years later, a temp of 134° was recorded in Death Valley, setting a new U.S. record.

The only weather records set this year at Santa Barbara have been for the most fog and probably the coldest water. The water was so cold that we maintained an iceberg watch when we sailed across the channel to Santa Cruz Island in September.

For the nearly 200 boatowners who signed up for the Ha-Ha that starts at the end of this month, the Pacific Coast of Baja is cooler than most years, but it's still 82° at Cabo San Lucas and up to 85° just inside the Sea of Cortez. We don't know about you, but we can't wait to take the heat.

— richard

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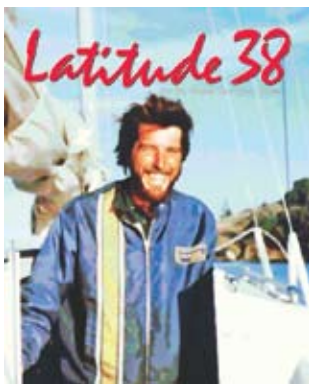
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# SIGHTINGS

## the (good) fortune 400

If you look on the spine of this issue, you'll see that it's the 400th issue of *Latitude 38*. When I took the Crazy Horse Canyon Road turn-off on Highway 101 on my way back from the printer in Santa Barbara in March of '77 to drop off the first copies of the first issue in Santa Cruz — something I vividly remember — I never dreamed that the 40-page issue created with \$2,000 savings would become what it has in the ensuing 33+ years. And that it would lead to things like the



**Richard Spindler, aboard his Bounty II 'Flying Scud' at anchor at Paradise Park, Tiburon, 1976, thinking to himself, "I think I'll start a sailing magazine."**

Baja Ha-Ha and a host of other sailing events in Mexico, as well as *Lectronic Latitude*. Even more shocking is that I, who had been an ultra casual, semi-irresponsible semi-hippie, would abruptly be transformed into the workaholic that I remain, unfortunately, to this day. (I know my life sounds as if it's one of endless leisure and sailing pleasure, but the reality is actually just a tad different.)

On the occasion of this milestone, I'd like to again sincerely thank the three groups who have made it all possible. First, you the readers, without whom the magazine would have no reason to exist. Second, all of the great advertisers — and please take a bow, Kame and Sally of Pineapple Sails for having supported us with a full-page in the same spot for all 400 issues. And certainly not the least, the group of incredibly hard-working people who have labored at *Latitude* over the years,

employees who have always gone the extra mile to produce the best possible issues they could. Thank you, thank you, and thank you.

But on this particular milestone, I'd especially like to thank a subgroup — those of you who have taken the time to send letters to the editor. These letters have inspired me to think, laugh, scream, and produce just about every other reaction known to man, though usually not all from just one letter. The letters have provided me with a unique place and opportunity to dispense factual information that I've gathered over the decades, as well as opinions, musings — and even the occasional uncontrolled, written-in-the-middle-of-the-night rant. What fun!

Having written and/or edited, taken photos for, and laid out something in the realm of 14,000 editorial pages over the years, I'm happy to say I still get a kick out of it.

Once again a sincere and heartfelt thanks to every one of you who has been a part of *Latitude 38*.

— richard spindler, publisher

## a rompin', stompin' schooner race

When "nothing breaks and nobody gets hurt" during a race on the Bay, most local sailors figure they've had a pretty successful day of competition. But the third annual Great San Francisco Schooner Race, August 28, had to be measured by a completely different yardstick. With sustained winds in the low-to-mid 30s, gusting to 40, there were plenty of torn sails, all sorts of vintage gear failures, and probably more bruises than anyone could count. But as one excited finisher put it, "Hey, at least no one had to be hospitalized." By all accounts, it was one heck of a wild ride that won't soon be forgotten — and more fun than a dozen light-air daysails put together.

During the post-race party at the San Francisco YC, the adrenaline was still pumping within many crew members as they swapped tales about near broaches, mid-race heroics, and sheets of white water that washed down the leeward gunwales, soaking jib trimmers to the skin. Great stuff!

continued on outside column of next sightings page

## west harbor is

Just in time for the Rolex Big Boat Series last month, the City finished the dredging of San Francisco's West Harbor, home to San Francisco Marina, Golden Gate YC, and St. Francis YC. It took about two months, but the dredging not only deepened the channel from 12 to 18 feet, but also widened it.

Bright Winn, port captain at GGYC, also reports that a 100-ft temporary dock will soon be installed on the south face

**Screamin' schooners — spread, 'Regulus' made a splash in the third annual Great San Francisco Schooner Race; inset right, 'Californian' skipper George Sutherland has his hands full as the guest helmsman aboard 'Eros'; inset below, Billy Martinelli's 'Gas Light' and Jeff Hawkins' race-winning 'Jakatan' grind through a breeze-on Saturday on the Cityfront.**



JOHN SKOPIAK

## freshly dredged

of the club. "When the entire harbor is rebuilt next year," says Winn, "we'll have four 50-ft berths, plus a 50-ft end tie." Winn notes that "in his day" the club was busy with cruise-ins, but the silting of the harbor coupled with the deterioration of their City-owned docks meant a decline in visitors. "We're looking forward to the day when we can again be the great hosts we once were," Winn says.

— *ladonna*

## schooner race — cont'd

As in previous years, the contest was set up as a pursuit race, where starts were substantially staggered based on handicaps so that — in theory — all boats would finish at close to the same time. This year, the entire course was laid out in the unbridled air of the Central Bay, which meant every boat — whether gaff-rigged or marconi — was able to run the entire zig-zagging course at her full potential.

Sadly, though, the rowdy conditions took such a toll on the fleet that only 10 out of 17 starters finished. The most serious mishap occurred aboard Ed Witt's 50-ft gaffer *Regulus*, which lost her steering so close to Alcatraz that she was in danger of washing up on the rocks

continued on outside column of next sightings page





# SIGHTINGS

## schooner race — cont'd

before crewmen had a chance to rig her emergency steering gear. Alan Olson's 85-ft steel schooner *Seaward* was forced to retire after both her headsails shredded, and the modern 86-ft gaffer *Kaiulani* nearly had to quit also when her mains'l split. But skipper Chris Johnson and his crew somehow managed to tuck in a reef above the tear and finish the course. Meanwhile, aboard the exquisite 115-ft *Eros*, two 3/8-inch stainless steel bolts holding a jib fairlead sheared off under the load as if they were matchsticks. The splendid 65-ft Herreshoff *Brigadoon* didn't suffer any major breakage, but diehard racer Terry Klaus was forced to kick on his engine and retire in order to avoid a downed windsurfer and the windsurfer's rescue boat.

Despite all the carnage and calamity, though, we'd bet all who competed would agree it was a glorious day on the water; the sort of rompin' stompin' joy ride that makes Bay sailing world-famous. And just having the rare opportunity to watch so many meticulously cared-for traditional yachts racing hell-for-leather was certainly worth

continued on outside column of next sightings page

## update from the

Sam Keston, mate aboard the *Derek M. Baylis* — a research vessel for Sea Life Conservation — reported last month that the boat was off the coast of Fort Bragg, mapping the sea floor.

"We've teamed up with Chris Goldfinger and his students from Oregon State University to map part of the San Andreas Fault that has never been observed up to this point, says Keston. "To do this, we've rigged something called a 'multi-beam sonar' — think depth sounder on steroids — to the side of the boat and are making passes in a grid-like formation. What's so exciting about this is that it's the first time a sonar such as this has been hung from the side of a sailboat (their typical



**Gettin' groovy on the Med** — Find Andrew Vik's report on his third summer cruise in the Med aboard 'Geja' in 'Changes'. From anchoring in idyllic Greek lagoons (above) to diving into the Adriatic (spread) to swimming with Italian locals (right), it sounds like a good trip.



## derek m. baylis

research vessel is a converted trawler). While some might think that downsizing from a 300,000-lb research vessel to a svelte 35,000-lb 65-ft WylieCat would mean sacrificing data collecting performance, so far the opposite has been true.

"The *Derek M. Baylis* is turning out to be the ideal vessel for this type of research. Our underside is very smooth and similar to a modern racing sailboat, so water flows over it very easily with no disruptive bubbles, unlike larger power research vessels. Sails stabilize the boat and make it more comfortable than a powerboat when we are beam to the sea. When it's windy we can turn the motor

continued in middle column of next sightings page

## schooner race — cont'd

a few bruises, sore muscles and soggy shoes. (For complete results, see [www.sfyf.org](http://www.sfyf.org).)

San Francisco YC organizers are already jotting down ideas to make next August's event bigger and better. And with any luck they'll attract even more splendid schooners to the party. The one suggestion we'd offer is, perhaps they needn't pray quite so hard for wind.

— andy

## how to shower aboard *profligate*

Don't know how to take a shower when cruising? We're not surprised. Based on the September-issue inquiry by Mr. Anonymous on the subject, and some of the responses published in this month's *Letters*, a lot of people don't know how to do it. We hope the accompanying photos and text answer all your questions.

Showering when cruising is actually very simple. 1) Go on deck, or to the back steps or the sugar scoop. 2) Arrange your water source, be it the outdoor shower or SunShower. 3) Get naked — unless you're in a place where it will get you arrested. 4) Let the soap and water fly. 5) If possible, shower with friends — it saves water and helps reach those hard-to-get places on your back. Besides, there will be more giggles. 6) Sun dry. What could be easier or more natural? Plus you'll save money on laundry by not using towels.

We know some cynics out there might suspect that we set up the accompanying shower photos. Not true. The photos were taken at the King Harbor YC the day after the Santa Barbara to Redondo Beach Race in '08. And as all the witnesses can attest — and there were plenty of them — the showering broke out spontaneously.

And lest anyone think the women in the photos are ringers, nothing could be farther from the truth. Not only had each one been instrumental in rescuing the three-person crew of the flipped trimaran *Existential Blowout* the day before, all of them have extensive sailing experience. In fact, we'd like to introduce them (see the spread on the next page).

The young lady aiming the nozzle from above is 21-year-old Rachel E. She spent five years cruising Mexico and the South Pacific to Australia aboard her family's Marquesas 53 *Rhapsody*. "We always showered on the transom because it was much more fun," she said. Upon the family's return home, she finished high school, then did a short stint at UC before enrolling at a university in China for 18 months of intensive study of Mandarin and Chinese culture. After doing this year's King Harbor Race on *Profligate*, she took off to a prestigious school in the Northeast where she'll continue her major in Chinese. For those curious about the effects on educational development of cruising during one's youth, Dana, Rachel's younger brother, who also did the family cruise, just started classes at Stanford after taking a gap year to work and travel in China.

The one getting showered in the photo is Mary F. During a long backpacking trip, she found herself working at Rick's Bar, the former cruising center in Zihua, where she crossed paths with Andy 'Mr. Puddle Jump' Turpin of *Latitude* in the spring of '07. As Mary was adventurous and came from a family of watersports enthusiasts, Turpin suggested she do a Ha-Ha. Six months later, she showed up at the Crew List Party and signed on with Wayne Hendryx and Carol

continued on outside column of next sightings page



LATTITUDE / RICHARD

**Mary helps Rachel get all the suds out of her hair.**



# SIGHTINGS

## showers — cont'd

Baggerly's Hughes 45 *Capricorn Cat*. Over the next 18 months, Mary sailed on a number of boats in Mexico. "For some reason, owners always encouraged me to shower on deck." She subsequently fell in love, and she and her guy ran a 100-ft yacht together for a season. The duo are now running another large yacht, having spent last winter in the Bahamas, and are currently aboard the yacht in Knoxville, Tennessee, of all places. An enthusiastic outdoor shower person during her sailing years, Mary, we suspect, mostly showers inside now.

The starboard scrubber is Heather C. who, while walking through the Monterey Peninsula YC in '06, spotted David Addleman, owner of the Cal 36 *Eupsychia*, sitting alone at the end of the bar. She liked what she saw and, Heather being Heather, walked up to him and said, "We should have sex!" The two spent the winter cruising Mexico on the Cal, came back to Monterey for the summer, then did the Ha-Ha

continued on outside column of next sightings page

## baylis

off or slow it down, reducing vibration and further increasing the accuracy of the instrumentation. And our fuel consumption has been almost too small to measure. As I write this, we've been out for over a week, running a generator 24/7, and still have managed an average of less than two gallons per hour. That's more than a tenfold fuel saving over their conventional boat. This isn't just good for our carbon footprint, but it allows us to stay out at sea longer and not waste time returning to the dock to refuel.

"Life aboard the boat has been great.



*A little help from your friends — Cherie and Heather lend Mary a helping hand while Rachel provides the wet stuff. Showering on a boat can be whatever you make it.*

## — cont'd

We haven't yet finished off the fresh veggies, but we are limiting our hot water showers. The only issue we've had is that the autopilot has been a bit finicky and will need some new parts when we come in to refuel. If the weather stays as nice as it's been we will continue doing this through early October, at which point we'll shift gears and resume our work tagging and identifying great white sharks near the Farallon Islands."

Go to [www.sealifeconservation.org](http://www.sealifeconservation.org) for more on their mission.

— ladonna

## showers — cont'd

and another winter season in Mexico. "Hell no, we never showered inside," laughs Heather. "In Mexico where it was warm, we'd use the SunShower. Up north, where it was cold, we'd heat some water in a kettle, put it in the SunShower, then shower outside. One advantage of showering naked, at least in the U.S. and Mexico — as opposed to the French Islands of the Caribbean — is that not too many people want to anchor near you."

Although David and Heather have gone their separate ways, they now both sail on Santa Cruz 50s. David bought his *X* in Malaysia, while Heather, when not tied up in film projects, crews on *Bay Wolf*, the Santa Cruz 50 that does corporate events, charters and sunset cruises out of Sausalito.

The port scrubber is Cherie S. Back in '91, Cherie and Jean Leiting, her Southern California partner in international mischief and

continued on outside column of next sightings page



LATITUDE / RICHARD



# SIGHTINGS

## showers — cont'd

adventures, decided they wanted to the Ha-Ha, so they flew up to the Ha-Ha party in Alameda. Cherie found the guy she wanted to crew with — Greg Retkowski, owner of the Morgan Out Island 41 *Sirocco*. "He wouldn't take me because his boat was already full of girls," says Cherie. "But I told him I would eventually get on his boat, he just didn't know it yet." Cherie and Jean ended up doing the Ha-Ha on Tom LaFleur's San Diego-based Swan 53 *Mistress*. But Cherie was right, a month later she was on *Sirocco* with Greg at the beginning of what became a two-year cruise to Florida via the Canal, the Cayman Islands, Puerto Rico and Cuba.

"Taking a shower inside a cruising boat is like wearing a bathing suit in a swimming pool," she says, although we don't think it's quite the metaphor she was looking for. "You don't go on a boat to be comfortable and have luxuries, you go to be out in nature." Cherie has subsequently done two more Ha-Ha's and all kinds of other sailing. She and Greg, who crewed aboard *Raven* this summer, are to

continued on outside column of next sightings page

## the resurrection

They say cats have nine lives. But until we heard about the rebirth of the PDQ 32 cat *Catalyst* — which capsized and was subsequently abandoned off the North Coast on July 7 — we thought that old adage applied only to felines, not to two-hulled sailboats.

After surviving her traumatic ordeal in the frigid waters off Fort Bragg, owner Kristy Lugert assumed that her newly-purchased dream boat was a total loss, and that she'd never see it again. But by sheer luck, the overturned hull showed up in a North Coast 'doghole' a few days later near the Mendocino County town of Albion.

Unbeknownst to Kristy and her crew



'Arabella' takes a ferry wake in style.



**Lookin' goooooood! Summer weather finally hit the Bay full force in September. There wasn't a weekend in the entire month that didn't see the Bay abuzz with boats. Besides local boats, dozens of southbound cruisers stopped in for a visit (read about seven of them starting on page 104). Here, 'Wanderbird' flies toward the Gate.**



## of catalyst

mates, Steve McCarthy and Greg McCuen — who were recuperating from their near-death rescue during the days following the incident — Kristy's brother, Jerry, took it upon himself to salvage the battered hull. With the help of his friend Les Waterman and others, they successfully towed the hull out of the rocky doghole to the safety of Albion Bay. After pumping her out and making a variety of repairs, including replacing the starboard rudder with a new one fabricated by a local fisherman, they towed *Catalyst* to the Bay behind Waterman's vintage 54-ft Chris-Craft, with Kristy at the helm. Friends Matt Bisset and Daniel Gray also came

continued in middle column of next sightings page



The folks on 'Peg' were all smiles.

## showers — cont'd

be married on October 10, the ninth anniversary of their meeting at Ha-Ha Crew List Party. "And yes," she says as if it were obvious, "we plan to sail in Mexico with somebody this winter, because winter isn't winter unless you sail in Mexico." As for Leightner, Cherie's original partner in mischief, as of late September she was doing a sea trial of a Gulfstar 47 in anticipation of buying it. A real nature-loving gal, Jean took her showers outdoors, too. "Jean doesn't know it yet," laughs Cherie, "but we're going to do the '11 Ha-Ha on her new boat. And we're going to take our showers outdoors, too!"

That's our shower story. If you do it differently, particularly if you have documenting photos, we'd love to hear from you.

— richard

## the sense of sailing

Having grown up sailing on the Hudson River and Long Island Sound, I've always loved being on the water. As an adult, I developed moderate hearing loss, and later, from undetected Lyme disease, I quite unexpectedly went deaf.

Before I became profoundly deaf, a sailing friend got me on crew in races, but I soon gave up because I couldn't understand the skipper's commands. I recently moved to the East Bay, still loving to be on the water and dreaming of sailing on the Bay, but hearing loss can cripple your self-confidence. I retired and figured that was that. Then I heard about BAADS.

The Bay Area Association of Disabled Sailors ([www.baads.org](http://www.baads.org)) is a sailing club run by disabled and able-bodied volunteers. The current commodore is Ed Gallagher, who is blind. BAADS is a mix of 100-200 sailors and volunteers, some able-bodied, some blind, some deaf, and some with significant physical disabilities. With six 303s and 11 Liberties, BAADS has the world's largest Access dinghy fleet in one place. The boats are rigged so people with mobility limitations or limited core strength can sail.

I started lessons in one such dinghy with an experienced BAADS sailor whose face I had to see to understand instructions. I knew the basic terminology from the sailing I'd done in the past so those words posed no difficulty. But more complex explanations about wind power, tacking, and currents took me a while to understand. Not that the understanding was hard; the hearing was.

After half a dozen nerve-racking days in strong winter winds in McCovey Cove, always with an instructor, I decided I would feel more comfortable in a bigger boat, so I switched to keelboat sailing. I spent most of the next two months of Sundays on *Orion*, an Islander 36, learning to drive the boat. Ed knew the boat like the back of his hand. When he took the helm, I saw how he sensed the boat's motion with his body, and how he felt the wind on his face and the sea's pressure on the wheel. During my turn at the helm, I practiced feeling the boat's progress. I learned to pay attention to the boat, not to the water rushing by. In short, I learned to trust the boat.

I decided that it was time to transfer what I had learned to dinghies. My first time out, I found that I was no longer scared when the dinghy sped upwind, heeling dramatically. I soon soloed with confidence. Now most Saturdays find me in McCovey Cove, practicing with whatever the winds give me. On Sundays, I go out in one of the group's four keelboats: *Orion*; *Raven*, a Freedom 20; *Heidi*, a Ranger 23; and *Tashi*, a Catalina 30.

So far I've sailed The Slot and tacked across Raccoon Strait. I have

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Margreta at the helm.

COURTESY BAADS



The helmsman of 'Island Girl' watches for traffic, and there was a lot of it!



## baads — cont'd

a lot more to learn — and I have to get stronger to crank that jib tight — but being out there with the wind and the water gives this deaf old girl new confidence.

My current project is to find nautical terminology in American Sign Language. When both the skipper and hard of hearing or deaf crew understand each other, we can move on to more advanced sailing, sooner and more safely. Thank goodness the boats always understand.

— margreta von pein

## the revenge of the evil mahi

"Honey, I'm really sick." These are not the words you want to hear from your husband when he's three days out of Honolulu on a singlehanded delivery to the Bay.

"It was the fish, wasn't it?" I asked as my fingers tapped 'ciguatera' into the Google search box. The day before, when he was 200 miles offshore, Rob had caught the biggest mahi mahi (dorado) of his life, and now he was as sick as he'd ever been. No way it could have been a coincidence.

I asked him to describe his symptoms and, as *Wikipedia's* page detailing the symptoms of ciguatera loaded on my screen, Rob rattled off all but the last two on the list: Nausea, vomiting, diarrhea, intestinal cramps, extreme weakness and fatigue, muscle and joint pain, severe headache, dizziness, tingling and/or numbness in the lips, mouth, and limbs, and hot/cold temperature reversal (cold things feel hot, hot things feel cold).

Without the presence of those last two, his symptoms could have been attributable to just about any foodborne illness. Besides, everyone knows that pelagic fish — those that spend their lives in the open ocean, such as mahi and tuna — don't carry ciguatera.

Ciguatera poisoning is an incurable disease caused by a naturally occurring neurotoxin produced by algae that live near tropical and sub-tropical reefs. Little fish eat the algae, then bigger reef-dwellers, such as barracuda and grouper, eat the little guys. The more little fish they consume, the more ciguatoxin — which is not harmful to fish — accumulates in their flesh. The toxin is extremely temperature-resistant, so no amount of cooking or freezing will make tainted fish safe for humans to eat. And since there is no cure for ciguatera — the toxin has to pass through your body the old-fashioned way — the only treatment is supportive care, i.e. fluid replacement and Depends.

While this may sound horrific — and if you're currently curled in the fetal position spouting from both ends, it most certainly is horrific — the reality is that ciguatera is one of the most common fishborne illnesses in the tropics. In some parts of the Caribbean, you'd be hard pressed to find someone who *hasn't* had it. In fact, *Latitude 38* Managing Editor Andy Turpin, who lived in the Caribbean for a number of years, suffered a bad case of it after unwittingly eating barracuda (he'd been told it was a different type of fish). "I really thought I was going to die," he recalled when I told him about Rob's plight. His words were not terribly comforting.

Two hours after Rob's initial sat phone call, during which I "encouraged" him to turn around, he called back to report that he was on course for Nawiliwili on Kauai. Oh yeah, and his lips, tongue, hands, and feet were tingling and going numb.

Having scoured the web in the preceding hours, I learned that ciguatera has, in fact, been linked to the occasional mahi, but is rarely fatal. I instructed Rob to take frequent small sips of water dosed with the electrolyte supplement Emergen-C and do what he could to rest, warning him that if he had any trouble breathing, he was to set off the EPIRB immediately, as that could be a precursor to lung paralysis.

Over the next two days, as Rob retched his way toward Kauai and

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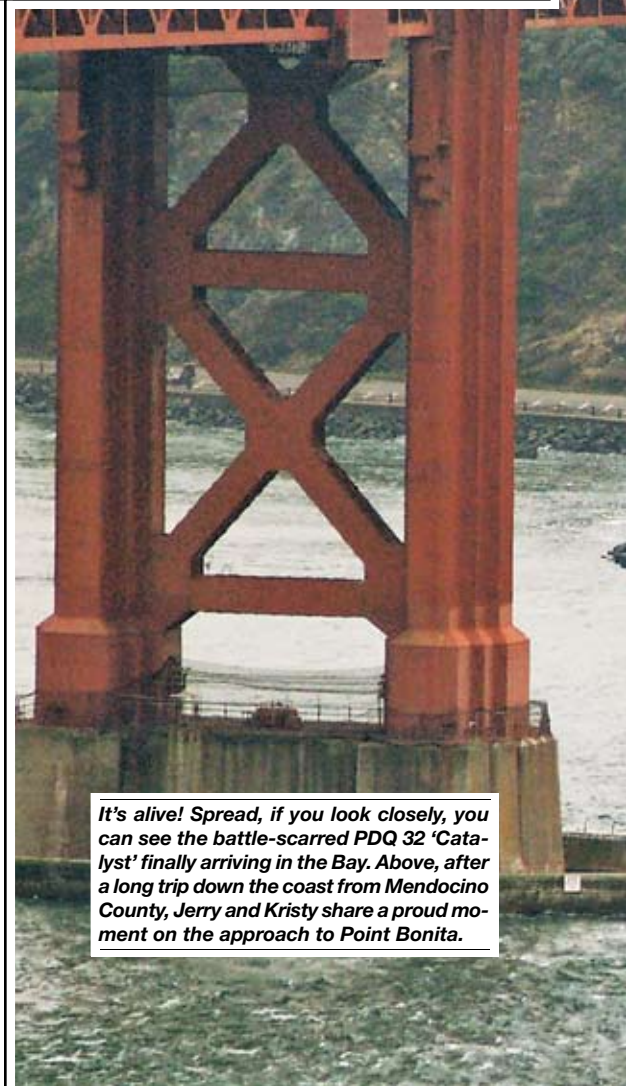
## catalyst

along on the adventure.

The trip south wasn't easy, but it was a piece of cake compared to the ill-fated delivery attempt in early July. What will become of the mastless cat is now up to Jerry, who bought her for a dollar. An



COURTESY CATALYST



*It's alive! Spread, if you look closely, you can see the battle-scarred PDQ 32 'Catalyst' finally arriving in the Bay. Above, after a long trip down the coast from Mendocino County, Jerry and Kristy share a proud moment on the approach to Point Bonita.*



## — cont'd

engineer by profession, he just couldn't resist the challenge to refloat her and bring her back to life.

Kristy, by the way, has received an insurance settlement and may soon be shopping for a new boat. And she has undoubtedly thanked her father profusely for having the foresight to rent an EPIRB from Boat U.S. for the delivery, which was instrumental in saving the three crew members' lives.

If you're heading offshore this fall, be aware that not only are EPIRBs available for rent from a variety of sources, but so are liferafts of all sizes, various types of transponders, and satellite phones.

— andy

## mahi — cont'd

I booked a flight to Lihue, Nawiliwili YC members Maryann Holden and Rich Jensen coordinated a 'welcoming committee' to help an exhausted Rob land. As the boat cleared the breakwater, Rich jumped aboard from the club's Whaler. "I stuck out my hand and said, 'Hi, I'm Rich,'" he recalled later. "He said, 'I'm Rob, and I have to sit down *right now*.' Then he just sort of slumped onto the seat."

A very experienced solo sailor himself — he's sailed his Beneteau First 38s5 *Jazz* all over the North and South Pacific — Rich had no trouble dropping the sails, rigging some docklines, and pulling the boat into a slip at the yacht harbor. After securing the boat, I took one look at Rob and knew the worst was over. Clearly exhausted and very weak, he was more lucid than he'd been in three days, and was finally able to hold down food and water. He decided to hold off on going to a doctor, hoping a solid night's sleep and some real food would do just as well for a fraction of the cost. It did.

The following morning, I called the Department of Health in Lihue

continued on outside column of next sightings page





# SIGHTINGS

## mahi — cont'd

to find out if they'd be interested in testing the refrigerated remains of what's come to be known as the 'evil mahi'. "Oooh, yes!" gushed Lab Administrator Jan Ishibashi. We set a time to drop off the fish later in the day.

In the meantime, Rich and Maryann brought over a Cigua-Check fish testing kit they'd picked up at the local fishing supply store. Vaguely reminiscent of a pregnancy test but infinitely more complicated, the test promised to give an "accurate result in less than one hour." Following the instructions to the letter — a process that took much longer than an hour — resulted in the fish testing positive for ciguatera.

But when we mentioned our positive result to the folks at the Health Department, looks were exchanged. "I think those tests are junk," scoffed Jan. Epidemiologist Luke Hasty took a slightly more diplomatic tack. "While I wouldn't say they're *always* wrong," he said, "I wouldn't rely on them." In fact, while the company that makes the tests doesn't offer an official accuracy rate, members of online fishing forums claim that every fish they've ever tested has turned the stick blue, causing them to seriously question the test's usefulness.

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## calling for help

We first ran Newport Beach-based ham guru Gordon West's feature article 'The Idiot's Guide to Marine SSB' in the October '07 issue of *Latitude*. The response to the piece was so tremendous that we ran it again in the fall of '08 and '09, and uploaded the full article to the Features section of our website so everyone could benefit from Gordon's experience.

With the October issue already jam-packed, we didn't have room to run the whole feature this month. So instead of waiting until the November issue, we're running the most important part of Gordon's article — Calling for Help over the SSB — and suggest that you read the full article at [www.latitude38.com/features/SSB.html](http://www.latitude38.com/features/SSB.html).

— ladonna



**A fish tale — Clockwise from here: Rob has caught many mahi, such as this one on another transpacific delivery two years ago, but has never fallen ill; he is also meticulous about filleting and refrigerating his catch; ciguatera is most commonly found in reef predators, such as barracuda, grouper, red snapper, amberjack, and Spanish mackerel, but rarely in pelagic fish, so Jan Ishibashi and Dr. Luke Hasty of the Hawaii Health Department were as eager as we were to find out if the 'evil mahi' was tainted; according to an expensive Cigua-Check test, it was.**

SPREAD & UPPER RIGHT: AARON DUNLAP; OTHERS: LATITUDE / LADONNA

## over the ssb

### Calling for Help over the SSB

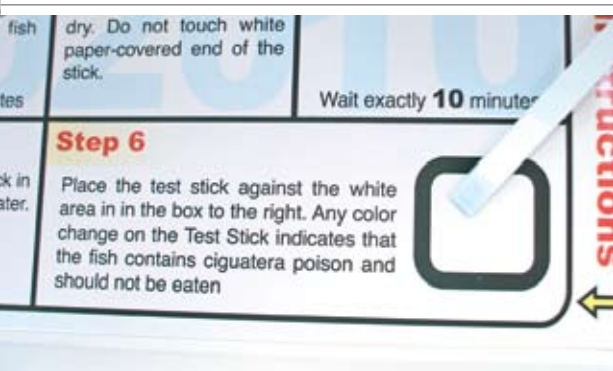
Radio signals within the SSB short-wave spectrum refract off the ionosphere and come back to earth hundreds to thousands of miles away without the need for communication satellites and/or ground stations. Each marine SSB radio frequency band has a very predictable skywave bounce 'bulls-eye'. If you choose a band that's too high, your signal will skip over the other station. If you choose a frequency that's too low, your signal won't go far enough to reach the other station.

The following is a good guide for choosing the band of frequencies that will target your first skywave bounce:

2 MHz: 200-400 miles

4 MHz: 400-600 miles

continued in middle column of next sightings page



## mahi — cont'd

Dr. Hasty informed us that the lab testing would take a couple weeks, and would include testing for scombroid, an illness that results from eating decaying fish. "The fish may not be 'bad'," Dr. Hasty said, "but it has a bacteria on it that produces histamine, which is what makes people sick." Though some of the symptoms are similar to ciguatera, even Dr. Hasty admitted that it was unlikely to be the cause of Rob's illness. "From all indications," he told us, "Rob appears to have had ciguatera. And if the test comes back positive, this would be the first documented case of mahi-caused ciguatera in the Pacific."



LATITUDE / LADONNA

**Maryann Holden and Rich Jensen didn't hesitate to help a sailor in need.**

While we waited for the results, we prepped the boat for the replacement delivery skipper, said goodbye to our new friends Rich and Maryann, and flew home. It's been a month, almost to the day, since Rob's little adventure, and he's now fully recovered, with none of the potential long-term side effects that have been reported by some.

Two weeks after our return home, Dr. Hasty emailed the unsurprising results of the scombroid test: "No detectable level [of histamine] in the specimen," he wrote. But his next email, received just a few days before this issue went to press, threw us for a loop: "I've just received the U.S. FDA ciguatera testing report on your fish samples, and the result was negative. Obviously, that begs the question, 'What caused the illness?' I have no answer."

And it seems unlikely we'll ever get an answer. Having limited resources — not to mention far better things to do — Dr. Hasty will not be ordering any more tests. All we know for sure is that something in that mahi made Rob very sick. "I should have known that fish was bad," he said. "As I was filleting it, Metallica's 'Am I Evil' was playing on the stereo . . . really loud."

— ladonna

## the america's cup, as you see it

With bated breath, the sailing world has been waiting for months for a definitive announcement regarding the 34th America's Cup. On September 13, it got a little satisfaction with the announcement that the next Cup match will be contested in hard-wing 72-ft catamarans in '13. While there had been plenty of what has turned out to be true speculation in regard to the AC 72 catamaran, the 2013 date was a bit of a surprise, as was the announcement that the new, annual series of traveling events leading up to the Cup — dubbed the "America's Cup World Series" — would start in '11 in a one-design 45-ft hard-wing cat. The AC 45 will allow new teams a chance to come to grips with the new technology before building their custom AC 72s with 130-ft tall wings for '12. Another very pleasant surprise is that, once the AC 72s come online, the AC 45s will be sailed for a "Youth America's Cup."

On the heels of the announcement, we asked *Lectronic Latitude* readers to provide their opinions on the developments. We asked them to tell us what they thought about the use of multihulls, the use of wings, the World Series, and the youth program. We also asked what they thought the Bay's chances are of hosting the next Cup, and we asked them to give their ages and whether or not they'd ever sailed a multihull. The reaction to the use of catamarans was by and large very positive, even from the bulk of the respondents who identified themselves as monohull sailors. Age seemed not to have any bearing on the responses — although half of the respondents declined to state.

- "The America's Cup boats should be absolutely the most unconventional, high-technology, highest-performance, wind-powered vessels ever

continued on outside column of next sightings page



# SIGHTINGS

## america's cup — cont'd

seen by humankind . . . I want the most radical and expensive designs that today's computers can come up with. Period." — Robert Reed

• "If you could drive a faster car than Dario Franchitti, would you watch the Indy 500?" — Sam Minervi

• "I prefer to sail monohulls; but the way multis have been screaming around the planet in the past few years, coupled with the fact that my

8-year-old kid watched the last America's Cup with me, jumping off the couch when BMW Oracle raised up on one ama and peeled away from Alinghi, convinces me that this is the wave of the future."

— Javier Jerez

• "Herreshoff proposed catamarans for the Cup ages ago. Bring on the new tech!"

— Captain Iggy

Some expressed concern that the use of

wings, and to a lesser extent the use of multis, would make it difficult for the sailing public to identify with the race.

• "Cats are great, but 99% of people cruise and race monohulls. Part of watching the competition is to imagine yourself in their positions. I just can't relate to huge fixed-wing cat sailing." — Craig Alger

Father of three young sailors, Tom Price said that while he appreciated multihulls, "there are seemingly significant downstream effects" from the decision.

• "I am curious if our modern sailing luminaries and trendsetters have considered the impact this decision will have on youth sailing programs; namely existing fleet investments. We all know how much the sailing community is struggling to get youth involved in the sport so, at this critical juncture in sailing history, I am concerned our next generation of youth sailors will look at monohull dinghies as 'like, so yesterday.'"

Speaking of youth, the response to the youth circuit was overwhelmingly positive. And at least one reader sees a potential benefit to Generation Y at large.

• "The youth team will help the world if it can get kids' heads out of their iPhone, texting, OMG, WTF lives!" — Gary Lind

The response to the America's Cup World Series was positive almost across the board, but ratings on the probability that the next Cup will come to the Bay were, by and large, below the 50% mark.

Although there were a number of reasons cited, including the AC 72s' being too fast for racing on the Bay, most of the doubts were based on the perceived nature of City politics and the potential for interruption from the "environmental camp."

• "Forty percent. I think Larry and Russell would like it here, but the risk of litigation from even one cranky 'environmental' wacko puts the whole thing at risk." — Rich Jepsen

• "I'm concerned that the prospects for San Francisco's hosting the event may actually be at risk simply because the only real determinant is the City itself, in all its weirdness, which could be thinking that the task is now easier. All the bland reassurances of support by the huge variety of 'parties' may not instill sufficient confidence in anyone who has knowledge of the history in dealing with this gang. I still give it a 50/50 shot, as the venue competitors have equally messy reputations for doing what they say . . . or as stated by Mercurio in Romeo and Juliet, 'A plague o' both your houses!'" — Roving John

continued on outside column of next sightings page

SKIDMORE OWINGS & MERRILL LLP



An America's Cup Village could look like this.

## ssb

6 MHz: 600-1200 miles

8 MHz: 800-1600 miles

12 MHz: 1200-2400 miles

16 MHz: 1600-3200 miles

22 MHz: 2200-4000 miles-plus

26 MHz: unpredictable

There are six Coast Guard Global Maritime Distress and Safety System (GMDSS) channel/frequencies:

2182, the distress channel

4125 (4S)

6215 (6S)

8291 (8S)

12,290 (12S)

16,420 (16S)



Melgii madness — Catch all the action from the Melges 32 Worlds in Racing Sheet.

**— cont'd**

The Coast Guard or other international rescue agencies monitor them 24 hours a day. U.S. Coast Guard monitors out of Hawaii, Guam, Alaska, San Francisco, New Orleans, Miami and Norfolk.

Warning! Remember that different bands have different ranges. If you make an emergency call on 2182 when you're halfway between Mexico and the Marquesas, it's very unlikely anybody is going to hear you. If you check the earlier chart, you'll see that you'd actually want to transmit on 12,290 (12S) where the range would be 1,200 to 2,400 miles.

— *gordon west*

**america's cup — cont'd**

• *"I think the tight schedule is a huge challenge."* — Antonio Rico  
At least one respondent wasn't bothered by the drawbacks.

• *"One hundred percent. Bay Area sailors want the Cup to be sailed in the Bay. Larry wants it sailed here, Gavin [Brady] wants it here, the Golden Gate YC wants it here, Latitude 38 wants it here . . . 100%. Let's do it!"* — Pat Ireland

Thanks to everyone who responded. We didn't have enough room to fit everyone's comments, but we appreciate your input just the same. If there's one thing we've learned from this exercise, it's that *Latitude* readers aren't afraid of change. This led us to think that maybe a progressive place like San Francisco is exactly the spot to host the most radical America's Cup ever. We have more particulars on the announcement in this month's *Racing Sheet*, which you'll find on page 130.

—rob

