

Latitude 38

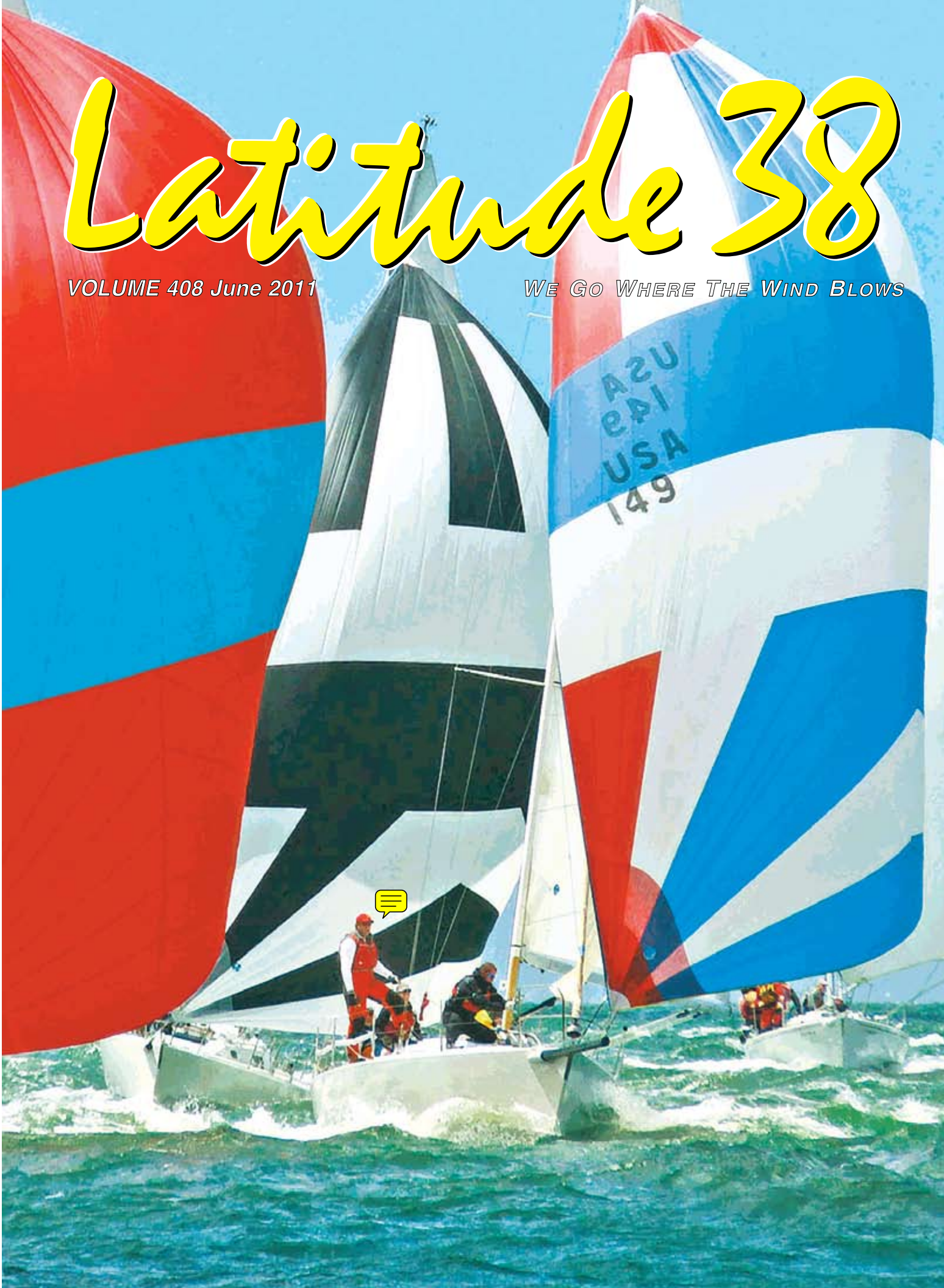
Latitude 38

VOLUME 408 June 2011

WE GO WHERE THE WIND BLOWS

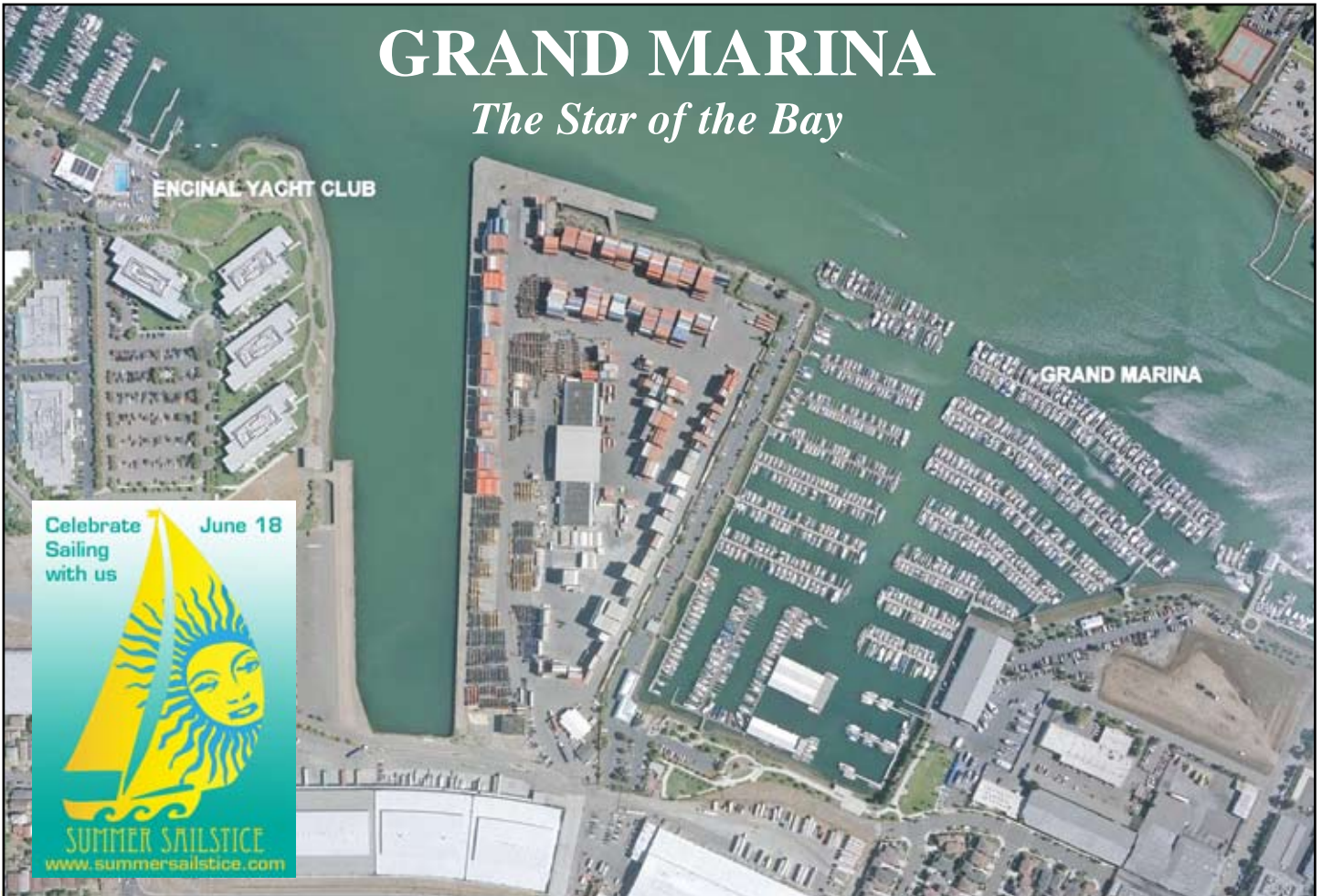
JUNE 2011

VOLUME 408



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Wings, Bill Cook's F-24 trimaran, won all three races on Saturday to win the Nimitz Cup, beating the faster and longer F-31 trimarans.

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Cover: J/105s blast downwind at the St. Francis YC's Stone Cup.

Photo by John Navas/www.navas.us

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



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Latitude 38

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Non-Race

May 28 — Boaters' Flea Market at Santa Cruz West Marine, 9 a.m.-4 p.m. Info, (831) 476-1800.

May 30 — Organize a cruise-out for Memorial Day.

June 1 — Ullman Sails Seminar Series continues with 'World Class Yacht Designers Forum' at the Santa Ana loft, 7 p.m. Free. Info & RSVP, (714) 432-1860.

June 1-29 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$16.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

June 4, 11, 25 — 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.

June 4 — Nautical Flea Market at Napa Valley Marina, 8 a.m.-2 p.m. Info, (707) 252-8011.

June 5 — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or minneys@aol.com.

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

June 8 — World Ocean Day, created at the '92 Earth Summit to celebrate the stuff that makes up 70% of our planet. Info, www.worldoceanday.com.

June 9 — 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 or (510) 233-1064.

June 11 — USCGA 'Suddenly in Command' course at San Jose West Marine, 10 a.m.-2 p.m. \$10. RSVP, (408) 246-1147.

June 11 — Gary Jobson's film *History of the America's Cup*, with guest speaker Kimball Livingston. Presented by Sailing Education Adventures at Sausalito's Bay Model, 7:30 p.m. Free (\$5 donation accepted). Info, www.sfsailing.org.

June 11-12 — America's Boating Course by Carquinez Sail & Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$40. Info, www.carquinez.org/public_courses.html or (707) 55-BOATS.

June 12 — Yoga Workshop for Women at San Rafael's Bow Yoga, 10 a.m.-12 p.m. Guest speaker Dawn Chesney, \$30 includes yoga and meditation. Info, www.bow yoga.com.

June 12 & 26 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

June 14 — Hoist your ensign on Flag Day!

June 15 — Howl at the full moon on a Wednesday night.

June 16 — Race Fundamentals seminar, part of Sausalito YC's Third Thursday Seminar Series, 6:30-7:30 p.m. Free and open to the public. Info, www.sausalitoyachtclub.org/calendar/whats-happening.

June 17-19 — Ericson Owners Rendezvous at Port Hudson Marina in Port Townsend, WA. Info, (360) 385-2828.

June 18 — Bay sailors are invited to the big Summer Sailstice event at Encinal YC, 10 a.m.-8 p.m. Live music, food, seminars and a boat-building contest will keep the whole family entertained. Find out more at www.summersailstice.com/sf.

June 18 — Open House at Oakland's Lake Merritt Boating Center. Free rentals, 5-7 p.m. Info, www.sailoakland.com.

June 18 — *California is a Lee Shore* book signing by Jim & Pam Duvall at Whale Point Marine in Richmond, 9 a.m.-1 p.m. Info, (510) 233-1988 or www.whalepointmarine.com.

June 18-19 — Celebrate with sailors in the northern hemisphere during Summer Sailstice. Sign up for prizes and see who's sailing in your area at www.summersailstice.com.

June 18-19 — America's Boating Course by Carquinez Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$50, includes lunch. Info, www.carquinez.org or (707) 55-BOATS.

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CALENDAR

June 19 — Take Dad for a sail today!

June 19 — Master Mariners Wooden Boat Show at Corinthian YC, 10 a.m.-4 p.m. Info, www.mastermariners.org.

June 21 — Forget work — go sailing on the solstice!

June 24-26 — 6th Annual Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, www.pacificpuddlejumps.com.

June 26 — City of Oakland sailing team summer session tryouts at Jack London Aquatic Center, 10:30 a.m.-2 p.m. Info, (510) 238-2196.

June 30 — 'Polynesian Voyagers of Taumako' lecture at Sausalito's Spaulding Wooden Boat Center, 6 p.m. \$15. RSVP, (415) 332-3179 or info@spauldingcenter.org.

July 4 — Celebrate Independence Day at Barron Hilton's Fireworks Extravaganza at Mandeville Tip in the Delta.

July 15-17 — Annual Catalina Owners Rendezvous at Tradewinds Sailing School in Richmond's Marina Bay Yacht Harbor. Info, <http://raft.c380.org>.

July 30-Aug. 5 — *Latitude 38's* Delta Doo Dah 3D, a laid-back rally to the balmy Delta waters. Follow the event at www.deltadoodah.com.

Racing

May 27 — Spinnaker Cup, leaving Knox Buoy at 11 a.m. and arriving in Monterey by midnight (hopefully). SFYC, (415) 789-5647 or www.sfyf.com.

May 28 — Master Mariners Regatta, hosted by Encinal YC. A must for woody-philies. Info, www.mastermariners.org.

May 28-29 — 47th Annual Whiskeytown Memorial Day Regatta on Whiskeytown Lake in Redding. Info, www.whiskeytownsailing.org.

May 28-30 — 68th Swiftsure International Yacht Race, the big one for Northwest sailors. Four different race courses ranging from 18 to 138 miles. Info, www.swiftsure.org.

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

June 3-5 — 28th Classic Mariners' Regatta in Port Townsend, WA. Info, www.woodenboat.org.

June 4 — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, www.richmondyc.org or www.stocktonsc.org.

June 4-5 — Spring Invitational. SFYC, www.sfyf.com.

June 4-5 — 30th Annual Go for the Gold Regatta on Scotts Flat Lake in Nevada City, CA. Gold Country YC, www.gcyc.net/~gcyc or (916) 774-6610.

June 4-5 — Cal Race Week in Marina del Rey. Cal YC, www.calyachtclub.com.

June 5 — Ladies Day Regatta. MPYC, www.mpyc.org.

June 10-11 — West Marine Challenged America Regatta in San Diego. A fundraiser for CA's adaptive sailing program. Info, www.wmcaregatta.com.

June 11 — YRA-OYRA Full Crew Farallones. StFYC, www.yra.org.

June 11 — Mercury Series #4. EYC, www.encinal.org.

June 11 — Summer #3. SeqYC, www.sequoiayc.org.

June 11-12 — BAYS Summer Series #2 for Optis, Lasers, C420s & CFJs. RYC, www.bayarea-youthsailing.com.

June 11-12 — Easom Founders Trophy. SFYC, www.sfyf.com.

June 11-12 — Ronstan Bay Challenge. StFYC, www.stfyf.com.

June 11-12 — Club Boat Series. StFYC, www.stfyf.com.

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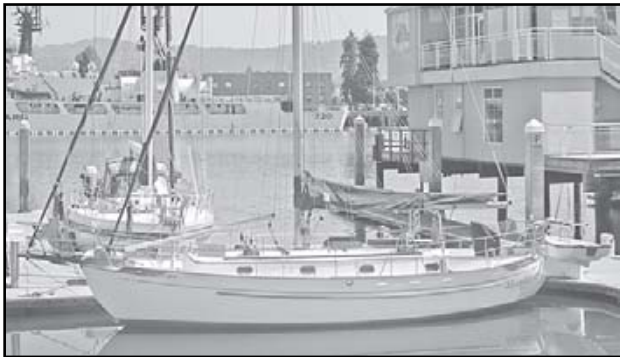
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CALENDAR

June 11-12 — Hobie Regatta on Richardson Bay. SYC, www.sausalitoyachtclub.org.

June 11-12 — BAYS #2 and USA Junior Olympic Sailing Festival at Richmond YC. Info, www.bayarea-youthsailing.com.

June 12 — YRA Spring #2. BVBC, www.yra.org.

June 12 — Spring Series #4 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

June 15-20 — Coastal Cup Race, from the Bay to Catalina Island. EYC, (510) 823-5175.

June 18 — YRA-WBRA City #2. StFYC, www.yra.org.

June 18 — YRA Spring 3/Summer Sailstice. SBYC, www.yra.org.

June 18 — H.O. Lind #3 & 4. TYC, www.tyc.org.

June 18 — Barbary Coast. RYC, www.richmondyc.org.

June 18-19 — El Toro Regionals on Clear Lake. Info, www.eltoroyra.org.

June 18-19 — Opti Heavy Weather Race. StFYC, www.stfyc.com.

June 18-19 — International 14 Nationals. RYC, www.richmondyc.org.

June 24-26 — South Tower Race, Stockton to YRA #16 and back. SSC, www.stocktonsc.org.

June 24-26 — Ullman Sails Long Beach Race Week, Alamitos YC and Long Beach YC. Info, www.lbrw.org.

June 25 — YRA-WBRA Summer Classic. SFYC, www.yra.org.

June 25 — YRA-OYRA Half Moon Bay. HMBYC, www.yra.org.

June 25 — Rear Commodore's Race from Knox to VYC. SYC, www.sausalitoyachtclub.org/racing.

June 25 — Small Boat Spring #3. EYC, www.encinal.org.

June 25 — Lake Tahoe Southern Crossing Race. Tahoe Windjammers YC, www.tahowindjammers.com.

June 25-26 — Sperry Topsider NOOD Regatta. StFYC, www.stfyc.com.

June 25-30 — US Sailing's Jr. Women's Singlehanded Championship, aka the Leiter Cup, in Laser Radials. RYC, www.ussailing.org.

June 26-July 3 — Highland Spring Hiho Windsurfing Regatta in the BVIs. Info, www.go-hiho.com.

July 2 — 63rd Annual Boreas Race, Half Moon Bay to Moss Landing. Elkhorn YC and HMBYC, www.elkhornyc.com.

July 4 — Brothers & Sisters Regatta, a low-key lap around the two island groups followed by a BBQ and shoreside fun for the whole family. TYC, www.tyc.org.

July 4 — Independence Cup. SFYC, www.sfyc.org.

July 4-8 — 46th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

July 6 — SSS LongPac, a qualifier for next summer's Singlehanded TransPac. For more info, contact AJ Goldman at (650) 867-2145 or ajgoldman@scus.org.

July 9 — YRA-OYRA Jr Waterhouse. RYC, www.richmondyc.org.

July 9 — Silver Eagle Long Distance In-The-Bay Race, with a shorter course for boats rating 150 or above. IYC, racing@iyc.org or www.iyc.org.

July 9 — Jack & Jill Race. SSC, www.stocktonsc.org.

July 9 — Trans-Tahoe Race, generally featuring either too much wind or too little but always lots of fun. Tahoe YC, www.tahoeyc.com.

July 9-10 — Finn Masters NAs. EYC, www.encinal.org.

July 9-10 — Longboard SF Classic/UN Challenge. StFYC, www.stfyc.com.

July 12-16 — U.S. Windsurfing Nationals. BYC, www.berkeleyyc.org.

July 16 — 27th Annual Plastic Classic Regatta & Concours d'Elegance, for fiberglass boats from the '60s, '70s & '80s.

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July 16-17 — BAYS #3/Summer Splash (which also acts as the Area G Bemis 420 qualifier) at EYC. Info, www.bayarea-youthsailing.com.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 6/3, 6/17, 7/1, 7/15, 7/29, 8/12, 8/26, 9/9. Matt Schuessler, (925) 785-2740 or race@bbyc.org.

BAY VIEW BOAT CLUB — Monday Night Madness Spring: 5/30, 6/13, 6/20 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights through 7/28. Info, www.benicia-yachtclub.com.

BERKELEY YC — Friday nights through 9/23. Paul Kamen, (510) 540-7968 or pk@well.com.

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

CORINTHIAN YC — Friday nights through 9/2. Info, (415) 497-5411 or racing@cyc.org.

COYOTE POINT YC — Wednesday nights through 10/26. George Suppes, (650) 921-4712 or regatta@cpyc.com.

ENCINAL YC — Friday Night Spring Twilight Series: 6/10, 6/17. Chris Hanson, (510) 301-2081 or rearcommadore@encinal.org.

FOLSOM LAKE YC — Wednesday nights: 6/1, 6/8, 6/15, 6/22, 6/29, 7/6, 7/20, 7/27, 8/3, 8/10, 8/17, 8/24, 8/31, 9/7, 9/21. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 6/3, 6/17, 7/1, 7/15, 7/29, 8/12, 8/26. Leslie Iacopi, (415) 931-3980 or lesliesailor2003@yahoo.com.

ISLAND YC — Friday Night Spring Twilight: 6/3, 6/17. John New, (510) 521-2980 or iycracing@yahoo.com.

LAKE TAHOE WINDJAMMERS YC — Wednesday nights through 10/12. Steve Katzman, (530) 577-7715.

LAKE WASHINGTON SC — Thursday nights through August. Dan Clark, www.lwsailing.org.

LAKE YOSEMITE SA — Thursday nights through 8/25. Tom Cooke, cookeatty1@yahoo.com.

MONTEREY PENINSULA YC — Sunset Series, Wednesday nights through September. Ray Ward, (831) 659-2401 or www.mpyc.org.

OAKLAND YC — Wednesday Night Sweet 16 Series through 6/22 & 7/13-8/31. John, (510) 366-1476 or j_tuma@comcast.net.

RICHMOND YC — Wednesday nights: 6/1, 6/15, 6/22, 6/29, 7/6, 7/13, 7/20, 7/27, 8/3, 8/10, 8/17, 8/24, 8/31, 9/7, 9/21, 9/28. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Wednesday Night Series: 6/1, 6/8, 6/15, 6/22, 6/29, 8/3, 8/10, 8/17, 8/24, 8/31. Thursday Night Kiting Series: 6/2, 6/16, 6/30, 7/14, 7/28, 8/4, 8/18, 9/1, 9/15. Friday Night Windsurfing Series: 6/17, 7/1, 7/29, 8/5, 8/19, 9/2, 9/16, 9/30. Info, racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays through 11/2. Greg Haws, (831) 425-0690 or greg@scyc.org.

SAUSALITO YC — Tuesday Night Spring Sunset Series: 6/7, 6/21. Dave Borton, (415) 302-7084 or race@sausalito-yachtclub.org.

SEQUOIA YC — Wednesday nights through 10/12. Steve Holmstrom, (650) 610-9501 or www.sequoiayc.org.

SHORELINE LAKE AQUATIC CENTER — Capri 14.2 racing every Thursday night during Daylight Saving Time. Info, (650) 965-7474. Laser racing (BYOB) every Wednesday night.

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35' J/105, '00, Hull #347, Bald Eagle.....	\$99,000
35' J/105, '01, Hull #463, Trickster.....	SOLD
35' J/105, '02, Hull #520, Sea Room.....	\$94,900
35' J/35, '84, The Boss*.....	SOLD
35' J/35C, '93.....	\$89,000
34' J/34, '85, The Zoo*.....	\$29,900

34' MJM 34z, '05*.....	\$334,000
33' J/100, Hull #9, '05.....	\$106,000
33' Back Cove, '08.....	\$279,000
32' J/32, '02, Tango.....	SOLD
32' Catalina 320*.....	Reduced \$59,000
30' Peterson Half Ton*.....	\$27,500
29' MJM 29z, '07*.....	\$269,000
28' Alerion Express, '06*.....	\$99,000
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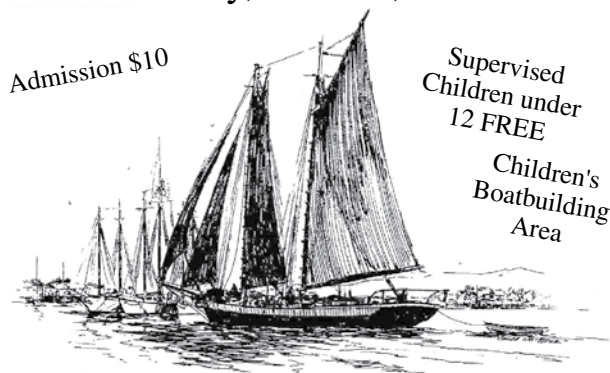
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Sunday, June 19, 2011

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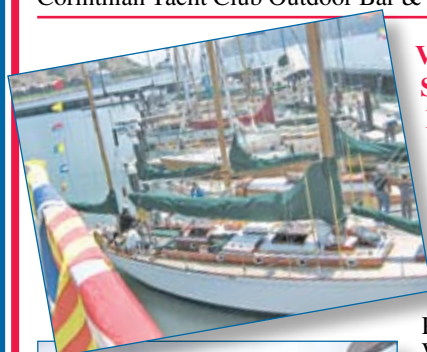
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Proceeds of the Wooden Boat Show go to MMBA's 501 (c)3 Foundation to provide financial assistance to those engaged in the preservation of traditional boat maintenance, restoration and construction, the training in the skills of traditional seamanship, and the preservation and continuity of SF Bay Area maritime history.



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CALENDAR

May-October. Roger Herbst, rogerlaser@yahoo.com or (408) 249-5053.

SOUTH BEACH YC — Friday Night Series: 6/3, 6/17, 6/24, 7/15, 7/22, 7/29, 8/5, 8/19, 8/26. Tad Sheldon, (408) 546-1240 or www.southbeachyc.org.

STOCKTON SC — Wednesday nights: 6/1-8/24. Patrick Felten, (209) 518-6371 or regatta1@stocktonsc.org.

TAHOE YC — Wednesday Night Beer Can Series: 6/1-8/31. Dan Hauserman, (530) 581-4700 or dan@ilovetahoe.com. Monday Night Laser Series: 5/30-8/29. Rick Raduziner, (530) 583-6070 or raduziner@sbcglobal.net.

TAHOE WINDJAMMERS YC — Wednesday nights through 9/21. Jerry, (530) 318-5210 or jerry.starkey@att.net.

TIBURON YC — Friday nights through 9/9. Ian Matthew, ian.matthew@comcast.net or (415) 883-6339.

VALLEJO YC — Wednesday nights through 9/28. Gordon Smith, (530) 622-8761 or fleetcaptainsail@vyc.org.

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

June Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
6/04Sat	0103/5.9	0756/-1.1	1527/4.6	1951/2.9
6/05Sun	0148/5.7	0838/-1.0	1609/4.7	2048/2.8
	LOW	HIGH	LOW	HIGH
6/11Sat	0229/.2	0901/3.9	1350/1.7	2035/6.4
6/12Sun	0325/-0.5	1018/4.1	1448/2.1	2122/6.6
	HIGH	LOW	HIGH	LOW
6/18Sat	0113/6.1	0800/-1.1	1522/4.9	2010/2.6
6/19Sun	0159/5.7	0841/-0.7	1603/5.0	2108/2.6
	LOW	HIGH	LOW	HIGH
6/25Sat	0221/1.0	0850/3.4	1318/2.3	1954/5.6
6/26Sun	0310/0.5	1005/3.6	1412/2.6	2035/5.7

June Weekend Currents

date/day	slack	max	slack	max
6/04Sat		0014/2.5F	0252	0626/5.0E
	1016 2200	1320/3.7F	1655	1904/2.3E
6/05Sun		0059/2.3F	0335	0712/4.8E
	1058 2256	1403/3.6F	1739	1953/2.4E
6/11Sat		0038/4.2E	0442	0739/3.1F
	1046 2221	1305/2.4E	1624	1923/3.0F
6/12Sun		0135/4.7E	0538	0842/3.6F
	1153 2309	1409/2.3E	1721	2017/3.0F
6/18Sat		0017/2.8F	0305	0622/5.1E
	1021 2221	1324/4.0F	1647	1901/2.4E
6/19Sun		0104/2.6F	0351	0706/4.6E
	1103 2315	1406/3.6F	1729	1946/2.4E
6/25Sat		0006/3.0E	0430	0730/2.0F
	1020 2151	1226/1.5E	1559	1855/2.0F
6/26Sun		0101/3.4E	0521	0828/2.4F
	1124 2236	1328/1.4E	1652	1945/2.0F



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LETTERS

↑↓ "I WANT A RIDE FOR THE HA-HA!"

I'm a female in my mid-20s, and I heard about the Ha-Ha from some regulars at my work. I told them about my passion for traveling, and they suggested looking into the event. I've checked out the official Ha-Ha website at www.baja-haha.com, and am very interested in getting more details about the rally. I want to find a way to get on one of these sailboats! I was wondering if you had any suggestions or guidance for me, as cruising around with you guys seems as though it would be a great experience!

K.A.
Planet Earth

K.A. — If you love adventure and you love traveling, we think you'd really enjoy doing the Ha-Ha. One good move would be to monitor the 'Mexico-Only Skippers Looking for Crew' list on www.latitude38.com (click on 'Crew List') to get an idea of



LATITUDE / ANDY

Plenty of young people have joined us on the Ha-Ha.

which skippers and boats are looking for crew. You could also post an 'I Want to Crew' listing at the same spot, but as a young woman, you'd want to exercise the normal precautions about not revealing too much of your identity too soon. In fact, we think the best idea for you would be to show up at the Mexico-Only Crew List Party and Baja Ha-Ha Reunion at the Encinal YC in Alameda on September 7. That would give you the opportunity to meet skippers looking for crew face-to-face, affording a much better idea of which potential situations might be the best for you. There will be plenty of women at that gathering who have done Ha-Ha's, and they'll be happy to give guidance and advice from a woman's perspective.

A number of women in their 20s who have done the Ha-Ha have told us they enjoyed a great sense of security, feeling as though they had 250 'big brothers' and 250 'big sisters' in the fleet.

↑↓ A CLOSE CALL ON A DARK NIGHT

We sailed into Sausalito's Pelican Harbor in March of '77 aboard *Clover*, our 60-ft double-ended English cutter, after completing a haulout at Stone Boatyard in Alameda. Onboard were my wife, 3-year-old son, 8-month-old daughter, and a crew of five hearty deckhands, all of whom had sailed with me since they were born. Pelican Harbor was a busy place. The famous 72-ft gaff tops'l schooner *Lord Jim* was getting a new teak deck laid, the old having been scrubbed away by previous owner Joel Byerly of Antigua, who had insisted on holystoning twice a day. *Alicante*, Dockmaster Ned's Dutch canal boat, was getting a topside paint job. And *Claudia*, a Baltic trader recently featured in *Latitude*, was getting major work done on her B&W diesel.

We soon made friends with another couple about eight slips away who also had young kids — they visited *Clover*, and we visited them. Their son and my son, John, went to playschool together, and so it was that we walked down the dock to their boat for dinner one cold, moonless, foggy night in late April. Our group included *Clover's* crew, John skipping along, and my daughter in her bassinet — and all of us in our winter gear of pea coats, watch caps and boots.

It was a great dinner, with wine, conversation, and guitar strumming. Before it got too late, we decided to leave, as it was

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LETTERS

kiddy bedtime. After saying the good-byes, my crew descended to the dock, and handed down my daughter in her bassinnet. Then I jumped down to the dock. As I turned around, John jumped as well, trying to emulate his dad. My shout of "No!" met his ears as he disappeared with hardly a ripple into the inky-black water between the boat and the dock! It was so unexpected.

My mind raced. The tide was boiling out, swirling around the pilings, and my son was gone! One second: Do I shed my



BOAT U.S.

Kids don't float. Even when they're 'safe' on the dock, keep 'em strapped in.

coat and shoes or just jump in? I must have been in the water within three seconds. I remember diving deep, the water shockingly cold, and letting the tide take me, the way it would have taken my son. John was a good swimmer if it came to that, but he was encumbered by clothes and boots. And there were other negative factors: the 55° water, his being surprised, scared, and swept by a three-knot tide, and it being night.

I flailed around underwater where I thought he might be, my arms and legs spread, unable to see anything in the dark and murky water. Panic set in. What if I couldn't find him? I knew I had just this one dive to find him alive. If I had to surface for air and dive again, it would be fatal, for he would have drifted too far away in an unknown direction due to shore eddies, perhaps to be snagged and drowned on the Bay floor. Such are the thoughts of a frantic parent.

I had been a good free-diver in the Caribbean a few years earlier, able to hold my breath for a minute and a half or more. So I kept swimming and flailing, 12 feet, eight feet, deeper, shallower, back and forth downstream, with both breath and grief rising in my gorge. I would die looking for my son. I wouldn't want to live in a world without him and experience the anguish my negligence would cause me for the rest of my life. I no longer felt the cold, and I knew that I would soon pass out. I didn't care.

Then my little finger felt something soft pass over it. Hair! I lunged and grabbed. More hair! Thank God we'd let John's hair grow long! Together we sped for the surface, where we both began puking up seawater, the best puke I've ever had. We ended up close to the last finger slip, where we grabbed a dockline before being swept across another channel. We were 120 feet from where John had gone into the water.

That was 34 years ago, but I have never forgotten the lesson. And I still shudder about the possible outcome of that black night. At sea, or even on a so-called safe dock, please have your kids wear PFDs until they get ashore, particularly at night. You don't ever want to feel the horror I felt.

William Pringle
Sea'Scape, San Juan 24
Mission Bay

William — What a gripping story. And what good advice.

↑↓ "GIVE MORE ACCESS AT A LOWER PRICE"

In my opinion, the City of San Francisco should apply the same rule with regard to berthing at the San Francisco Marina as it does at the South Beach Yacht Harbor. In other words, slips should *not* go with boats, and people who buy

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37' Rafiki, 1978...\$75,000



36' Islander, 1980...\$34,000



36' Gulfstar motorsailer, 1971...\$29,950



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LETTERS

boats in the marina should go on the waiting list. This would give access to more boats at a lower price.

Arnaldo Dallera
Aldalisa, Silverton 40
Sausalito

↑↓ THE WAY BERTHS ROLL AT THE WHARF

Thank you for printing the six letters in the last issue about private individuals profiting from buying and selling berths in publicly owned marinas. I've seen this go on firsthand for years.

From '93 to '96 I was the assistant marina manager at the San Francisco Marina. There was a long waiting list — 20 years for the most desirable berths — so a gray market developed for what were, and are, city-owned berths. The Recreation & Park Department does get a small piece of the berth transfer action by charging a berth transfer fee, which I believe is currently 15% of the sale price, and it has tried to reduce the practice of berth holders with crappy boats selling their boats at an inflated price to people wishing to bypass the waiting list. But it still goes on.

During my time at the San Francisco Marina, I contacted the owner of a '78 Morgan 36 sailboat, which was berthed in the marina and had been neglected for so long that moss was growing on the fiberglass deck, to ask if he wanted to do anything with the boat. We became partners in the boat, and I fixed her up, and eventually bought her from him. But the guy, an attorney and a member of the St. Francis YC, is nobody's fool, and he retained the rights to the slip.

When I eventually put the boat on the market, I received far more interest in the berth than the boat. One person offered me \$10,000 cash for the berth, which was half of what I was asking for the boat. I'm not a saint, so if I'd had the right to the berth, I would have put the money in my pocket.

In '97 I was hired by the Port of San Francisco, and became the wharfinger (harbormaster) of Fisherman's Wharf. The Port has a strict policy regarding berth transfers at Fisherman's Wharf. When a vessel's ownership changes, its berth agreement with the Port is automatically cancelled. This includes changes in both partnerships and outright sales. The only exceptions made are transfers to immediate family members.

Only commercial vessels are allowed at Fisherman's Wharf, and the only waiting list we have is for the berths along Jefferson Street, where heavy foot traffic creates a lucra-



WEBB LOGG

Fisherman's Wharf doesn't allow lease transfers. Period.

...tive business opportunity for charter sportfishing boats. When the charter boats are not fishing, operators are able to solicit passersby from the sidewalk for one-hour tours under the Golden Gate Bridge and around Alcatraz. The boats can carry up to 49 passengers, and they charge \$15 per head for their regular tours, and more for special events such as Blue Angels or fireworks shows.

As you might imagine, the pressure on the Port from Jefferson Street sportboat operators for permission to sell their berths with their boats is intense. One of the Jefferson Street sportboats recently sold, but for at least three years the (former) owner tried every way imaginable to monetize his



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LETTERS

berth, including various partnerships and even a proposal to adopt a buyer so that he would be transferring his berth to an immediate family member! He eventually thought better of that idea, and the Port held firm to its berth transfer policy by assigning the vacated berth to a boatowner at the top of the waiting list. But it was a real struggle, as the seller of the sportboat was not happy about losing the extra \$100,000+ he might have received from the sale if he'd been allowed to sell the berth with the boat. I have no sympathy.

My advice to other public marinas is to limit berth transfers to members of the immediate family, and to raise berth rates to a point where there is a reasonable vacancy rate and the waiting list moves. Regarding the berth holder in Santa Barbara who does not want to lose his 'investment', too bad. Private individuals have no right to profit from the sale of publicly owned marina berths.

Hedley Prince
Wharfinger, Fisherman's Wharf

↑↓ THE OTHER SIDE OF THE SLIP

I have a problem with the 'use it or lose it' policy *Latitude* supports, which requires that boatowners use a boat a minimum number of times a year to keep a slip in the more popular public marinas, and with your thinking that the current requirements aren't stringent enough.

I've been sailing out of Berkeley Marina for about 19 years with several different boats. During that period of time I've moved about the Berkeley Marina, and have been in 11 different slips. For the last 11 years, my boat has been a 15,000-lb Traveler 32 that draws six feet, and therefore isn't very trailerable. My sailing activities were constant and numerous — the Ha-Ha, the Doo Dah, double- and singlehanded races, and up and down the coast. That is until my recent position with FEMA.

Now I find myself hard-pressed to make the required 'use



LATITUDE / LADONNA

Robert would 'lose it' while he's helping people who've lost it all.

it' time, even though at Berkeley it's only once every 180 days. I pay \$424.19 per month for a 40-ft slip, even though *Grace* is only 32 feet on deck. Although berth rates are constantly rising, along with everything else, I keep paying. I have looked into several alternatives, from moving to other places — a slip or on the hard — or even taking her home to Grass Valley. However, I would hate to move her out of the Bay Area, where I have friends and relatives.

While I could move the boat to the Delta or something, the cost savings wouldn't justify it. Plus, with the 34th America's Cup coming, I've been assured that if I leave, my chances of getting back into Berkeley will be slim to none until after the Cup. By the way, I still have the bottom done regularly, and just put on a new dodger, so my boat is far from being neglected. In short, she's a fine vessel, but at this time is without an active captain.

I am 67 years old, and have every intention of sailing for the rest of my life. The current position I have will last at least a few more years, with unknown and irregular off times. Then, with luck, I'll be back to sailing often.

When I was working on the tsunami damage in American Samoa, I was gone for five months, came home, then immediately left to help in New Jersey. If the present 'use it or lose

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Photo by Billy Black

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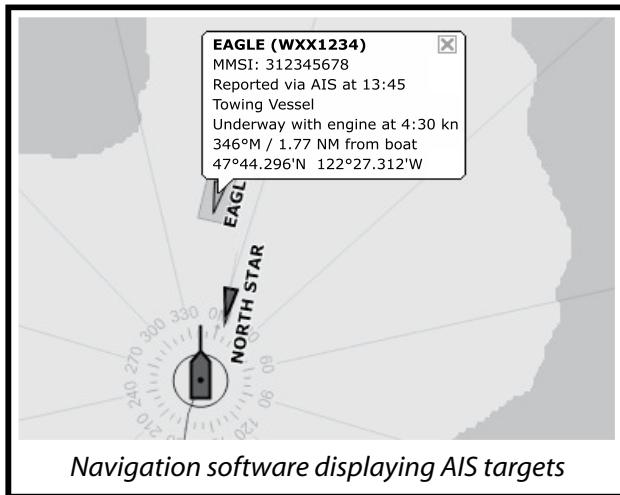


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LETTERS

it' restrictions had been in place at that time, I would have lost my slip.

So, finally, my point: Is it your intent that I'm to lose my slip due to the fact that, at this time in my life, I'm not in position to use my boat because I'm working to help others? If the amount of usage is increased, then sure enough I will be forced to move. For whom is this rule 'fair'? The person who has the opportunity to sail all the time, or those of us who cannot get to our boats often enough to meet a requirement of use?

Is it only the active sailors who should be allowed a slip? Will the regulations extend to the open areas of the Bay next? Whereas, if you haven't sailed the Bay within a year, then you can't be out there with regular active sailors? Will it follow after that if you don't race on the Bay, you can't be out there?

To take a page out of Rotary International: Is it the truth? Is it fair to all concerned? Will it build goodwill? Will it be beneficial to *all* concerned? And the last question, whom will this benefit?

Robert Walker
Grace, Traveler 32
Berkeley

Robert — You've presented a powerful case against a draconian 'use it or lose it' policy. Well done!

We'd like to take a crack at answering your last question first. The idea is to try to find a way to give as many people as possible water and ocean access, since many people are often denied access because there is no room at some of the more popular public marinas, marinas where some boats are virtually never used. Is that really in conflict with the Rotary goals?

We like to think that there could still be a more strict 'use it or lose it' policy, but one that where exceptions could be made for people such as yourself, who can easily demonstrate an obvious history of dedication to sailing, and obvious reasons that it has to be interrupted for a given period of time.

↑↓ A SHAMEFUL DISPLAY OF GREED

A little over a year ago, my wife and I lost the spare 35-lb plough anchor off the foredeck of our boat while anchored at Los Frailes on the east coast of southern Baja. We were raising the anchor just before midnight in order to head to La Paz, and while we did it, I noticed the empty shackle that normally holds the spare anchor chocked in the bow roller. I can only surmise that the shackle pin had worked out during the bash up from Cabo San Lucas, and the anchor dropped off the bow in the anchorage.

I got a GPS position on the location of the lost anchor, and planned on picking it up when I returned from La Paz. But then we heard a fellow cruiser — actually, the female half of a cruising couple we had met at Los Frailes — get on the net and ask if anyone had lost a 35-lb CQR. We said we'd lost a 'naked' one, meaning nothing had been attached to it.

"That's it!" she said. "Come over and get it."

When I got to their boat the next day, I saw my anchor and said, "Yes, that's it, thank you for retrieving it." Since they'd gotten it up from 39 feet of water, I told them that I'd like to give them something for their efforts. I mentioned something like \$40 or \$50.

The woman stood on the deck with a stunned look on her face. "This is a \$650 anchor," she exclaimed, "and I want \$400 for it." Actually, it was a knock-off CQR, not the real thing, and therefore not even worth that much retail.

I was shocked, to say the least. At age 70 and on Social Security, I don't have that kind of money, and this is my last time around. "If you need the anchor that badly," I responded,

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LETTERS

"you can keep it."

"We don't need it," retorted the woman, "but we will sell it at the swap meet next week."

I've been sailing for close to 40 years and have met countless cruisers during that time. But I was astounded by the attitude of these 'fellow cruisers'. Is this a sign of the times or was it a bottom feeder mentality?

In more positive news, I'm leaving for the Galapagos and French Polynesia in a few days.

Donald Klein

Passion, Dufour 39

Currently at La Playita, Panama

Donald — As we have no way of getting a possible 'other side of the story', we've left out the name of the other party.

In a case such as you describe, the two parties often end up in a fight — but not of the kind you describe. Usually the beneficiary, you in this case, would insist on giving the other party some token compensation — \$40 to \$50 would strike us as being typical. At that point, the other person would be shocked at the mere suggestion of compensation for having done something "any good sailor would have done for another." After a lot of phony squabbling, they'd retire to the bar where the beneficiary would buy a few beers or a bottle of wine and they'd become fast friends.

In our sailing career, we've saved three people from drowning and countless boats that were either disabled, aground or on the rocks, or fouled in lines or nets. Taking money for any of these acts would have ruined the good feeling we'd gotten from helping out a fellow cruiser.

↑↓"YOU'LL NEVER TAKE ME ALIVE, COPPER!"

Did you see that on May 4 Washington State passed a bill that will ban copper anti-fouling paint from use on recreational vessels of less than 65 feet? Maybe this will put more pressure on California to pass SB 623, which is similar legislation. On May 2, the California Senate's Environmental Quality Committee passed SB 623 by a vote of 5 to 1, and sent it to the Senate Appropriations Committee.

Jim Jensen

Occidental

Jim — You'll find our report on the topic in this month's Sightings, but we think that getting rid of copper anti-fouling paint is an important environmental goal, and it seems to us



LATITUDE / RICHARD

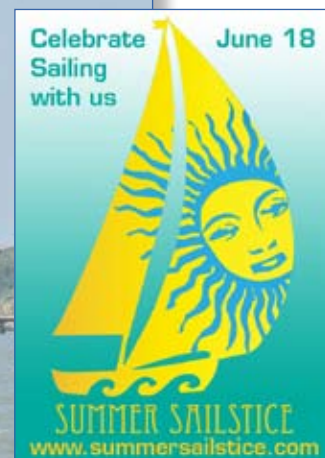
'La Gamelle's spiffy new non-copper bottom paint, EP2000.

that the legislation gives enough time for less toxic bottom paints to be improved and/or developed.

We just applied ePaint's EP2000, which uses zinc rather than copper, to the bottom of our syndicate's Olson 30, La Gamelle. Over the next several years, we plan to try out a variety of non-toxic bottom paint offerings. After all, paint companies have invested large amounts of money coming up with alternative solutions to copper-based paints.

Some mariners, we're sure, will still grouse, noting that the largest contributor of copper in the rivers, bays and oceans comes from copper in brake pads and non-point source runoff. As true as that may be, legislation is underway to reduce or eliminate those sources of copper in the waters, too.

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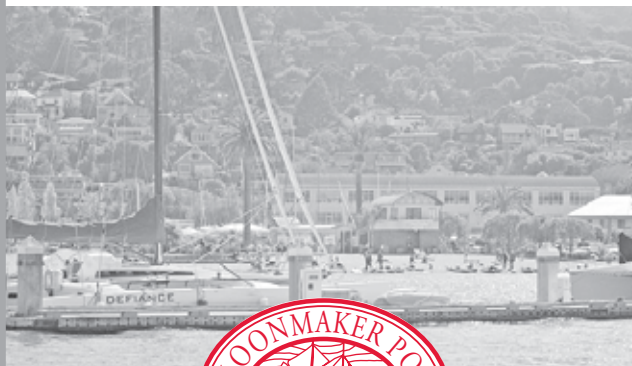


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LETTERS

↑↓ **BEATING THE BASTARDS AT THEIR OWN GAME**

My boat, a U.S. documented vessel with San Francisco as a hailing port (even though I live in Washington), has been in Mexico on a 10-year permit since the '04 Ha-Ha. Nonetheless, I got a letter from the California State Board of Equalization for taxes. I filed for an exemption, as my boat hasn't been in California for the last 12 months, and provided the documentation they requested — including marina and yard receipts. Even though the marina and yard were clearly in Mexico, they claimed the receipts didn't establish my boat's location.

I don't know why the burden of proof should be on me, but am I the first *Latitude* reader to be hustled by the State of California? I find the late fees to be exorbitant for a 30-year-old 32-ft boat, which certainly isn't a luxury.

Can the state file a lien with the Coast Guard? Will I not be able to renew my documentation or sell her until I pay the extortion? Any advice for beating the bastards at their own game?

Perry Mason
Washington / Mexico

Perry — You have us scratching our heads more than usual. The fact that your boat has a 10-Year Temporary Import Permit for Mexico has no bearing on taxes owed in California, nor does the fact that you might have first gotten that permit in '04.

If you got a letter from the State Board of Equalization, it means they want sales or use tax on your boat. If you didn't do a proper job of taking 'offshore delivery', you might be liable for that. For example, if you only have some receipts showing your boat was in Ensenada in November, and then again in May, the Board of Equalization might have good reason to deny your claim. The same is likely to be true if it's really the county wanting to collect personal property tax for your boat.

As for the state's putting a lien on your boat, we're not experts on the ramifications. We imagine the feds would allow you to renew the documentation, but a lien would prevent you from having clear title, and thus being able to sell your boat.

You can best 'beat the bastards' by sailing your boat to some poorly administered island in the South Pacific, adopting the paperwork from a derelict 32-footer, then changing your boat's identity. As they say, 'Living well is the best revenge.' On the other hand, it would probably be less expensive just to pay what the state or county wants.

↑↓ **THE COST OF SINGLEHANDING**

Just as a ballpark figure, what would it cost to rig an Alberg 35 for singlehanded sailing?

Steve Morris
Portland, Oregon

Steve — As much as we'd like to give you a meaningful answer, it would have been helpful if you'd told us what gear the boat already has. Some absolutely necessary things would be an autopilot and/or a windvane, and a reasonably easy way to launch and retrieve the dinghy. If you're young, an electric windlass might not be mandatory, but it would be nice. It would also be nice to have a radar with a guard, and AIS, so you'll be alerted to ships coming your way. A roller furling headsail would be a welcome addition, too.

Of course, it also depends on where you plan to cruise. If you're just going to sail to Mexico and hop down to Panama and up the Western Caribbean, it would be possible to get along without most of the stuff mentioned above. The old KISS philosophy.

The Alberg 35s were / are solid boats, but remember that they



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LETTERS

were built as long ago as the mid-'60s, so the earlier ones may have missed out on nearly a half century of design and construction improvements. That's a long time. For example, the 35



WEBB LOGG

Alberg 35s have lovely classic lines, but they're not known for their celerity.

displaces nearly 13,000 lbs, but has only 24 feet of waterline. That's why her PHRF rating of 201 suggests she's one of the slower 35-footers around. Then there is the matter of the Alberg 35's being only 10 feet wide. As you probably know, this means she has a very small interior compared to modern boats,

and not that much cockpit space either.

Nobody asked us, but what we're trying to say is that, unless the boat is cherry and you can get her for a song, in this buyer's market you might want to look for something a little newer that's already been upgraded and outfitted for single-handing.

↑↓ WARM FUZZIES

I've been reading *Latitude* — I really like that I can download it anywhere — for many years, keeping the dream alive. After completing the Baja Ha-Ha last year aboard Robert and Bobbie Kuschel's Davidson 44 *I/O*, it hit me that it was time for me to 'walk the walk'.

Using *Latitude's* advice that there are inexpensive cruising sailboats about, I searched high and low for an appropriate one. I finally found a '63 Rawson 30 for sale in Marinette, which is in Wisconsin, and where they aren't familiar with Rawsons. When I called about coming to see her, the broker told me that someone else was already coming on Saturday, and that I would have to wait in line. I replied that I thought his job as an owner's agent was not to determine the order of people who saw the boat and when, but to communicate offers to the owner. I then sent my offer and check to the broker, having not seen the boat.

I asked a surveyor to check out the boat for me, but he was less than thrilled at the prospect of looking over a nearly 50-year-old fiberglass ketch. But I was on the phone with him when he got to the boat, and his attitude rapidly began to change. Before long, it was "Wow! This boat is really cool!" Later, "I can't believe all the stuff on this boat!" Finally, "My valuation is going to come in a lot higher than the sales price!"

The price was \$9,000. It included nearly new sails, barely used rigging, a diesel with fewer than 1,200 hours, a new Raymarine radar, a new stereo, a Garmin GPS plotter, nearly new wind, speed and depth instruments, a nearly new autopilot, a windlass, dinghy and outboard, solar panels, backups and spares for everything, foulies — even All-Clad pots and pans. In short, an amazing deal.

When I finally got to see the boat myself, I continued to be amazed. The only downside was that it needed a bottom job, something I ordered after closing the deal.

I'm about to begin 'commuter cruising', and am selecting marinas that are within 30 miles of commercial airports. That way I can fly in from work on Friday nights, sail a leg for two or three days, then fly back to work on Sundays or Mondays. I also have a few nine-day weeks off around the major holidays for long legs and to plan for weather windows. I plan on cruising around the Great Lakes, the Erie Canal, and the Hudson River, and then turning right at New York

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LETTERS

by November. The only real deadline is the closing of the Erie Canal in October.

Doing last year's Ha-Ha really gave me the confidence and the kick in the ass to begin my sailing journey. None of us is getting any younger, so I decided it was better to just begin now with the money I had. I also didn't want to spend a fortune on a boat and have no cruising kitty. So when I run out of coast and airports, it's *arrivederci!* So thanks for the great advice, the great time, and great motivation!

Frank Lagorio
Escapade, Rawson 30
San Francisco (currently Wisconsin)

Frank — Thanks for the kind words. It gives us a warm and fuzzy feeling when people tell us what the Ha-Ha has done for them.

↑↓ THE GOOD OL' DAYS

Your April 27 *'Lectronic* item about the dock use sign in Newport Beach reminded me that I lived on Newport Peninsula — 37th St. — and then Balboa Island — Apolena Ave., the ferry street — from '80 to '87. What good times! We did lots of dinghy sailing, and hung out with the KROQ DJs who had a 'pirate' home on the Peninsula.



DWIGHT WITHERSPOON

My housemates and I had a pair of Lasers, which we left in the front yard and dollyed down to the docks. Launching them from the beach, we'd use the 20-minute zone on the docks as places to drop in the daggerboard and rudder. According to my memory, the dock time-limit labeling system looks no different now — except with nicer color signs — than from 30 years ago. Wait, could it have been that long?!

Signs like this make us feel as if we're in the Twilight Zone!

We were also pretty — okay, make that *very* — foolish, because our idea of a good laugh was to roll-tack a Laser hard enough to dip the tip of the mast into the water in front of the Catalina ferry as it was "turning final" into its slip at The Pavilion, then heating it up and blasting away. (No, this doesn't work in less than 15 knots of wind.) Back then we thought it

was a laugh to get a horn blast, but in retrospect, I'm amazed the captain didn't call the Harbor Police. Maybe we were just too quick.

Those were fun days, when there was only parkland between Newport Beach and Laguna Beach. We also had a Hobie 16 that we used to sail off the beach at Emerald Cove. 'Pearling' her back onto the sand at the end of a sail was always a blast, but led to an annual winter ritual of reglassing the bottom of the hulls to build back up what we had 'sanded' off on the beach in the summer sun.

Thankfully, Newport Harbor hasn't really changed. It's still stuck in the early '50s, complete with frozen bananas and Bal Bars, bumper cars, and rock candy. I hope it will remain as a bulwark against 'Angry Birds' as the most fun a kid could have.



TIM DICK

Tim's grandfather built this model 70 years ago.



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LETTERS

By the way, this weekend we're plopping a three-foot model yacht into Spreckels Lake, the model pond in Golden Gate Park. She was built by my grandfather in England in the '30s, restored by my 83-year-old dad, and will be tasting water for the first time in 70 years. When you look at her canoe body, Bermuda rig, and original fin keel, you realize models were decades ahead of full-size yachts.

Tim Dick
Sausalito / Honolulu

Tim — It's our belief that growing up around nature, particularly nature with some kind of water involved, is the best thing that can happen to a kid. It brings out the sense of adventure and curiosity, and encourages physical activity. Too bad the only contact many kids have with nature these days is seeing it on television.

↑↓ TOURING THE GALAPAGOS

We left the Galapagos on April 26, after a three-week visit, feeling somewhat disappointed and it took a couple of days to put our finger on why. We'd arrived in San Cristobal, went diving at Kicker Rock, visited Santa Cruz, took a four-day/three-night trip on a tour boat, moved to Isabela for about 10 days, did some hikes and day tours on Cristobal and Isabela, and then departed.

I've concluded that the Galapagos is one of the few places where visiting by private yacht is a disadvantage. Without an *autografo*, private yachts are limited to a 20-day visit to a single port, either Santa Cruz or San Cristobal. A four-port *autografo* cost us \$560, including the agent's fee, allowing us to stay up to 60 days and visit Floreana and Isabela. With or without an *autografo*, you need to pay a \$100/person park fee and a port fee based on your boat's gross tonnage (\$300 for *New Morning*). A *zarpe* is also required to move between ports, so add in two trips to the Port Captain's office and \$25 for each port as well. Just stopping in the Galapagos cost us \$550 in government fees, plus a \$100 fumigation fee in Panama.

None of the islands has a good anchorage due to a mix of poor protection from ocean swells and lots wakes from local commercial traffic. Depending on the current local weather conditions, two of the ports will be tolerable and two will not. In the case of San Cristobal, if you have a swim platform, you'll wage a relentless, but ultimately futile, battle with the sea lions who consider your boat to be their home. They are cute and unbelievably nimble in the water, but on your boat they will leave a trail of urine, feces and fur. Fortunately, they are not aggressive toward humans, just persistent.

Here is the catch to touring the Galapagos by private yacht. There are a limited number places you're allowed to visit with your *autografo* without arranging for a land tour and guide, or at least a taxi. And even then, these are on the islands with larger human populations. The really pristine islands, and the pristine areas of all the islands, are off limits to private yachts unless you hire a naturalist to live aboard and are reserved for tour boats and groups with guides. The system is heavily biased to the commercial tourist industry. The waterfront in Santa Cruz even bears a striking resemblance to Sausalito, with jewelry stores, art galleries and t-shirt/trinket shops.

So my recommendation is to not fight the system. Save the money you would spend on an *autografo* and agent. Enter at Santa Cruz where you'll have access to the best provisioning, drop the hook, let out a lot of scope, call a water taxi and let your boat roll while you move into a local hotel (we paid \$35/night for a very nice room). Take a three-night or even seven-night tour boat and see the islands you'll never see from your

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LETTERS

own boat, and with a professional guide. Or if you're a diver, split your time between a tour boat and a dive boat.

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Russ Irwin
New Morning, Paine 54
Sausalito

↑↓ DO BAR PILOTS HAVE OTHER EXPENSES?

The *'Lectronic* report on bar pilot compensation, and their request for an increase in rates, was interesting. Do you know if the bar pilots have to pay significant costs out of their apparently quite large salaries? For example, do they have to pay for liability insurance, the costs of running the pilot boat fleet, and so forth? If so, their salaries of high \$300s to low \$400s would not sound quite so generous. I know that doctors have similar issues of gross pay versus net pay after paying for insurance and other costly expenses.

Tim Rochte
Planet Earth

Tim — The San Francisco Bar Pilots Association is like a private company, in that the pilots divvy up the proceeds after all the expenses, so there is no salary as such. Indeed, if all shipping were to cease, they'd go broke. On the other hand, according to the S.F. Gate report, the bar pilots made over \$400k for awhile, then it dipped back down to the high \$300s, but with a proposed increase in pilotage fees, the first since '02, their compensation would likely go over \$400k again in the next few years.

Qualifications, it should be noted, are not enough to become a member of the San Francisco Bar Pilots Association, as you also have to pony up a \$250,000 'buy in' fee. When you retire, you get it back.

We received a tremendous amount of feedback on the bar pilot report. The following letters are a sample. As you'll read, there isn't a lot of sympathy for members of a publicly mandated monopoly, who are already knocking down the high \$300s, seeking an increase in compensation.

↑↓ IS 'RISK PREMIUM' THE RIGHT TERM?

If I had a job, such as being a bar pilot, where I could land behind federal bars for 10 months, plus incur \$500,000+ in legal fees, and the loss of the only job I was qualified for, I would ask for \$400,000+ in wages, too. It's called a 'risk premium'.

Urs Rothacher
Planet Earth

Urs — We think you're confusing a 'risk premium' with negligence. After all, anyone who drives a vehicle as part of his job could get wacked out on drugs, run over three kids in a crosswalk, and end up with big legal fees and years in prison. Do you think that means they all ought to be paid \$400,000 a year? We don't. We think it means that even pizza delivery drivers, who are much more likely to get robbed or killed on the job than are bar pilots, and who probably don't make much more than \$12/hour, aren't permitted to be negligent either.

In the case of Cosco Busan bar pilot John Cota, the U.S. Department of Justice accused him of sailing in severe fog,



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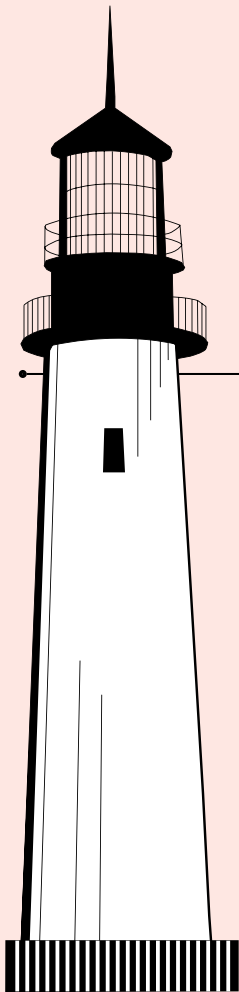


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LETTERS

failing to conduct a proper master-pilot exchange, not ensuring that he understood the ship's radar and electronic chart before getting underway, not asking for extra watch personnel or position fixes, and failing to disclose medical conditions and



John Cota was being paid upward of \$400k when he ran the 'Cosco Busan' into the Bay Bridge, spilling 53,000 gallons of oil into the Bay on November 7, 2007.

his use of impairing prescription drugs to the U.S. Coast Guard. Do you still want to argue that this was a 'risk premium' issue and not negligence?

To the pilot's credit, he apologized. "Pilots view themselves as the first protectors of the environment," he told the court. "That is why it is particularly painful to have played a role in an accident that has damaged it. Clearly, I should have done some things differently."

↑↓ **AND THE BAY ISN'T EVEN A WAR ZONE**

Until very recently, I worked for 28 years as a commercial helicopter and airplane pilot. My work involved firefighting and Lifelight, as well as some overseas civilian support of the U.S. efforts in Iraq and Afghanistan.

As a domestic Lifelight pilot with over 10,000 flight hours and nearly three decades of experience, my starting salary here in the Bay Area was \$72,000/year. And that was with a "five-step headstart" to recognize seniority. Notably, this is the highest wage I have ever made in the U.S. as a Lifelight pilot, whether helicopter or airplane. My overseas wage, flying utility support as a contractor augmenting the military, was a stunning (to me) \$144,000 when in war zones, and \$80,000 when on overseas assignments not in active conflict.

I don't mention this to complain, as I obviously seek service jobs. I love firefighting and Lifelight, and I especially loved supporting our troops as a civilian augmentee. I am now working as the executive director of an ocean-based nonprofit — very low-pressure in comparison to my previous work — and make around the same wage.

I think being a bar pilot would be a very cool job — and I 'get' that they are directing very big boats — but I sure wish we helicopter pilots had their union! Amazing.

Terri Watson, Executive Director
Farallones Marine Sanctuary Association
The Presidio, San Francisco

Terri — The bar pilots do not have a union. They have something better: a state-sanctioned monopoly on a publicly mandated service.

↑↓ **MANY MASTERS WOULD WORK FOR HALF**

The compensation bar pilots are said to be seeking seems on the high side, even for pilotage in the United States. I spent 37 years on and off at sea, most of that as master on vessels ranging from 1,000 DWT to 125,000 DWT, all with foreign flags, while holding a British Foreign Going Master's Certificate. My last position at sea ended in '93 as master of a small U.S.-owned bulk carrier carrying grain across the Gulf of Mexico at a salary of about \$6,000/month for each month worked on a six-month contract. Even as master, I had to keep a watch because the third officer's position had been eliminated as a cost-saving measure. Ship owners are on a never-ending quest to find cheaper crews, and over the

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LETTERS

years I saw my earnings drop each year, the crews get less qualified, and the ships get older and in worse condition.

It seems odd to me that, while crews are getting smaller all the time, pilots are moving up the scale. Years ago, it was usual that you lost pay going into a pilotage service because you enjoyed the privilege of going home each night. There would be many a master that would be willing to work for far less than half what the pilots are currently seeking.

Frank Keavy
Florence, Oregon

↑↓ OPEN THE BUSINESS TO COMPETITION

Bar pilots have been getting high salaries for some time. Back in '70, a pilot who lived in Napa told me he was making \$70,000 a year, which was a huge amount of money back then.

I wonder how the money flows from the bar pilots back to the members of the board that approves the rates. There has to be some pay-off for the pilots to get the outrageous salaries they reportedly do. I say open the pilot business up to competing pilot groups. The salary for a pilot will fall to about a third of what it is now.

Martin Thomas
Kokopelli, Sabre 34
Alameda

Martin — As we've mentioned, the pilots don't get a salary, but rather get a fee based on the tonnage of shipping. Proposals for increases in the rate structure go before the board, but ultimately have to be approved by the state legislature.

We hope that this doesn't result in a bulls-eye being painted on the side of the Olson 30 La Gamelle, but as much as we respect — and are friends with — bar pilots, we think they are out of touch with respect to their compensation, which is a direct result of their having a monopoly. We believe in competition, and we think society would be better served if there were a competing pilot service. After all, it would likely result in 120 pilots making \$200,000 a year rather than 60 pilots making \$400,000 a year. That would also mean that another 60 people had high-paying jobs instead of being out of work and collecting unemployment.

We'd like the bar pilots to know that we're not singling them out. We think society would also be far better served if the highest paid public employees, safety and otherwise, were paid 30 to 50% less, and if there were 30 to 50% more of them. For example, would the citizens of Oakland not be better served if, instead of 32 run-of-the-mill firemen making over \$200,000 a year, there were 64 of them making \$100,000 a year? With all benefits, of course. Or, 32 of them making \$100,000 a year, with the city having another \$3.2 million to use for other purposes.

↑↓ GOING FOREIGN? GET DOCUMENTED

What are the pros and cons of having a vessel federally documented versus having state registration only? I'm thinking in terms of paperwork in foreign ports of entry.

Brian Cleverly
Magrathea, Fuji 32
Sacramento

Brian — While you can usually get away with state registration in foreign ports, foreign officials aren't as familiar with it, and you can have problems in some places. If your boat is five net tons — your Fuji 32 would qualify — and you are going foreign, we would absolutely go with documentation. The only downside is that documentation is initially more expensive. While

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LETTERS

you can download the necessary forms from the Coast Guard to do it yourself, it can get complicated. Most boatowners figure it's worth the \$350 to \$500 typically charged by people who do documentation for a living. There's also a one-time fee of \$134, but no annual fee for renewal after that. If the boat is already documented, it only costs \$84 to get new documentation, and it's easy enough that a magazine publisher can do it.

↑↓ "DON'T HOST A TSUNAMI PARTY ON YOUR BOAT"

As a disaster relief worker who provided emergency medical relief during the first few days after the Asian tsunami of '04, I have some advice. If you're not going out to sea with your boat, don't be the guy who throws a party on your boat at the dock to 'watch the wave'. Where I worked in Sri Lanka, 10,000 people were killed by the tsunami wave in just a few square miles because they didn't go to higher ground. A tsunami is a devastating force that shouldn't be challenged. If you're not going to sea with your boat, getting to high ground can easily be a matter of life and death. I know from firsthand experience.

Rene Steinhauer
Witchdoctor II, Hudson Force 50
Sausalito

Rene — Hopefully the footage of the Japanese tsunami devastating everything in its path will give people religion. Most tsunami warnings might be considered false alarms, but all it takes is one to finish you — and your loved ones — off.

↑↓ WE'RE GLAD WE BROUGHT GINGER CRUISING

We left Alameda in October of '09 with Ginger, our shanghaied feline crew. We spent '10 in Mexico and are now in El Salvador, and none of the officials ever cared that we have a cat. The only quasi-issue was when checking out of Mexico at Puerto Chiapas, where all boats are inspected by the navy and a drug-sniffing dog. The dog's handler had us lock Ginger in the head because he didn't want his dog scratched.

I'm surprised that Terry found little about cats onboard, since I estimate that at least 10% of the cruisers we've met have cats. We only know of one couple who took their cat back to relatives, and that was because theirs was a wanderer, and they were afraid she was going to get lost or killed by local dogs.



COURTESY SUNNY SIDE UP

Tied up to a dock, we try to keep the companionway closed at night for the same reason. Last fall in La Paz, we heard frantic calls on the net for several days about a lost cat. It broke our hearts.

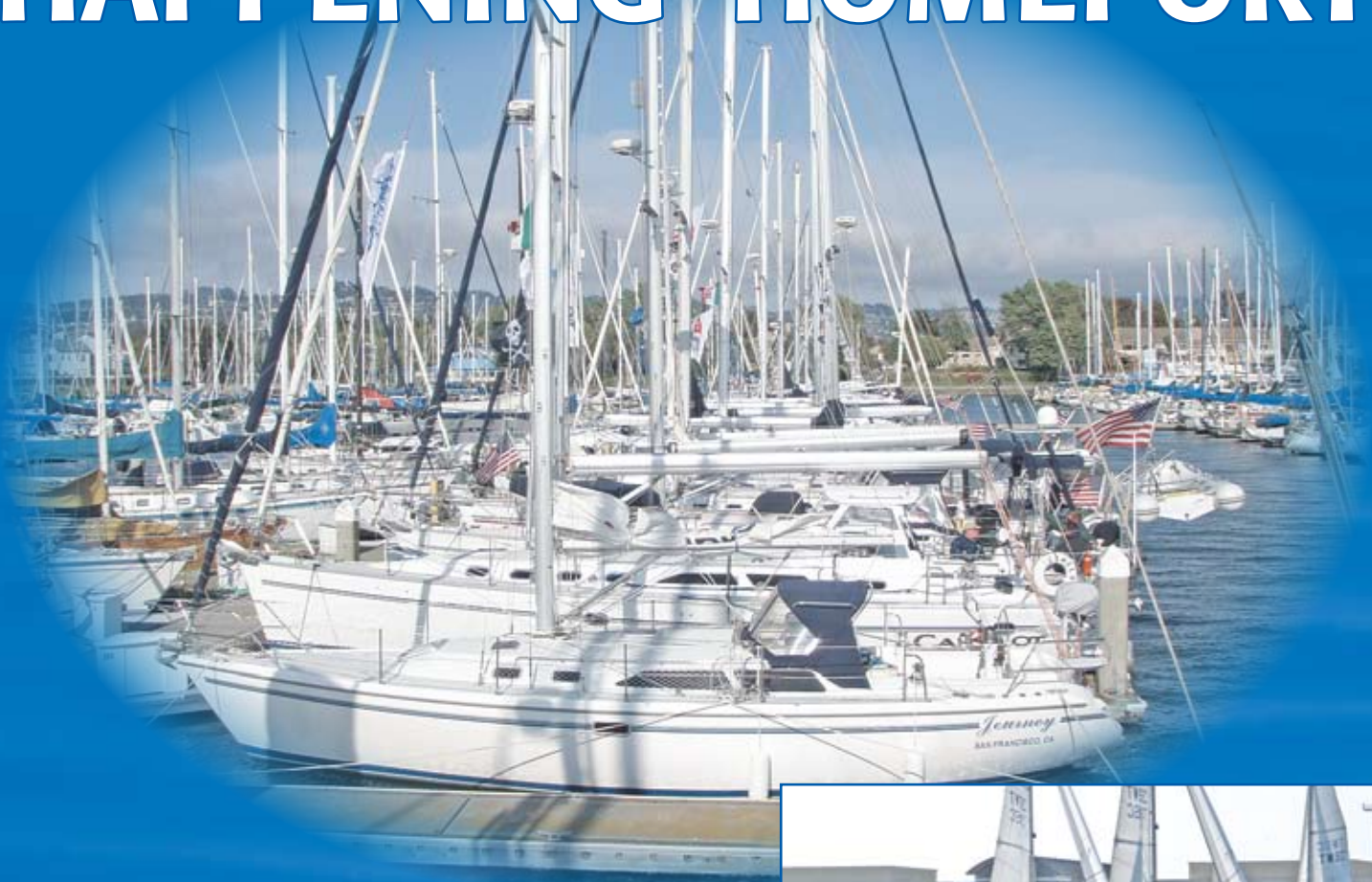
Cats take up little space onboard and you don't have to row them ashore.

Unlike a dog, cats don't need to be taken ashore several times a day. Ginger has a small litter box in the v-berth along with her food and water. At first she was tracking small litter pieces around the boat, but we fixed that with a fuzzy rug in front of her box.

For trips off the boat for a night or two, we just leave extra food and water out. For longer trips, we use cat sitters. With many cruisers missing their cats back home, we've never had trouble finding sitters.

Finding food and litter hasn't been a problem, as long as your cat isn't too picky. Ours loves canned tuna, which is plentiful and cheap in Mexico. I would recommend giving a kitten as much variety of food as possible.

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LETTERS

Underway, Ginger disappears into the v-berth and we don't see her again until the hook is down. But we know that some cats like to wander about. Falling overboard would be a concern for us if our cat wandered.

Overall, we are glad we brought Ginger — though, like most cats, she spends most of her time sleeping.

Carolynn & Tom Boehmler
Sunny Side Up, Mayflower Mercury 48
Alameda

↑↓ DON'T MESS WITH BUBBA

Bubba de Boat Kat is my Maine coon mix cat who has sailed over 6,000 miles with me in the Gulf of Mexico. He is about to begin more sailing adventures on our new-to-us Formosa 41 ketch. Bubba is an awesome guard of both me and my boat, but he can't steer very well.



KAREN DURAN

Bubba is a bad-ass boat cat.

Karen 'Zeehag' Duran
Solitary Bird, Formosa 41
San Diego

↑↓ 1,000 MILES WITHOUT AN AUTOPILOT

I just completed my first Baja Bash, and would like to share some of the things I learned. We left Mazatlan on April 2, and arrived back in Santa Cruz 18 days later. If I could do it all over again, I would wait until late May or June. April is not the time of year to be off the coast of Baja.

We had an uneventful crossing to Cabo, fueled up, and headed north at about 3 p.m. As soon as we cleared the tip at Cabo, we ran straight into 34 knots, with 8- to 10-ft seas. We turned back and got the anchor down, thinking we would try again around midnight. It wasn't much better then, but we kept going and things started to moderate after we got past Cabo Falso.

We listened to Don Anderson on the Amigo Net giving gale warnings and unsettled weather forecasts for the next five days. Our plan was to try to get to Bahia Santa Maria and wait it out. After we reached Mag Bay in the middle of the night, our autopilot failed. At least the predicted gale hadn't materialized so, having three people on board, we decided to press on to Turtle Bay, hand-steering for the next 36 hours. The weather wasn't great, but we didn't see much over 25 knots and 5-ft seas. My boat weighs almost 50,000 lbs, so we could punch through most of it without slowing down too much.

We got into Turtle Bay the second night around midnight and were able to get a good night's sleep at last. We spent the next day and another night in Turtle Bay waiting for the gale that never came. We took off the following day and had about 18 knots from the southwest (!) all the way up the inside of Cedros. After clearing the north tip of Cedros we got right back into 25 knots from the northwest and sloppy seas.

But it was that night that it got really ugly. I think we were about 12 hours behind Lou Freeman on the Swan 51 *Sea Bird*, who had all the hail on deck. We also had a visit from the Mexican Navy, who had to board us while the waves were about five feet. One of their own people got sick and hurled over the side. There were squalls all around us with lightning and lots of rain. The wind in between the squalls was down to around 20 knots, so it was good they didn't last long.

We finally made it to Ensenada, where we spent the night at Marina Coral. We topped up with fuel there, since it was

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LETTERS

\$3.50 a gallon instead of the \$5.25 we were told it would be in San Diego. Another 10 hours got us into San Diego, where we cleared in at the Police Dock. The Customs officials were quick, and cleared us in with no problems.

Then it was off for Santa Barbara and another night of wind and waves. By this time, the forecast gale had made it to Pt. Conception, so we waited in Santa Barbara for three days. Not a bad place to be stuck. When NOAA predicted the wind was going to drop, we left for Conception. I guess nobody told the wind it was supposed to moderate, because we had to wait another two days at Cojo before we could get around. After another 27-hour run, we tied up in Santa Cruz.

I learned three things: 1) 1,000 miles upwind is a long way to hand-steer. 2) Use as many sources for weather forecasts as you can, because predictions are nothing but predictions. 3) Never do the Bash in April.

Mike Morehouse
Lady Hawke, Mariner 50
Santa Cruz

Mike — *There are no guarantees when it comes to Bash weather, as some people have had easy Bashes in February and April, usually considered two of the worst months, and hard trips in June, usually considered to be one of the easier months. It all depends on if you can get that six-day window, or a three-good, two-bad, three-good opening for getting to San Diego.*

Doña de Mallorca doesn't consider herself to be an expert, but she's been the skipper of Profligate for 10 Bashes. "Based on my experience and that of others I've talked to, the best months to come north are November and June," she says. "And the later you go in the spring, the better your chances are of avoiding really bad weather. My worst Bashes have been in early April, right after the end of the Banderas Bay Regatta. I don't plan to do that again anytime soon. As for the single worst spot along the Bash, we've had some really bad weather making the jump from Isla Cedros over to the mainland."

As you read this, de Mallorca will be Bashing north with Profligate once again, with the Wanderer as crew. We're keeping our fingers crossed that the autopilot works because, unlike you, we're not going to do 1,000 miles upwind without one.

↑↓ CANAL LINE-HANDLING FOR DUMMIES


I've heard rumors that yachts transiting the Panama Canal will pick up help, in the form of line-handlers, for a transit. Our understanding is that four are required, one at each corner of the boat.

My wife and I would love to experience a Canal transit on a boat, although not on a cruise liner. We thought that by offering our services for free, we might be able to get on a boat. Do you have any experience or information that might help us plan such an adventure?

Jeff & Lisa Thayer
Jim, International 470
Montara

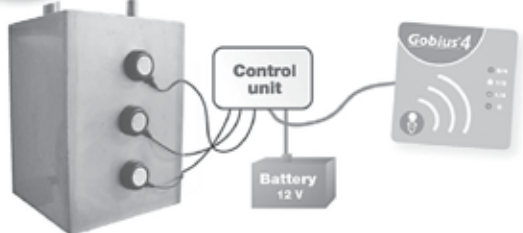
Jeff and Lisa — *Four line-handlers are required for a Canal transit, and yes, most cruisers would rather take other sailors for free than have to pay for line-handlers. Sometimes the Canal Commission has yachts do two-day transits, with an overnight in Lake Gatun, so be aware there might be a shack-up involved. But it's a great experience.*

The best places to get information on a Canal transit hook-up are the Balboa YC on the Pacific side, and the Shelter Bay Marina on the Caribbean side. But there is also a cruiser net




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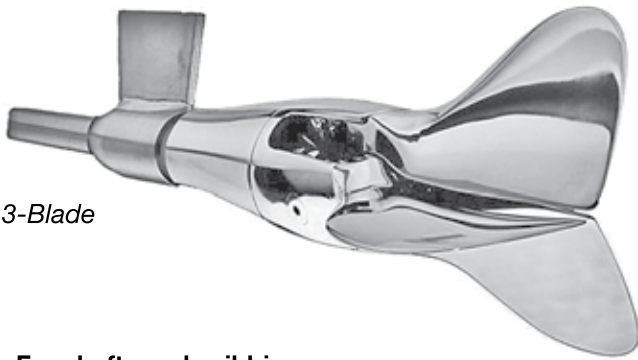
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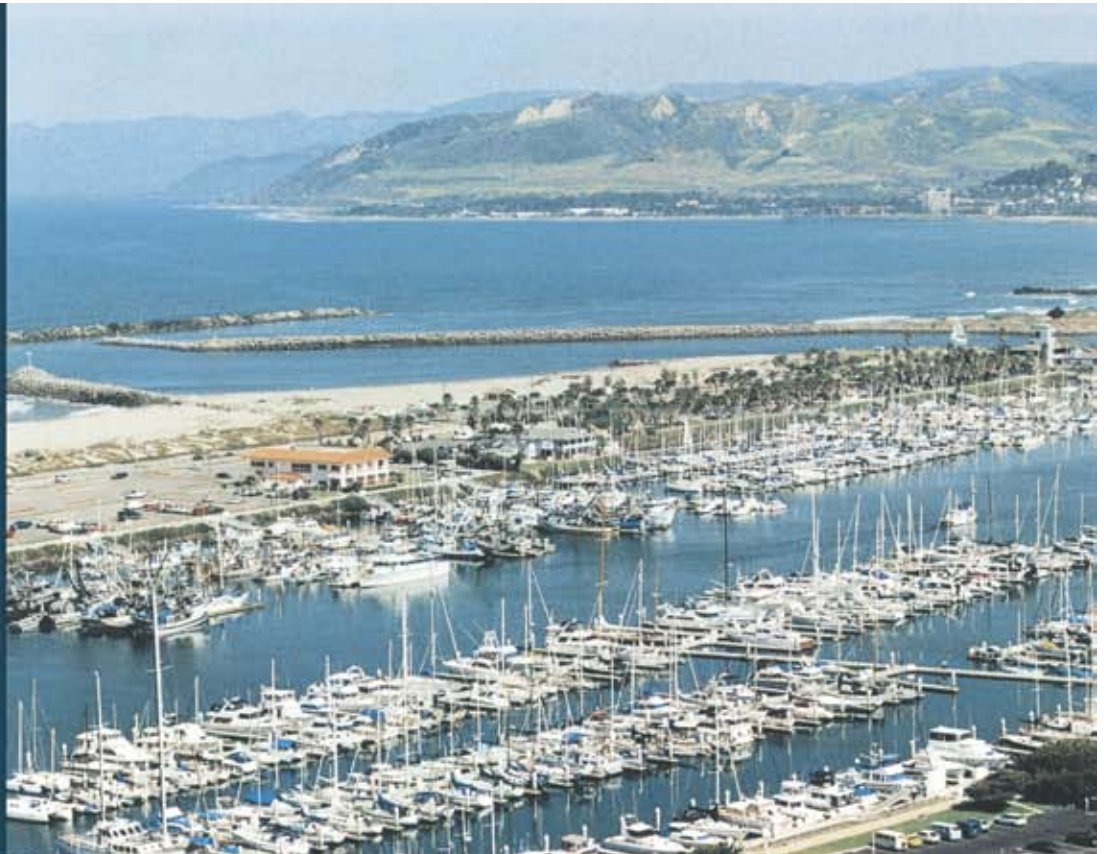
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LETTERS

where boatowners put out the call for line-handlers.

Panama is a long way away from Montara, so it's a good thing that the country of just 3 million has many more attractions than just the Canal. Among them are the San Blas Islands



WEBB LOGG

Yachts are often looking for extra hands for a canal transit.

— take a puddle jumper to Porvenir from Panama City, and you get to fly across the jungle-covered country and the blue waters of the Caribbean to an all-time favorite cruising ground. Portobelo, the massive Spanish fort complex from which silver and other treasure was consolidated for shipment from the Americas to Spain. It was famously sacked by the pirate Henry Morgan, and the remains of Sir Francis Drake lie there in an iron coffin. The Bocas del Toro is a popular destination and hang-out for cruisers, surfers and backpackers. Old Panama, which is the remains of the oldest European city on the Pacific, is not to be missed. Neither is the incredible 90-by 30-mile Darien Jungle. The untamed natural region is the only interruption in the Pan American Highway that would otherwise connect Prudhoe Bay, Alaska, with Ushuaia, Argentina. And because Panama is the narrow land bridge between North and South America, it has tremendous wildlife — particularly bird life — much of which can't be found elsewhere.

↑↓ **HAVE AT LEAST ONE 'PEDRO' ABOARD**

"Hi, I'm Jim. I'm willing to handle lines for you for free for the Canal transit. I just want to gain some experience before I take my own boat through next week."

Granted, if you're the owner of the boat, you won't have to pay Jim the standard \$50/day that you would have to pay Pedro, an experienced Panama Canal line-handler. But Jim won't know any of the zillion little tricks and safety measures that Pedro provides. Pedro knows that you have to unkink and flake your three-strand on deck before your pilot arrives, and Pedro gets it done. Pedro knows which of those two ACP line-handlers up on the wall will try to knock out your port lights with a monkey fist. Pedro warns you in advance about that funny spot inside Gatun Locks where one of your four lines will need to be hauled *pronto* due to extreme upwelling turbulence from that one large manhole.

You'll find four times more inexperienced 'Jims' seeking to learn aboard your boat, than you will Pedros who will teach you the ropes. So I suggest you hire at least one 'Pedro', and the rest can be 'Jims'.

Capt. Patricia Rains, Author
Cruising Ports: the Central American Route
San Diego

↑↓ **FINDING A LINE-HANDLER GIG WAS EASY**

In response to your April 22 *Lectronic* advice about getting a gig as a line-handler for a Panama Canal transit, just last night I returned from Panama after sailing from St. Lucia to Panama aboard Harley Earl's Deerfoot 63 *Kailani*, then transiting the canal on a Lagoon 44 catamaran.

Two hours after arriving at Shelter Bay on the Caribbean side of the Canal, I secured volunteer positions as line-handlers for myself and a friend. Nothing could have been easier than getting such positions, as all the boats about to transit the Canal can easily be identified by the six to eight black tires, wrapped

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LETTERS

in plastic, hanging down their topsides. So I just walked the docks and asked if volunteer line-handlers were needed. While most boats responded that they were fully crewed, the captain of the catamaran overheard my inquiry, then canceled the two paid line-handlers he had booked, accepting my friend and me instead to augment the rest of his crew.

Just after sunset, we motored to 'the Flats' where we were met by Jose, a very likable and knowledgeable advisor who patiently answered the many questions we had. He guided us to the Gatun Locks, where we tied alongside a sightseeing boat. We had no lines to handle on our port side, while on starboard we had another sailboat tied to us. If we had been next to the wall in the three chambers that form the Gatun Locks, the rushing water would have required vigilance and strength to pull the slack out of the 125-ft lines as the boat rose up in the chambers. All went smoothly, and within an hour we had reached Gatun Lake, which is where you end up after exiting the last chamber of the locks in a southbound direction.

We motored a mile or so in the dark to an anchorage close to the new locks that are under construction. Two mooring buoys were already occupied with rafted-up boats, so we anchored in 50 feet of water. We were anchored just 150 feet from shore, and truck traffic to and from the construction site was almost constant. The huge dump trucks kept running like ants until 4 a.m., and they only stopped because it was a Sunday.

We were instructed to be ready for our next advisor to come aboard at 6 a.m. By 7 a.m. we were under way with Amado, navigating the well-buoyed Banana Cut, which goes away from the main ship channel through pristine jungle and past many small islands, shaving maybe 20 minutes off the transit time. Since the Canal Authority has prohibited any settlement within five miles of either side of the Canal for the past 100 years, nature is undisturbed and the original environment is unchanged. It's here that we finally heard the howler monkeys.

We were the boat within the raft facing the wall on our port side when we went through the Miraflores Locks. However, 'down-locking' is infinitely easier than 'up-locking'. The water rushing out of the chamber does not produce any disturbances for the boats and rafts, and all a line-handler has to do is keep a moderate amount of tension on the line to ensure that the boat/raft position within the lock is maintained.

By the way, transit advisors are not pilots, and handle boats under 65 feet. Usually it's a side job to augment their income from other occupations. Both Jose and Amado spoke English fluently, were friendly and professional, had great senses of humor, and consumed next to nothing of the food and beverages we had prepared. Our transit advisor told us that the minimum cruising speed required for a boat is five knots, not the eight knots others have spoken of in the past. He explained, however, that if you overstate your boat's cruising speed and thus mess up the Authority's locking schedule, you may be fined. So it seems best to stick with the truth.

Hellmuth O. Starnitzky
Ocean Echo, Hallberg-Rassy 45
Alameda

↑↓ **"THE ONLINE VERSION OF LATITUDE IS BEAUTIFUL"**

I first started looking at *Latitude's* ebooks years ago when you first put them online, and decided that it was worth trying to connect, even when I had a slow internet connection in Thailand. I read *Changes* every month, and occasionally the *Letters*. I've been reading all of the *Lectronics* for the last several years, and enjoy them all.

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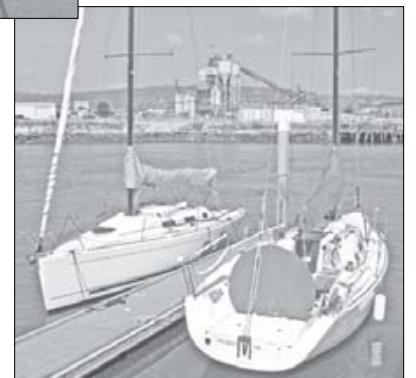
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LETTERS

edition of *Latitude* to see better renditions of *Changes* photos than those in print. I was tempted. Then you suggested visiting the online version of the May issue just to see the spread of the yachts sailing off St. Barth. I did and was absolutely astounded. The magazine no longer takes that long to download, and I was awed. The magazine is just beautiful, and the photos are incredible! My congratulations to you and your staff for an incredible product.

I've especially enjoyed reading about your wonderful winter adventures in Mexico and the Caribbean. Based on my on-the-water experience, you can understand that I'd be interested. I did the '97 Ha-Ha with my Gulf 32 pilothouse sloop *Knot Yet*, then sailed her from Mexico to Thailand between '98 and '01. I sold her and bought *Knot Yet II*, a Nordhavn 46, for cruising between Thailand and Malta from '02 to '07.

John Keen
 ex-*Knot Yet*, ex-*Knot Yet II*
 Thailand

John — Thank you. We take considerable pride in our photos, and love the way they appear in electronic versions.

MEMORIES OF THE GREAT & FUNKY PEDRO MIGUEL

Thank you for Andy Turpin's April 21 *Lectronic* remembering the once great and funky Pedro Miguel Boat Club inside the Panama Canal. I stayed at this boat club for three months in '01, and had a wonderful time.

With the withdrawal of the U.S. presence and the closure of over 26 military establishments in Panama, the active membership in the club plummeted to 35. And the new tractor tugs, used to move large ships into the nearby lock and hold them against a long dock, created a two-foot swell into the club's marina. It was just a matter of time before the silt from the prop wash began to fill in the whole area. Indeed, in order to leave my slip, I had to wait until the water rose a foot in the Miraflores Lake because of daily traffic. But I still had to winch my way through six inches of mud and tie up at a transit dock until the next morning!

The Canal Authority refused to even discuss dredging the marina, so it was only a matter of time before the place had to be closed.

John Anderton
 ex-Sanderling
 Vancouver, Washington

John — The Pedro Miguel was indeed one of the coolest clubs in yacht club history, with great facilities for yachties to do



LATTITUDE / ANDY

their own work on their boats prior to heading to either the Pacific or the Caribbean.

If docks could talk, this one would tell us about the hundreds of international cruisers who once took respite at the Pedro Miguel Boat Club.

long and half a mile wide. If you had a cruising boat, it was merely a place to keep and work on your boat, because if you wanted to get to open water, you'd have to do a partial Canal transit. The only

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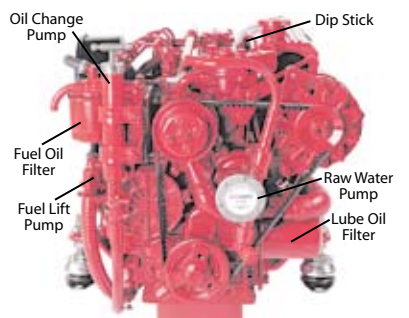
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LETTERS

people who sailed on Miraflores Lake were U.S. military, who took sailing lessons in dinghies. We were told that when the boats were sailing, there was always a mothership crewed by a guy with a rifle. It wasn't terrorists they worried about back then, but the crocs.

The Pedro Miguel, gone but not forgotten. Come to think of it, the same goes for Panama's two other famous yacht facilities, the Panama Canal YC, with slot machines, in Colon, and the pre-fire Balboa YC, where the young Panamanian honeys used to seek out young U.S. servicemen as their ticket to prosperity and ultimately life in the States. The gals were notorious for often dressing more outrageously than hookers.

⇅ WHO NEEDS A LATITUDE FORUM?

I wholeheartedly concur with *Latitude's* reasons for choosing not to initiate an online forum. The *Letters* section and the rest of the magazine do just fine.

Ray Catlette, O.R.M.
Reno, Nevada

Ray — We're glad you like things the way they are. We couldn't sleep at night if we had an online forum that included some of the massive misinformation we've seen appear in posts on other sites. Not that some of the forums don't have some good information, too, but somebody needs to separate the wheat from the chaff, so to speak.

⇅ GETTING IN TOUCH WITH OLD FRIENDS

I was very surprised to read of Thom Perry's unfortunate experience on the CNB 76 *Four Devils*, which sank beneath him and his crew in the Caribbean on March 2.

I sailed with Thom for many years aboard my schooner *Aello*, and he was not only fun to sail with, he was extremely competent. I've lost contact with him over the years and would love to drop him a note. Can you send his email so I can say hi?

Tim Britton
tbritton@brittonyachts.com

Tim — *Latitude's* policy is to print your email address, giving Thom the option to contact you if he wants to. Thanks for understanding.

⇅ BAJA IS NEARLY AS VIRGIN AS IT'S EVER BEEN

Latitude's photographs of Baja never cease to amaze me — and spark my wanderlust. I launched *Hejoha* in '07 after



LATITUDE / RICHARD

For all the previous ideas to develop Baja, it remains nearly as pristine as 30 years ago.

a four-year rebuild. The plan was to head south, but as John Lennon noted, "Life is what happens when you're making other plans." As a result, we're still sailing out of San Diego Bay several times a month year 'round, and we haven't abandoned our plans to see Mexico. Anyway, thanks for all those photos of Mexico showing us what's not that far away.

Joe Moore
Hejoha, Calkins 40
Carlsbad

Joe — Thanks for the compliment. It's a beautiful area, and it really isn't very far away.

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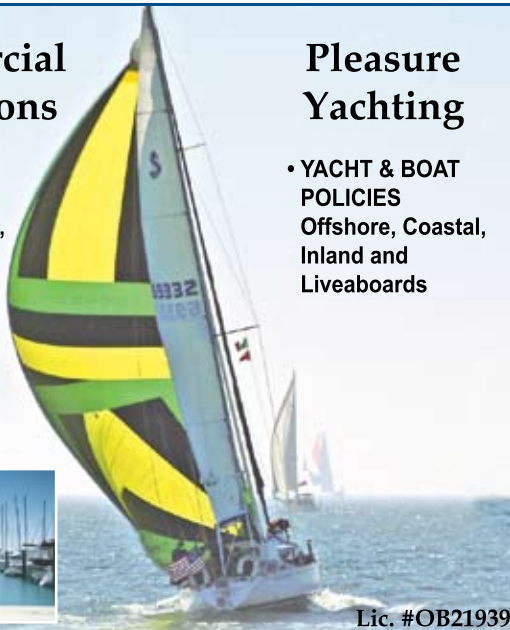
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LETTERS

The other cool thing is that the Sea of Cortez, has changed very little in the last 30 years. We were down in Puerto Escondido back in about '78 — Capt. Patricia Rains of Pt. Loma Publishing was there and will remember it, too — when the Fonatur folks gave us a presentation of all the development that was supposedly going to take place in Puerto Escondido, Loreto and the rest of Baja. There has been some development, of course, but 99% of the Baja coast is as virgin as it's ever been. We like that.

ON THE LOOKOUT FOR BRIDGE DOPPLER

I'm looking for a quickreading device to calculate overhead clearances. I was a crewmember aboard a large catamaran



COURTESY CHARLEETE II

with a mast height of 71 feet that went up the Petaluma River recently. With bridge clearances of 70 feet, it was a heart-rate raising experience. Prior to the trip we measured the exact mast height above the water, then calculated low tide at the first bridge,

checked predicted winds, etc. We figured we had a 5-ft margin, but it was still unnerving to slowly motor under the bridges and cable. There must be some type of Doppler device to get a quick reading from the deck so you can have confidence in the chart's readings. Does anyone know of a device like this?

Ron Taillon
Charleete II, Leopard 45
Alameda

Readers — When we received this letter from Ron, our curiosity was piqued about the rest of the story. He put us in touch with skipper Laurie Chaikin, who provided the following explanation:

"After careful study of tides and discussions with other boats and the harbormaster, we decided to attempt the trip. My first mate, Ron, and I measured from the tip of the mast (including the light and windmeter) to water level: 71 feet. We filled the water tanks — 256 gallons gave us three extra inches — invited a few heavy guests, and motorsailed to the mouth of the river, arriving at low tide.



COURTESY CHARLEETE II

It may look like a close shave, but 'Charleete's mast had a good five feet to spare.

"Once we neared the bridge, we 'put on the brakes' and literally inched forward. The crew posted astern watched with binoculars to make sure we didn't hit. Everyone had already been informed that we'd abort and head elsewhere if it didn't seem safe, but we made it under with five feet to spare. Afterward, I required some medicinal alcohol!

"Overall, it was a worthwhile, successful adventure full of learning — boating skills, problem solving, maneuvering — as well as going to new places close to home. Would I do it again? Yes, but not until my heart rate slows back down, which could take a few months!"

We asked 'Lectronic readers to send in their suggestions

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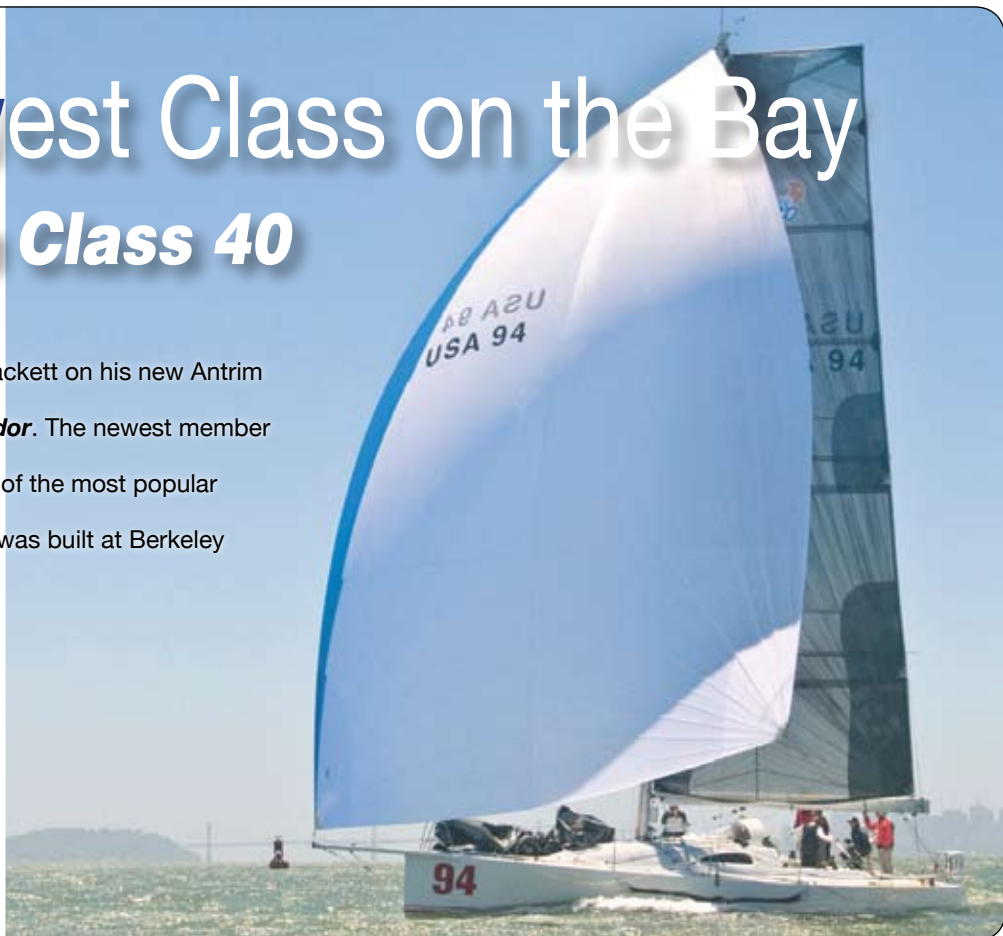
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LETTERS

for the best way to accurately gauge bridge clearance and we were flooded with responses. Following are just a handful that cover the spectrum of options.

↑↓ "YOU DON'T NEED A GADGET FOR THAT"

In answer to Ron Taillon's question in the May 2 *Electronic Latitude* wondering if a device exists that would give a sailor with a tall mast approaching a bridge "a quick reading from the deck so you can have confidence in the chart's readings." There is a very effective low-tech solution called a bosun's chair. Those who have moved boats up and down the Intra-coastal Waterway back east have done it for years. You haul someone, preferably lightweight, to the masthead and they have a look. Works great, doesn't break down, doesn't cost much. This is something we do *not* need an electronic gadget to accomplish.

Beau Vrolyk
S'agapo, Spirit 46
Santa Cruz / San Francisco

↑↓ HIGH-TECH OR LOW-TECH, PICK YOUR PLEASURE

Here on the Right Coast we have the ICW and all its bridges. I've seen two ideas — one high-tech, one low-tech — work well. First the high-tech: Mount a camera on your masthead (if you have a Raymarine CP, this is simple to display at the helm).

As for the low-tech, find a piece of driftwood — a fork or L-shaped 6-ft piece is best — go aloft and lash it to the masthead in such a way as to extend forward and up like a bug's feeler. It'll hit before the mast does. One sailor I know cruised the entire 1,600 mile ICW like this, breaking three feelers en route, but without a scratch to the vessel.

I recently had to take a cat under a too-low bridge. We waited for low tide and the bridgetender came out of his booth and called it for us.

Mike Stevens
Annapolis, Maryland

↑↓ JUST PULL OUT YOUR SEXTANT

To measure the height of the bottom of the bridge above the water, measure the angle with your sextant from a known distance from your intended position under the bridge, correct for your eye height above the water and solve the right triangle with the known length of the base and the sextant angle. Common knowledge before GPS.

G. McBride
Planet Earth

↑↓ HARD-CORE SOLUTION

If you're sailing one-design, the test for the bridge height is the guy who goes before you!

Doug Schenk
Free Bowl of Soup, J/24
Portland, Oregon

↑↓ GRAB YOUR HANDY GOLFING GADGET

The obvious answer is to buy a laser range finder. You can range the top of your mast, then the bridge, and verify that the bridge is farther away than the top of your mast.

These aren't cheap, but Nikon makes one that's accurate to a half yard, and sells it for about \$175.95 on Amazon. They are available at many hardware stores as well. They're mostly used, by civilians at least, for measuring the distance to the pin on a golf green.

These things work by sending a short pulse of eye-safe laser light out of the device, then collecting the return pulse.



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LETTERS

Timing how long it takes for the pulse to go out and reflect off something, and knowing the speed at which light travels, tells you how far away it is.

For instance, light travels about one foot every nanosecond (billionth of a second). If you launch a pulse at a bridge that's 100 feet above you, the pulse will take 200 nanoseconds to



Laser range finders were the overwhelming choice of our readers.

return to you, since it went there (100 feet) and back (another 100 feet). While this may sound complicated, thanks to the telecom industry you can buy lasers that turn on and off 10 billion times per second, and receivers that detect this light — all for a hundred bucks. And while timing nanoseconds may also sound complicated, the computer you're reading this email on, perhaps with its quad-core 4 GHz processor, can perform something like 3200 computations in the time it takes light to go the 200 feet to the bridge and back, so timing such intervals is indeed trivial. The most expensive thing in the rangefinder is not the electronics, but rather the optics, which are similar to those found in standard binoculars.

The word "Doppler" in Ron's question is totally misleading. Doppler refers to a frequency shift in a wave — anything from sound to radar to light — due to relative motion between the source of the wave and the observer. As such, it would have no value in determining a bridge height. You could use the Doppler effect to measure how rapidly your boat is approaching the bridge, but if you want to know how far away it is you'll need something like the laser rangefinder, or its radio equivalent, a radar.

I don't know why I'm writing all this, except perhaps my other choice is to watch *The Apprentice*.

PS: I rarely confess to being a PhD physicist, but if that lends credence to my reply then so be it.

Jim Vickers
Joyride, J/109
San Francisco

↑↓ HOLD THE PHONE

I don't think that a radar range finder is the "obvious answer" at all. If the bridge has a structural beam that extends below the main deck then that beam could easily be missed by the radar range finder. The range finder will get a strong reflected signal from the deck and will probably report that distance to you. The signal that the range finder gets back from that one low beam that's going to whack you could be so weak (in comparison) that the range finder would miss it . . . but your mast wouldn't. Ouch!

Doug Hendricks
Life, Hunter Passage 42CC
The Bahamas

↑↓ OUR EXPERIENCE WITH RANGE FINDERS

A laser rangefinder works, and cheaper ones can often be found for under \$100. Just dinghy under and check by measuring up to the bottom of the bridge. We carry one aboard and use it to range to shore, allowing us to track our distance when stern tied. It works in the dark, too.

Rob Murray
Avant, Beneteau First 435
Vancouver, BC

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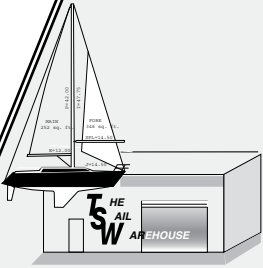
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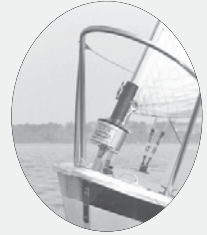
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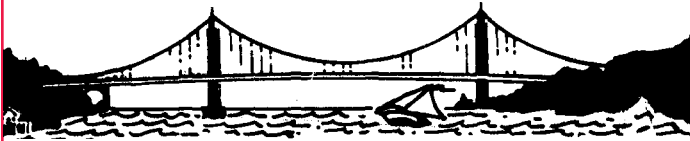


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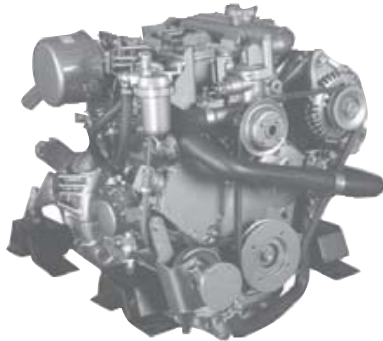
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LETTERS

↑↓ DIRTY LOOKS FROM THE WET-BUTTED

I enjoyed the Wanderer's *Changes* piece about riding in a dinghy standing up in order not to get one's butt wet. In fact, been there and love that! I'm talking about our family of four standing up in an 8-ft roll-up inflatable scooting across the harbor — to the disapproving looks of the wet-butted and the risk averse. As *Latitude* points out, the secret to survival is bent knees — and eternal vigilance. I found I didn't need a tiller extension to steer. If I wanted to alter course, we'd just heel the boat over in that direction.

B.L. Sachs
Dripping Springs, Texas

↑↓ REMIND US AGAIN: ST. BARTH OR ST. BARTS

It's a minor point, but we're curious. In your reports from the Caribbean, you call your favorite island 'St. Barth', while *Sail* magazine and others refer to it as 'St. Barts'. As this island is on our short list of places to visit, I wonder what the locals call it.

Don Ryerson
San 'Don't call it Frisco' Francisco

Don — 'St. Barth' is the French nickname for St. Barthelemy, and since the island is French, everything is properly St. Barth. Such as the *Voiles de St. Barth*, Air St. Barth, St. Barth Commuter, 'ti St. Barth and so forth. Nonetheless, many Americans refer to it using the English nickname of St. Barts. The locals are used



LATITUDE / RICHARD

to it and don't mind because Americans are known for being the best — if not the only — tippers.

American tourists often mispronounce St. Barth and St. Jean, but c'est la vie.

The problem with pronouncing things the English way is when you get to names like St. Jean, the second largest community. If you rhyme 'Jean' with 'bean' or 'teen', it screams 'cruise ship person', because the French pronunciation is the same as our 'John'. But it's an easy mistake for English speakers to make, and the gendarmes won't arrest you for it.

↑↓ THE BUCKET IS ON OUR BUCKET LIST

St. Barth is on the Bucket List for my wife and me, and I'm wondering how *Latitude's* publisher connects to the internet when anchored off Gustavia. And how does he recharge the batteries on his laptop? My wife and I have the dough to rent a car on the island, but I need four hours a day on the internet — anything less would be a deal killer.

The editor also made a great case for anchoring out, as the spiritual energy largely speaks for itself. My favorite places to anchor out have been: Nias Island, Sumatra; Sausalito, but only in the late summer; Waikiki; Key West; and La Paz, where I married my wife under a ridiculous set of circumstances. Nonetheless, we've made it 18 years and counting.

On an entirely different matter, it has always surprised me how few people commute to work from Sausalito to San Francisco by boat. I bought a Boston Whaler Montauk for \$7,000, and added a small kicker outboard in case the main one crapped out. I paid \$150/month for slips at both Clipper in Sausalito and Pier 39 in San Francisco. It was a rough trip most days, even in the early morning, so I usually couldn't go too fast. But sometimes it was flat calm on the way to the



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LETTERS

City, so if the weather was nice, I would turn right and head out the Golden Gate and up to Stinson at 45 mph. I'd have lunch, throw out some crab pots, and just be happy for no particular reason.

Anonymous Please
Schoonmaker Point Marina, Sausalito

Anonymous — We're really pleased with how many readers have indicated that, based on our reports, they are very interested in visiting St. Barth by charterboat, particularly during the Bucket or the Voiles. For the record, we have no economic



LATITUDE / RICHARD

Pretty as a painting, the 138-ft J Class 'Hanuman' was just one of 40 classic beauties that sailed in the St. Barth Bucket this spring.

incentive in pushing the island, we just can't think of a tropical sailing experience that we'd be more confident recommending. We'll be running a little Latitude guide to visiting the island by charterboat in the next few months.

Now, to answer your specific questions, we do all our internet stuff at Center Alize, 50 yards from two of the dinghy docks. Francis has it open from 8:30 a.m. to 7:30 p.m. six days a week. We usually don't even bring our computer back to our cat. The port does provide free internet by the port office, the ferry dock, and the cupola near Baz Bar, but it's usually really slow because so many ships' crews are using it. You can get night internet access at Le Repaire or Oubli for the price of a beer.

If we need to charge anything on the boat, we use an inexpensive inverter we plug into a cigarette lighter. We mostly use it to charge our Kindle, which we use to read all the newspapers before we roll out of the bunk in the morning, and to read Michael Connelly's downtown L.A. detective novels. That guy can really write! Amazon nails us for about \$6/week to get what would otherwise be a free connection in the States. De Mallorca has a Verizon international plan for her Blackberry that gets her email and internet even when on the hook. It costs \$69 a month, and has worked in every country she's been to. Why can't we get that for our iPhone and iPad?

You only need a car on St. Barth for two hours to get a look at the more remote places, such as Washing Machine or Maison Nureyev. The rest of the time you don't want or need the hassle of having a car. One of the really great things about the island is that everywhere you want to go is easily accessible by boat or foot, or you can get a ride hitchhiking in about 30 seconds.

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

Necessity fuels invention.

It seems like every time we receive a note from longtime cruiser Kirk McGeorge of the USVI-based *Tayana 42 Gallivanter* it brings a chuckle. His latest offering was no different.

"I've just learned a new trick and thought I'd share it with my fellow sailors," he wrote last week. It seems that after seven years of hard use in both the Caribbean and Pacific, *Gallivanter's* primary anchor chain — 200 feet of high quality, American-made BBB grade links — had lost much of its galvanized coating, and was staining her decks. Rather than buying all new chain, Kirk was determined to have his old chain regalvanized. He found three places in Bundaberg that



could do the job for a reasonable price, but there was one problem: "They said I'd have to remove all paint markings and loose rust before they'd accept it, and suggested I have it sandblasted prior

to delivery." But the fee for doing that was a deal-breaker, as it would make the total cost of the whole exercise higher than simply buying new chain.

Luckily, Kirk's friend Sam came up with a brilliant plan. "Yesterday, we loaded nearly 400 lbs of rusty steel chain into the back of our pickup truck. We turned off the highway toward the old coastal road and drove until the pavement ended, where we got out and unloaded the two crates of chain. I tied a short piece of tuna cord to the last link of the chain, looped the string over our bumper hitch, locked the hubs, and we took-off on a 10-km detour along a hard-packed beach. We dragged the chain for about a half hour at speeds reaching 40 mph while swerving and doing figure eights. We reversed the chain and drove some more and by the time we were done all traces of paint and rust were gone, and the entire length of chain was shiny metal when we arrived at the galvanizing plant. A poor man's sandblaster, but very effective!"

It's a wonderful story. We only wish Kirk had thought to snap some pictures of his crazy antics. By the way, for those of you heading to Australia, Kirk notes, "You can get hot-dip galvanizing done in Brisbane, Bundaberg and Townsville, all of which are official ports of entry. But Bundy is the best deal, in my opinion."

Kudos for caring.

Hopefully we all try to do our part to keep waterways unpolluted. But some of us deserve special recognition, such as Vivian Matuk, an environmental boating program coordinator with the California Department of Boating and Waterways. She recently received the BoatUS Foundation's Environmental Leadership Award for her tireless efforts to help boaters and fishermen keep waterways clean by developing recycling programs, reducing the sources of pollution, and training volunteer educational 'dockwalkers'.

Matuk spearheaded the 'Keep the Delta Clean Program' and has long worked on finding solutions to common environmental issues that frustrate many boaters, such as what to do with expired flares or the absorbent pads used to soak up engine oil. For the latter problem she developed a common-sense exchange program. So our kudos to you, Vivian. Keep up the good work.



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SIGHTINGS

celebrating wood, bronze & varnish

If you've just picked up this magazine hot off the press, with the Memorial Day weekend looming before you, let us remind you that, in addition to remembering our fallen American heroes, there's another



LATITUDE / ANDY

Mary Moseley's 'Stardust' flew her colors in last year's running of the Master Mariners Race.

end-of-May tradition that's well worth your attention: The annual Master Mariners Regatta.

That's when hundreds of sailors who have old souls and special places in their hearts for hand-crafted woodwork, gleaming varnish and patinated bronze pull the covers off their vintage sailing craft and head out onto the Central Bay to do battle — in the friendliest sense of the word, of course. If you're not lucky enough to have a ride aboard one, we would highly recommend that you dust off your telephoto lens, pack a picnic lunch, and head out on the Bay Saturday,

May 28, to observe this spectacular procession of nautical history.

At last count 78 classic beauties were registered to compete, including both gaff-rigged and marconi-rigged schooners, sloops and ketches, and one design boats like Birds, Bears, and Lapworth 36s. There are also going to be a few special surprises, such as the reappearance of Ron MacAnnan's 82-ft M-Class sloop *Pursuit*, which — if we've got our facts straight — hasn't competed since 1978!

No matter whom you're rooting for, the eye-popping splendor of this majestic event will put a smile on your face while transporting you back to a bygone era. The fun starts off the Cityfront at noon, with four Central Bay courses all finishing just off Treasure Island, and a high-spirited party afterward at the Encinal YC. We'll see you out there.

— andy

copper bottom paint bans

On May 4, Washington governor Chris Gregoire sounded the death knell for copper-based bottom paint in her state by signing into law a ban on the use of the product on recreational boats under 65 feet. Washington is the first state to do so. The law prohibits the sale of new boats with copper paint after January 1, 2018. No paint with more than half a percent of copper can be used starting in 2020.

California is close on its northern neighbor's heels with Senate Bill 623, which would put into place a similar ban. On May 2, the Senate Committee on Environmental Quality approved the bill and sent it to the Senate Committee on Appropriations for further consideration. The deadline for action was May 27, after this issue went to press. If made into law, the legislation would ban the sale of new boats (no size limit) with copper paint as of January 1, 2015, and ban the paint outright for use on recreational boats starting in 2019.

As our regular readers may recall, this writer's boat has been in a bottom paint study since '07 gauging the efficacy of bottom paint using the biocide Ecomea rather than cuprous oxide, aka copper. As we've reported over the years, the Ecomea paint has performed at least as well as — or, in the case of the water-based version, better than — the copper control paint in thwarting growth.

In fact, paint companies have made huge strides in developing effective alternatives to copper paint — ePaint's EP2000, Interlux's Pacifica Plus and Petit's Vivid Eco, for example. And since 2006, when the Environmental Protection Agency approved the San Diego Water Board's mandate that copper levels in the Shelter Island Yacht Basin

continued on outside column of next sightings page

bill garden

Renowned yacht designer and naval architect William 'Bill' Garden passed away on April 29 near Sydney, B.C. He was 92.

A Canadian by birth, Garden lived and worked in Seattle until the late '60s, when he moved back to B.C. During his 60 years as a naval architect, Garden designed more than 700 boats, running the gamut from sailboats to tugs to fishing boats. His designs were a tremendous influence on the industry and many have gone on to cruise the world successfully, though none have set any speed records.



With 78 registered boats, the Master Mariners Race on the last Saturday of May is sure to be a spectacle of the highest magnitude.

passes away

Some of the boats his pencil has been credited with drawing are the Mariner 36, Rawson 30, Formosa 51, and CT 41, among many others, all stout full-keel cruisers with a reputation for stability. In '07, Wooden Boat Magazine honored him with a Lifetime Achievement Award.

By all accounts, Garden was a generous and humble man who freely shared his knowledge and advice whenever asked. We know he'll be sorely missed by those who knew him.

— *ladonna*

copper — cont'd

be reduced by 76% by 2022, the writing has been on the wall for a statewide ban.

That's why it came as a bit of a surprise when we read the slightly hysterical letter from the Recreational Boaters of California to the members of the Senate Committee on Appropriations stating the organization's opposition to SB 623. "The bill would impose an estimated average new cost of \$5,000 every other year on an estimated 200,000 boaters who use anti-fouling paints to protect their boats, for a total mandated expense of at least \$1 billion every two years," the letter read.

Those figures seemed way out of line with reality — after all, a quick check online shows any number of non-copper paints that are about the same price as, or less expensive than, the most popular

continued on outside column of next sightings page



While the boats may be too good to be true, the racing is very real.

SIGHTINGS

copper — cont'd

copper paints — so we asked Cleve Hardaker, Vice President South of the RBOC, to clarify them.

"Those numbers were overstated," he conceded, explaining that the \$5,000 price tag was the estimated cost to wet sand a 40-ft boat down to gelcoat and apply a very expensive non-biocide coating. The coating is purported to last several years, so it would not be a biennial expense, and when it was reapplied the cost would be significantly lower than the initial outlay.

So why did they choose that type of coating to use as an example when the bill would only ban copper? "The bill itself states that 'the intent of the legislature is to promote the use of non-biocide alternative paints,'" Hardaker said. "The only available non-biocide coatings — they're not really paints — are silicone- or ceramic-based, and are very

continued on outside column of next sightings page

transpac deadline

As one of the two oldest ocean races in the world, the TransPac has seen its ups and downs over the years, but not even a weak economy is capable of diminishing interest in this West Coast classic for its 46th edition. With two weeks to go until the final entry deadline, 53 boats have already signed up for the race, which starts on two days — the smaller boats on July 4 and the bigger boats on July 8. That entry total is seven more than the '09 race, and it could be well argued that this year's fleet will be even more competitive.

While this year's racers will not be tak-



JOHN THOMPSON

drawing near

ing the elapsed-time record from Neville Crichton's R/P 100 *Alfa Romeo*, there figures to be one heck of a battle for the Koa wood plaque known popularly as the Barn Door Trophy for the conventionally ballasted, manually-powered elapsed-time winner. Doug Baker's *Magnitude 80*, which has been converted to a fixed keel after a successful life as a canting-keeler, will need to keep the pedal down to keep the pace with Hap Fauth's New York YC-based R/P Mini Maxi *Bella Mente*. The latter has been lengthened to nearly 80

continued in middle column of next sightings page



The crew of the Tiburon-based Jeanneau 47 'Calau' raise a toast to King Neptune, as they evolve from being lowly pollywogs to proud shellbacks. Pictured are Captain Bruce Powell (with the champagne) and (L to R) son Antoine, 12, aka Poseidon; First Mate Pascale; and son Francois, 16. Crewman John Thompson took the shot.

copper — cont'd

complicated to apply. RBOC's point is that these coatings the legislature wants to promote are very expensive for recreational boaters."

To be clear, if passed, the bill would *not* require boaters to use non-biocide coatings. But the statement has clearly spooked the RBOC. "There are already problems with zinc overloading bodies of waters, so it'll be the next one banned," said Hardaker.

He went on to explain that the RBOC is concerned that, by banning copper outright, levels of zinc and other non-copper biocides might rise dramatically and cause even more problems in short order. "We'd rather let copper exist and have companies develop affordable non-biocide coatings that work well for recreational boaters," he said.

"We'd also like to see an educational element included in the bill requiring boatyards to explain the options to boatowners so they can make informed decisions," Hardaker continued, noting that just because a paint is copper-free doesn't mean it's friendly to the environment.

Indeed, some data suggest that zinc, a common substitute for copper, is just as harmful to the environment in high concentrations, and newer biocides don't have enough history for scientists to fully predict their long-term effects. The RBOC is concerned that boaters will unknowingly move from one environmentally unfriendly paint to another.

Needless to say, the arguments on whether to ban copper are heated on both sides of the aisle. We just hope all the parties involved can come together to develop rules and affordable products that keep our waters — and bottoms — as clean as possible.

— *ladonna*

from pollywogs to shellbacks

You might think that every day of a 3,000-mile crossing from the West Coast of the Americas to French Polynesia would be a rip-roaring, white-knuckled sleighride. But one of the biggest complaints we hear from the Pacific Puddle Jumpers who make this trip every spring is that it can get a little boring out there.

Perhaps that's why sailors long ago concocted elaborate traditions to celebrate the crossing of the equator. These days, crossing ceremonies vary wildly, but they often involve some form of initiation, where the shellbacks aboard — those who'd crossed previously — perform some sort of goofy ritual on the newbies (called pollywogs). Then again, some sailors forgo that sort of silliness and go straight to the champagne toast, being sure to spill a little over the side to ensure the good graces of King Neptune.

Look for our recap article on this year's Puddle

Jump fleet later this summer, along with a report on the annual Tahiti-Moorea Sailing Rendezvous, June 24-26, where fleet members come together to celebrate their successful crossings while being introduced to age-old Polynesian cultural traditions.



COURTESY MOONDANCE

"What a beautiful island," said Carla Scott of the Albuquerque, New Mexico-based Tayana 42 'Moondance' upon arrival at Nuku Hiva. "The Puddle Jumpers are loving it!" Apparently, so are the kids.

— *andy*

the bumfuzzles are back

When Pat and Ali Schulte hit the cruising scene back in 2004, they made quite an impression on armchair sailors the world over. On their blog (www.bumfuzzle.com), the 20-something Chicagoans recounted their adventures — and missteps — after buying a Wildcat 35 catamaran almost on a whim and taking off on a circumnavigation. That these young whippersnappers had no clue what they were doing —



a fact they freely admitted — sent many old salts into tizzies, and the couple weathered a hurricane of criticism during their relatively easy trip around aboard *Bumfuzzle*, which ended in '07.

The next adventure the young travelers set out on was driving a '65 Porsche 356c cross-country in the Great American Race, followed by a two-year road trip in a restored '58 VW bus. Originally, the bus tour was to have lasted much longer but Ali discovered she was pregnant on the voyage from Argentina to Germany aboard a cargo ship. The 'Bums' sold the bus and made their

Ali, Pat and Owest — and 'The Bump' — Schulte, a.k.a. The Bumfuzzles, are setting off on another sailing adventure.

way to Puerto Vallarta to welcome their new family member.

"Signing a five-month lease on an apartment was the biggest decision of our lives," laughs the effervescent Ali. "Here I was, eight-months pregnant and I kept thinking 'What if we don't want to stay that long?' I never wanted to 'settle down' because, truthfully, once you do, you never go again." But these vagabonds didn't have to worry — their love of travel is clearly stronger than the lure of shoreside comfort.

Not long after baby Owest (pronounced 'West') was born, Pat and Ali were looking at boats again. "We thought we were done with boats," admitted Pat. "but when we had the baby, we started to think, 'What kind of life do we want for her?' and came back to living aboard." They explained that the traveling lifestyle is what's important to them, whether by Porsche, boat or motorhome. No matter their vehicle of choice, the 'Bumfuzzles' just want to keep on moving.

Their current vehicle, a Spindrift 43 pilothouse they bought in Rio Vista last July, is about as far from a flashy new catamaran as one can get, which they're quite happy about. "We wouldn't have bought another cat because that would've been repeating the same old thing," noted Ali. Pat agreed: "We want to learn something new, have new experiences and, of course, have something to complain about." (During their circumnavigation, Pat admits to writing about how "stupid" he thought monohulls were. "We get emails every day from people telling us they can't wait for us to see how differently this boat sails.")

Pat and Ali's original plan was to take their time outfitting the boat and leave this November for Mexico, but their departure date has been bumped up — baby-bumped, that is. Come August or so, this traveling family of three will become a family of four. "The baby isn't really changing our plans," said Ali, "we're just leaving a little sooner

continued on outside column of next sightings page

transpac

feet for the race, and is very close to having a replacement rig delivered after losing the original in March's Cabo Race (this despite Fauth's already having a new maxi under build — talk about commitment!). Also in the mix will be John MacLaurin's Davidson 70 *Pendragon VI*, which is just getting sorted out after a couple years of teething issues.

There are no fewer than seven ULDB 70s signed up for the race that spawned their type, plus a handful of TP 52s. Throw in some other designs that have previously proven successful in the race, like SC 52s, SC 50s, J/125s and Open 50s, plus some new ones like Laura

'Samba Pa Ti' was overall and Barn Door winner in the '09 TransPac. The boat won't be back this year, which leaves the field wide open.

— cont'd

Schlessinger's brand-new Kernan 47 *Katana* and this year's overall and division wins should be pretty hard-won.

Bay Area-based notables include Chip Megeath's R/P 45 division-winner *Criminal Mischief*, Andy Costello's J/125 *Double Trouble*, Philippe Kahn's Andrews 68 *Pegasus*, Alex Mehran's Open 50 *Truth* (holder of the doublehanded record as Philippe Kahn's *Pegasus OP-50*), Wayne Zittel's SC 50T J/*World's Hula Girl*, and Bill Helvestine's SC 50 *Deception*. All of these boats could threaten for division or overall wins. For more info, check out www.transpacrace.com.

— rob

bumfuzzles — cont'd

than we thought."

For now, Pat and Ali just want to get the new *Bumfuzzle* — which they'd had yet to actually sail when we spoke to them — to Puerto Vallarta as quickly as possible and get ready for The Bump's arrival. But by the time the cruising season gets into full-swing this fall, Pat and Ali fully intend to head to the Sea of Cortez to start their cruise. "We'll bum around Mexico for awhile before moving on," said Pat. "We'll probably do another circumnavigation but that's not the motivation behind this trip."

Asked what their biggest fear was for this first leg, Ali said she was only worried that Owest, now 17 months, would get seasick. "Cleaning up puke isn't fun," she laughed. Indeed, after nearly a decade of constant travel, little scares these 37-year-old adventurers. "When people know too much, they get too worried," noted Pat. "Sometimes ignorance really is bliss."

— ladonna



SHARON GREEN / WWW.ULTIMATESAILING.COM

SIGHTINGS

a ha-ha'ers reasoning

One year ago, my family — wife Christine, son Jacob, and myself — were trying to make a decision: Should we join the Baja Ha-Ha, the 750-mile, two-week rally that starts in San Diego in late October and ends in Cabo San Lucas, or make the trip alone? We'd heard stories about the Ha-Ha being a big, crazy party, that the schedule was so tight that it doesn't give you time to explore or rest, and heck, why give \$350 to *Latitude 38* for a trip we were going to do anyway?

The 'crazy party' reports, oddly enough, were from people who had never done the Ha-Ha. Everyone we talked to who had actually done it said that simply wasn't the case. Yes, the schedule is fairly aggressive, but that's okay — it gets you to the Sea of Cortez fast, which in our opinion is a lot better place to explore than the Pacific Coast of the Baja Peninsula anyway. And finally, \$350 is cheap for all we got out of the Ha-Ha.

continued on outside column of next sightings page

angel island

Back in the March 7 *'Lectronic Latitude*, we reported that a couple of moorings at Angel Island's Ayala Cove had gone walkabout — thankfully with no boats attached to them — and that boaters should be cautious when planning an overnight stay. Dave Gissendaner, owner of Sausalito's Dave's Diving and who'd performed maintenance on the mooring field in the past, said that the park had hired him to survey the entire field and submit a bid for repairs.

What Dave found was that the chain and shackles securing the moorings to specialized helix-style augers corkscrewed

'Jane'O' at rest in a Baja anchorage looking about as peaceful as can be.



PHOTOS COURTESY JANE'O

moorings fixed

into the seabed had worn considerably since their installation in '07 and needed to be replaced immediately. But with tight budget constraints, Dave was concerned that the repairs might not be effected as quickly as everyone — most of all, park personnel — hoped.

But late last month, Rick Hastie, who heads up the maintenance on the moorings, docks and boats at the park, called to report that not only was every mooring completely rebuilt, but they'd been finished for weeks!

"Mike Sherman and I worked with

continued in middle column of next sightings page

ha-ha'ers — cont'd

Without a doubt, the most valuable things we got out of doing the Ha-Ha were friendships. We met dozens of other cruisers and made close friends with a number of them. We had Thanksgiving and Christmas with these folks. We buddyboated with them throughout the Sea of Cortez. We shared taxis, shopping, meals, went snorkeling, hiking, and so on. These are friends we plan on getting together with now that we've returned to the U.S., and others we look forward to running into in the future — some how and some way.

Included in the Ha-Ha packet is a burgee. Amazing things happen when you run this burgee up your flag halyard. We left San Francisco Bay in early September for a leisurely trip down the California coast. By doing nothing other than flying this flag on our Privilege 39 *Jane O* we met other Ha-Ha'ers in nearly every place we stopped — Half Moon Bay, Monterey, Port San Luis, Ventura, Catalina Island, Redondo Beach, Oceanside, San Diego, and a few others we've forgotten along the way. By the time we got to San Diego, we'd already met a couple dozen boats and were sharing rental cars, shopping trips, meals, and evenings aboard each other's boats.

Since we had a teenager aboard, we weren't sure if we would meet too many other families. This turned out to be a non-issue — there are lots of families, children, and teenagers who do the Ha-Ha. Jacob had no trouble making friends and finding other kids to hang out with — not just during the Ha-Ha, but also in the following months as we cruised the Sea of Cortez.

Would we do the Ha-Ha again? It's not a question of if, it's a question of when!

— scott emmons

seeing stars at the hannig cup

The Bay has some of the most productive charity events on the West Coast, not the least of which is Sequoia YC's Hannig Cup. Named in honor of its biggest booster, club member Ted Hannig, the event started when its namesake was offered a "milestone birthday" party by fellow club members five years ago. The peninsula-based entertainment lawyer demurred, deciding that he'd rather have any event go toward giving back to the community at large. In the ensuing time, the Cup has raised almost \$225,000 for Peninsula youth charities including, but certainly not limited to, the Peninsula Youth Sailing Foundation, Marine Science Institute, Sea Scouts, juvenile cancer research, and gang abatement programs.

On June 17, sailors will race not only for the on-the-water trophy, but also for the "real" trophy for the top fundraiser, which has been won by a "virtual" boat the last few years. After a beer can-style race on the South Bay, sailors will retreat to the club for "Louis' Luau," named in honor of celebrity guest and world champion ballroom dancer Louis Van Amstel — who you may know from the TV show *Dancing with the Stars*, where he's led stars like Playboy Playmate Kendra Wilkinson, Priscilla Presley and Kelly Osbourne through the paces.

The club will be roasting a pig Hawaiian-style, and dress is tropical-casual. Tickets — ranging from \$15 to \$45 — sold out weeks in advance last year, so make sure you get your reservations into the club's Kris Butler at krisbutler@gmail.com.

—rob



Christine, Jacob and Scott Emmons nearly didn't join the Ha-Ha, but now say they'd do it again in a heartbeat.



COURTESY TED HANNIG

'Dancing with the Stars' pro Louis Van Amstel is the celebrity guest of honor at this year's Hannig Cup.

SIGHTINGS

blubber in the rigging

When racing offshore, such as in the Oregon International Offshore Race from Astoria, OR, to Victoria, BC, there are always plenty of safety concerns. But getting clobbered by a breaching humpback whale isn't usually one of them. Nevertheless that's exactly what happened to the aptly named *L'Orca* at about 9:30 a.m. on May 12, only a half-hour after starting the annual 250-mile race.

The Beneteau First 35s5 was blasting downwind at about 8 knots

with a chute up in about 18-20 knots of wind at the time. Luckily, Captain Jerry Barnes, his son Ryan and the rest of their crew were all in the cockpit when the 30-ft cetacean suddenly sprung out of the ocean only inches from *L'Orca's* starboard beam. "It hit the mast about halfway to three-quarters of the way up," explained Ryan Barnes, "and proceeded to fall forward and onto the starboard side of the boat." The entire rig came

crashing down, the toe rail sustained damage, and the starboard lifelines and stanchions were all "demolished." Souvenir pieces of blubber, as well as a barnacle, were found on deck.

According to crewman Bob Moshofsky, "After setting the chute 20 about minutes earlier, the foredeck guys had just finished stowing the jib and had come aft a few minutes before the whale hit us." Moshofsky was in the pit trimming the mainsheet when all of a sudden the whale's enormous head broke the surface and sky-rocketed up into the rigging. "I think it all happened in less than two seconds," he recalled. Humpbacks are often seen along the Oregon coast at this time of year, but this unfortunate collision was a first.

L'Orca was safely towed back to Astoria by a Coast Guard 47-ft motor lifeboat out of Station Cape Disappointment, WA. No one knows how badly the whale was injured, other than its scrap from the rigging, but Guardsmen who responded doubted that the incident would cramp the style of the humpback, which probably weighed close to 20 tons. Goes to show, you never know what surprises await you out in Mother Nature's watery playgrounds.

— andy

jeanne socrates, circumnavigator

Around 11 a.m. GMT on May 6, Jeanne Socrates officially completed a full circuit around the globe aboard her Najad 380 *Nereida*. "We sailed over our track down to Cape Town from Lanzarote, made on December 2, 2009," she wrote in an email.

Readers will recall that Socrates was just 85 miles from crossing her track out of Zihuatanejo when she lost her previous *Nereida* on a Mexican beach on June 19, 2008. After having a new *Nereida* built to her exacting specifications, Socrates set off on a planned non-stop circumnavigation from the Canary Islands in October '09, but engine troubles forced an extended stopover in Cape Town. Leaving last March, Socrates continued on to New Zealand and then Hawaii to greet the Singlehanded TransPac fleet (of which she'd planned to be a member, but couldn't make the start). She continued on to the Pacific Northwest and started her second attempt at a nonstop circuit on October 25 when she left Victoria, B.C., but a knockdown at Cape Horn forced her into port once more.

But the intrepid British grandmother wouldn't let a little thing like a busted boom stop her from continuing with her voyage. She

continued on outside column of next sightings page

angel island

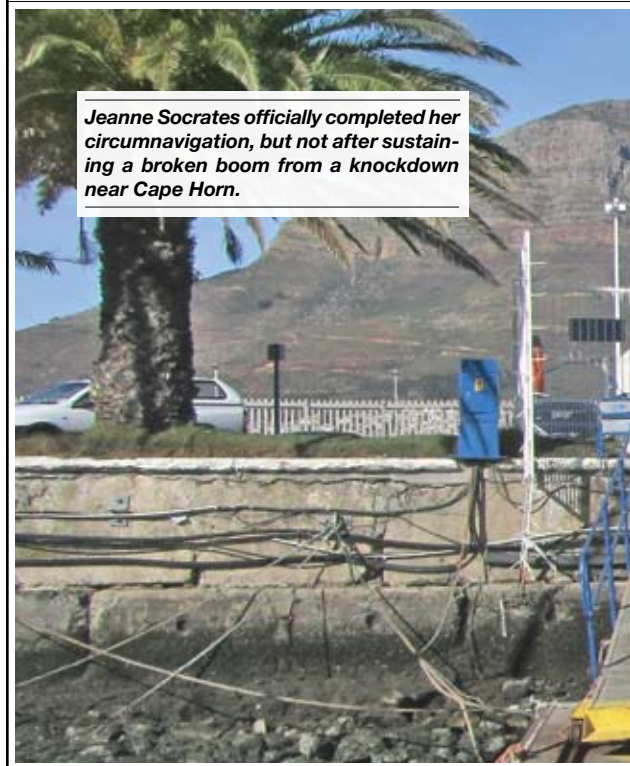
Dave and got right on it," Hastie said. Wanting to work with the park to get the field reopened as soon as possible, Dave performed all of the underwater work, leaving a considerable amount that park workers could complete on shore, thereby stretching their maintenance dollars.

"Attached to the auger is a length of new 1" chain, with a 3/4" shackle connecting it to a length of 5/8" chain that goes straight to the mooring," explained Hastie. When asked about the super-high-tech Seaflex 'snubbers' that cost

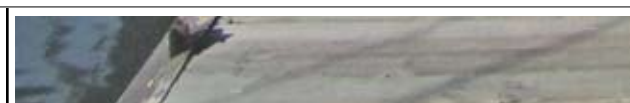


SHAWN EGGERT, USCG

If anyone doubts the story, these bits of blubber and a barnacle will serve as evidence.



Jeanne Socrates officially completed her circumnavigation, but not after sustaining a broken boom from a knockdown near Cape Horn.



— cont'd

\$1,700 each, but wound up fouling the props of several boats, Hastie replied, "They're in the garbage — I cut them up myself!" Another change is that each row of moorings is now brightly color-coded. "Boaters just need to tie their bow and stern to the same color moorings."

Overnight moorage is \$30, but you can tie to the day dock until sundown for no extra charge. Only one boat is allowed to raft to a moored boat, and that boat also must pay moorage fees. See you there!

— *ladonna*

socrates — cont'd

spent two months in Ushuaia effecting repairs, and then took off again. At 5:10 p.m. on May 11, *Nereida* pulled into the Royal Cape YC in Cape Town, South Africa, after a frustratingly slow passage from the Falklands. "Big celebrations all last evening, well past midnight," she told us. "I don't remember getting back to the boat, although I clearly did!"

Socrates says she has no firm plans other than continuing with repairs that couldn't be made during her stay in Ushuaia, as well as figuring out what's wrong with the engine that was replaced during her last stay in Cape Town. Big congratulations to one amazing lady!

You can keep up with her plans — and donate to her favorite charity, Marie Curie Cancer Care — on her website www.svnereida.com.

— *ladonna*



PHOTOS COURTESY NEREIDA

SIGHTINGS

a different kind of milk run

Many sailors have seen the elusive green flash, but we wonder how many have seen an (apparently) even rarer event: the so-called “milk sea” or “milky sea” that emits an intense glow at night. This is not to be confused with ‘regular’ bioluminescence (also known by the common but technically incorrect term “phosphorescence”), in which planktonic organisms can be excited to light up at night by boat wakes or waves breaking on the beach. In a milk sea, the whole ocean glows, often for hundreds of miles.

Sailors have been reporting this phenomenon for centuries — Jules Verne made accurate mention of it in his 1869 novel *20,000 Leagues Under the Sea* — but it wasn’t until 2005 that satellite images recorded such an event in the Indian Ocean off Somalia. An area about the

continued on outside column of next sightings page

who is your

If you’re a regular *Latitude* reader you’ve probably noticed that many of the same names make headlines and show up in racing box scores again and again. While these sailing stars certainly deserve the notoriety, in an upcoming article we plan to turn the spotlight on a lesser-known group of sailors who quietly make a dramatic difference in our sport, with little or no recognition — a group we’ll call *Latitude 38’s* Unsung Heroes.

We’re talking about folks who, out of the goodness of their hearts, volunteer

Become a citizen scientist by sharing your jelly sightings to Jellywatch.org.

PHOTOS COURTESY WWW.JELLYWATCH.ORG



unsung hero?

their time and expertise to introduce novices to our sport, mentor young people, nurture disabled sailors, endure long hours bobbing around on committee boats, or teach the time-honored skills of marlinspike seamanship.

So if you've got an 'unsung hero' you'd like to nominate to our honor roll, shoot us an email about them (andy@latitude38.com) and, if possible, a few photos, and tell us why you think they qualify for this special recognition.

— andy



The first reader to correctly identify this lovely wins a 'Latitude 38' hat!

milk run — cont'd

size of Connecticut glowed for three nights in a row. A ship transiting the area confirmed the miles of glowing water. That was just one of 235 documented sightings of milk seas since 1915. Most — but not all — were reported in the Indian Ocean and near Indonesia.

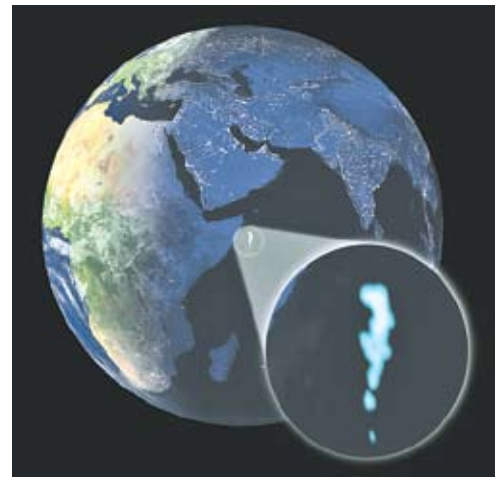
Scientists are so far at a loss to explain the phenomenon. One hypothesis is that milk seas may be caused by bioluminescent bacteria reacting with something else. "The problem with the bacteria hypothesis is that an extremely high concentration of bacteria must exist before they begin to produce light," says Steven Miller, the Naval Research Laboratory scientist who led the space-based discovery. What could cause the massive blooms of bacteria — and what they could possibly react with to form a milk sea — remain a mystery.

Have any of you readers encountered this type of 'milk run'? If so, we'd love to hear about it — and so would the researchers. Send your tales to ladonna@latitude38.com.

Coincidentally, another researcher involved in studying milky seas, Steve Haddock, let us know of another opportunity for regular joes to get involved. "At Jellywatch, we solicit reports of jellyfish sightings from ocean-goers around the world," Steve said. "Marine biologists need help to develop a better understanding of the ocean, and your readers can do that by telling us about the animals they see."

Check out Steve's "citizen-science" site at www.jellywatch.org — no registration is required — then send in your own reports on marine animals, including photos. The oceans will love you for it.

— jr



STEVEN MILLER / WWW.LIFESCILUCS.B.EDU/BIO/LUM/ORGANISM/MILKYSEA.HTML

This milky sea in the Indian Ocean was roughly the size of Connecticut.

summer sailstice moves to the estuary

For 11 years, Summer Sailstice has been encouraging sailors to celebrate the summer solstice by taking their boats out on the longest sailing weekend of the year. In the northern hemisphere, that weekend is June 18-19, and this year's Bay Area celebration is switching things up a bit by moving to the Estuary.

Encinal YC will host the event, which will feature free sailboat rides, informative booths, seminars, live music, a photo treasure hunt, and of course, the annual boat building competition — always a crowd favorite.

As if all the great stuff to do at the event wasn't enough to get your juices flowing, by registering on the event's website (www.summer-sailstice.com/sf) as a participant, you'll be entered into drawings for tons of great sailor-pleasing prizes: a \$5,000 BVI charter from Foot-loose Sailing Charters, gear from West Marine, a Spinlock Deck Vest PFD, an LED anchor light from Orca Green Marine, a Hobie inflatable kayak, and ePaint's Ecominder bottom paint are just a handful of the fantastic prizes.

Can't find an event near you? No problem! Simply register one on the site, and invite all your sailing friends to join you for the weekend. Nobody should really need an excuse to going sailing — or take off for a weekend cruise-out — but just in case you do, Summer Sailstice should be it!

— ladonna



Velella velella, or By-The-Sea Sailors, are common sights on the Pacific.

SIGHTINGS

a new class of cruisers

As we go to press, a new class of southbound cruisers is rallying around the flag. Well, burgee, actually: the Baja Ha-Ha XVIII rally burgee.

Since sign-ups for our annual San Diego-to-Cabo San Lucas began May 2, 71 boats have already signed up ranging in size from 30 to 85 feet, and hailing from as far away as Stockholm, Sweden! If you're itchin' to get away from the rat race this fall and join the fun, we'd urge you to navigate on over to www.baja-haha.com, where you can complete the online registration process in about 15 minutes.

In a nutshell, boats built and maintained for offshore voyaging that are at least 27 feet may enter, and the cost is \$375 (or \$325 if your age or your boat length are under 35). The notorious costume kickoff party will be October 23, followed the next day (10/24) by a San Diego Harbor parade and the start of Leg One. On November 3 the fleet will arrive at Cabo, and the awards ceremony will be November 5. If you don't have a boat of your own, let us remind you that *Latitude's* online Crew List (www.latitude38.com) is an ideal source for finding a ride.

— andy

Entries as of May 23:

- 1) Orcinius, Lagoon 440, John LeDoux & Lisa Danger, Vancouver, WA
- 2) MoonShyne, Catalina 42, Stephen & Bente Millard, Santa Barbara
- 3) Mykonos, Swan 44 MKII, Myron & Marina Eisenzimmer, San Francisco
- 4) Ustupu, Mary Lightfoot 31, Dan Schroeder & Sylvie Ouellette, Vancouver, BC
- 5) Papillon, Slocum 43, Dan & Kelly Freeman, Seattle, WA
- 6) Stella Maris, Hylas 46, Tom Madden, Newport Beach
- 7) Tomorrow, Acapulco 40, Richard Maure, Los Angeles
- 8) Moondance, Islander 36, Conor & Lanea Riley, Sausalito
- 9) Abracadabra, Canadian Sailcraft 36, Molly Arnold & Bryce Andrews, San Francisco
- 10) Sisu, Hans Christian 43, Christopher & Barbara Warnock, San Francisco
- 11) Bella Brisa, Tayana 37, Rich & Cathy Warner, Alameda
- 12) Mimiya, Catalina Morgan 440, Mark Koehler, Alameda
- 13) Wind Spirit, Hunter 466, Paul & Priscilla Zaro, Pt. Richmond
- 14) Solstice, Pacific Seacraft 37, John Alden, Redondo Beach
- 15) Ventured, Tartan 37, Erlin Loving, Bainbridge Island, WA
- 16) Huck, Shannon 43, Joe Rademacher & Heidi Camp, New Orleans, LA
- 17) Red Witch II, Bounty 41, Stephanie Mortensen & Robin Kirkcaldie, Santa Barbara
- 18) Destiny, 85-ft custom schooner, Mike & Dawn Hilliard, Friday Harbor, WA
- 19) Wings, Passport 40, Constance Livsey & William Ennis, Anchorage, AK
- 20) Aldebaran, Olympic Adventure 47, Rob & Lynne Britton, San Diego
- 21) Kyalami, Swan 44, Norman & Candace Thersby, Pt. Richmond
- 22) Marsha Dee, Coronado 32, Fred Coleman, Oceanside
- 23) Entre Nous, Tayana 42, Joel Tuttle, Alameda
- 24) Robin Ann, Tayana 52, Steve Hogan & Robin Barrow, Redondo Beach
- 25) Harmony, Tayana Vancouver 42, Terry & Diane Emigh, Anacortes, WA
- 26) Seychelles, Hylas 49, John Stone & Nicki Germain, Douglas, AK
- 27) Two Sheets, LaFitte 44, Reg & Phoebe Wilson, Sarnia, ON
- 28) Charisma, Tayana 37, Bob Johnson, Berkeley
- 29) Wings of the Dawn, HC 52, Robert & Sherry Bennatts, Friday Harbor, WA
- 30) Camanoe, C&C Landfall 39, Dave Satterwhite & Stephanie Esposito, San Francisco
- 31) Koh-Ring, Tayana 48 DS, Wolfgang Hausen, Sausalito
- 32) Rancho Relaxo, Islander 30 MKII, Paul Ingram, Chula Vista
- 33) Endeavor, Taswell 49, Rick & Gina Phillips, Vancouver, WA
- 34) Snug Harbor, Catalina 470, Charley & Mitzie Eddy, Alameda
- 35) Tension Reliever, Acapulco 40, Rick & Judith Rosanna Eitnearn, Chula Vista
- 36) Delicate Balance, Andrews Custom 56, Douglas Storkovich, Monterey
- 37) Sail Time, Catalina 34 Mk II, Ken & Twila Sanford, Oceanside
- 38) Hilbre, Catalina 36 MKII, John & Anita Meyer, Henderson, NV
- 39) L' Obsessive, Lagoon 450, Edward King & Aric Ludwig, Oakland
- 40) Oceanaire, Tayana 47, Garrett & Lissa Caldwell, Alameda
- 41) R & B III, Catalina 36, Brad Older & Richard Weed, Santa Cruz
- 42) Sans Frontieres, Tartan 3700, Nicolas & Jena Jonville, San Diego
- 43) Time Piece, Coast 34, John Spicher, Anacortes, WA
- 44) Cracklin Rose, Island Packet 380, Bill & Rosie Everingham, Alameda
- 45) Seascape, Passport 37, Roger Smith, Vallejo
- 46) Tranquility, Irwin Citation 34, Richard Hirscht & Cynthia Cameron, San Diego
- 47) Holo Nui, C&C 37R, Ron Wood & Mindy King-Heard, Huntington Beach
- 48) Rumba, Hunter 40.5, Ray Firschau & Gary Chamberlain, Ventura
- 49) Companera, Tartan 3800 OC, Joel Sorum, Vallejo
- 50) Whistle Wing V, Peterson 50, Michael Chase, Honolulu, HI
- 51) Taj, Grainger 480, Peter Brown, Pt. Townsend, WA

continued on outside column of next sightings page

potter yachters

Every year, some of the more stalwart members of the Potter Yachters, a group of West Wight Potter owners (mostly), gather at Moss Landing for a weekend of 'heavy weather sailing'. The last two years have provided epic sea state and gusty conditions for these enthusiasts.

We'd been monitoring NOAA's Moss Landing reports all week, and when we arrived on April 28, the late afternoon 60-knot gusts had not abated. Elkhorn YC kindly let our fleet moor for the night in the lee of a beautiful wooden cruiser that used to belong to John Wayne.

By 10 the next morning, the wind was filling in nicely and we began jockeying for position. After a proverbial task of herding



The diminutive Potter Yachters braved 50-knot winds and heavy swell that the 'big boy's didn't dare attempt.



get mossy

cats, we finally got all six boats into formation for a photograph of the biggest fleet of small boats ever documented by KAV (Kite Aerial Video). The frame-capture documents the event that was done entirely without radio communication. What's even more remarkable is that none of the other five boats had any idea I was going to fly my kite!

We then headed north toward Santa Cruz. As the wind built to the same gusty conditions we'd been cautiously watching all week, the swell began to provide good opportunities for surfing, especially on the ride back. We didn't see many of the 'big guys' out there all weekend!

— *jerry higgins, lia (bull's eye)*

ha-ha — cont'd

- 52) Leonidas, Dreadnought 32, Tom and Ann Carr, Santa Cruz
- 53) DreamKetcher, Gulfstar 43, Rik Johnson & Robert Shea, Channel Islands
- 54) Convivia, Cal 43, Tucker & Victoria Bradford, San Francisco
- 55) Exit Strategy, Wauquiez PS40, Tom Christensen, Victoria, BC
- 56) Singularity, Mariah 31, James Dykens, San Diego
- 57) Hasta Luego, Hunter 376, Bob & Andrea Seddig, San Diego
- 58) Island Time, Pacific Seacraft 37, Jimmy Peter, Malibu
- 59) Grace, Ingrid 38, Michael Rogers & Heather Doherty, Riverton, OR
- 60) Daviana, Cal 2-30, David & Diana Burkholder, Whiskeytown
- 61) Deborah Lynn, CT-41, Steve & Debi Fisher, Reno, NV
- 62) Island Wind, Hylas 44, Ken & Heather de Vries, Vallejo
- 63) Spica, Catalina 36, Tim & Anne Mueller, San Diego
- 64) Last Resort, Catalina 470, Richard Drechsler, Marina del Rey
- 65) Tinuviel, True North 34, Barry Foster & Kathy Crabtree, Benicia
- 66) Pura Vida, Gulfstar 44 MkII, Jonathan Scarfe & Suki Kaiser, Marina del Rey
- 67) Go for Broke, Hawaii Steel 55, Stephen Arnold, Honolulu, HI
- 68) Damiana, Manta 40 cat, Roy & Marlene Verdery, Sausalito
- 69) Journey, CT-54, Dick & Tami Schubert, Alameda
- 70) Hawaiian Sol, Beneteau 58, Les & Deborah Cross, Wailea, HI
- 71) Good News, Islander Freeport 41, Thomas & Heather MacDonald, Portland, OR



Herding cats — (l to r) 'Trailer Trash', 'Lia', 'Wee Boat' 'Sarah Ann', 'Rip Tide', and 'Cat's Meow' (not shown), had a great weekend of sailing on Monterey Bay.