

Latitude 38

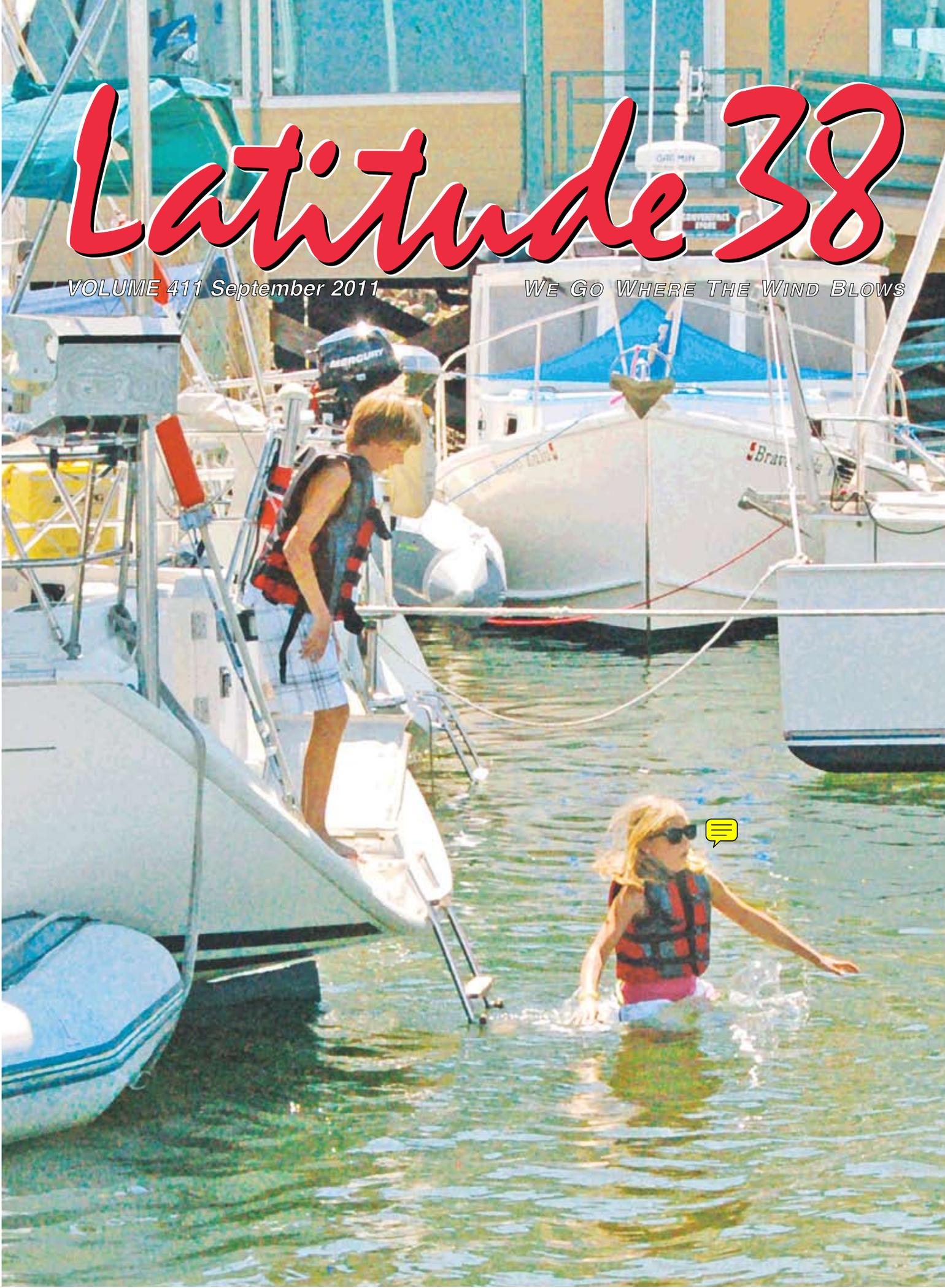
VOLUME 411 September 2011

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Latitude 38

SEPTEMBER 2011

VOLUME 411





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PHOTOS LATITUDE 38/ROB GRANT



*California Condor**

Buzz Blackett's Antrim-designed Class 40, *California Condor*, won this Spring's Crewed Farallones Race. The 58-mile race combined a breezy beat from San Francisco to the Farallon Islands and varying conditions for the reach back to the finish.

The *California Condor*, the bird not the boat, has the largest wing span of any bird in North America. The head of the mainsail on *California Condor*, the boat not the bird, measures 11-ft across. The crew reefed the sail for the windy upwind part of the race, then shook the reef, shifting gears to fly to the finish with the full main and "all purpose" Airx asymmetric spinnaker.

California Condor's entire sail inventory is from Pineapple Sails, designed and built at our Alameda loft. Each sail was carefully crafted to fit this fast and complex boat - and Buzz's plan for racing her.

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TAYANA 48 DS



2003, \$419,000

HYLAS 46



2002, \$398,000

MARINER 50 MS



1979, \$175,000

TAYANA 37



1981, \$72,500

C&C 41



1984, \$56,900

HUNTER 34



1986, \$35,000

C&C 32



1984, \$31,500

NORWEST 33



1979, \$29,500

HUNTER 31



1987, \$25,995

HUNTER 31



1984, \$25,900

ISLANDER 30



1979, \$18,900

NONSUCH 22



1987, \$17,500

NEWPORT 30



1978, \$17,000

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Cover: Austin and Brianna Borg cool off at Bethel Island's Sugar Barge during Delta Doo Dah 3D.

Photo by Latitude/LaDonna

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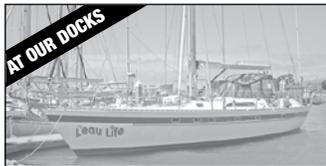
Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, 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.



TAYANA 48 DECK SALON



Tayana 54
Tayana 58
Tayana 64
Tayana 72



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1974 NEWPORT 40

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Latitude 38

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Publisher/Exec. Editor Richard Spindler richard@latitude38.com ext. 111
 Associate Publisher..... John Arndt..... john@latitude38.com ext. 108
 Managing Editor Andy Turpin andy@latitude38.com ext. 112
 Editor LaDonna Bubak laddonna@latitude38.com ext. 109
 Racing Editor Rob Grant rob@latitude38.com ext. 105
 Contributing Editors John Riise, Paul Kamen
 Advertising Sales John Arndt john@latitude38.com ext. 108
 Advertising Sales Mike Zwiebach mikez@latitude38.com ext. 107
 General Manager Colleen Levine colleen@latitude38.com ext. 102
 Production/Web Christine Weaver chris@latitude38.com ext. 103
 Production/Photos..... Annie Bates-Winship annie@latitude38.com ext. 106
 Bookkeeping..... Penny Clayton..... penny@latitude38.com ext. 101

Directions to our office..... press 4
 Subscriptions..... press14@latitude38.com press 1,4
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42' BENEATEU IDYLLE 42, '85 \$65,900
With spacious interior, this boat is excellent for liveaboard, weekend sailor or serious cruiser. Out-of-state seller wants her gone!



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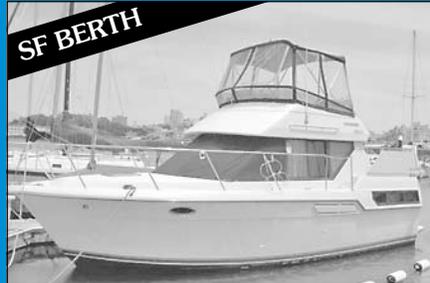
Jeanneau 40, 2005
Boat shows like new. \$169,000



36' Catalina MkII, 2002
\$112,000



Beneteau 370, 1991
\$79,000



Carver 30
\$59,900



47' Chris-Craft Commander,
1974 • \$70,000



46' Moody, 2000
\$350,000



30' Royal Systems Yacht, 1965
\$50,000 • 40-ft SF Berth



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35' J/105, 1994
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CALENDAR

Non-Race

Sept. 1, 1854 — The clipper ship *Yankee Blade* sank off Pt. Arguello — with \$3 million in gold aboard — just after leaving the Bay bound for New York.

Sept. 3 — Suddenly in Command class by USCGA at San Jose West Marine, 10 a.m.-2 p.m. \$20. RSVP, (408) 246-1147.

Sept. 3, 10, 17, 24 — 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.

Sept. 4 & 18 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Sept. 4-25 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Sept. 5 — The unofficial end of summer — Labor Day.

Sept. 6-7 — Deer Harbor (WA) Wooden Boat Rendezvous. Info, (360) 376-4056 or www.deerharborwoodenboats.org.

Sept. 7, 1835 — Charles Darwin reached the Galapagos aboard *HMS Beagle*.

Sept. 7 — Liferaft safety class by Sal's Inflatables, 3-5 p.m. at Encinal YC, just before the Mexico-Only Crew List Party (see next listing). Find out what it's really like to get into a liferaft from the water — bring a wetsuit! Reservations and \$25 deposit required for this free class. Info, (510) 522-1824.

Sept. 7 — *Latitude 38's* Mexico-Only Crew List Party & Baja Ha-Ha Reunion at Encinal YC, 6-9 p.m. \$7 (free for registered '11 Ha-Ha skippers and first mates). Info, (415) 383-8200 or www.latitude38.com/crewlist/Crew.html.

Sept. 7-28 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for less than \$20. All YCs' members welcome. More info under the 'Events' tab at www.stfy.com.

Sept. 8 — 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.

Sept. 8-11 — All-Islander Rendezvous at Cat Harbor on Catalina Island. All Islanders welcome! For details, contact Don Grass at dgrass1@cox.net.

Sept. 9-11 — Catalina Rendezvous at Two Harbors on Catalina Island, sponsored by Orange Coast College Sailing Assn. Info, (949) 294-7639 or ericwalther007@yahoo.com.

Sept. 9-11 — 35th Wooden Boat Festival in Port Townsend, Washington. "The Woodstock for wooden boat lovers." Info, www.woodenboat.org.

Sept. 10 — Marina Village Flea Market at Gate 11, 9 a.m. See www.marinavillageharbor.com for directions.

Sept. 10 — Ballena Bay YC's rockin' Island Party featuring Eric Stone. Dinner \$35, music only \$10. Info, www.bbyc.org.

Sept. 10-11 — 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.

Sept. 10-11 — Pittsburg Seafood Festival at Pittsburg Marina. Info, www.pittsburgseafoodfestival.com.

Sept. 12 — Howl at the full moon on a Monday night.

Sept. 14-18 — Northern California Fall Power & Sailboat Expo at Jack London Square in Oakland. Info, www.ncma.com.

Sept. 14-18 — Lake Union Boats Afloat Show in Seattle. Info, www.boatsafloatshow.com.

Sept. 15, 1859 — The 168-ft clipper ship *Mastiff* caught fire and sank five days into a voyage from the Bay to the Sandwich Islands (Hawaii). Everyone aboard was saved, including Richard Henry Dana, who later wrote about the event.

Sept. 15 — How to Win the Women Skippers Regatta, part of Sausalito YC's Third Thursday Seminar Series, 6:30-

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| Catalina 42 MkII, 2005 | 199,900 |
| Catalina 42, 1992 | 119,900 |
| Catalina 400 MkII, 2001 | 169,000 |
| Catalina 380, 2002 | 139,900 |
| Catalina 36 MkII, 2003 | 118,500 |
| Catalina 36 MkII, 2001 | 109,000 |
| Catalina 350, 2005 | 2 from 120,000 |

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| Catalina 35, 2003 | 133,500 |
| Catalina 34, 2007 | 129,900 |
| Catalina 34, 2005 | 92,000 |
| Catalina 34, 1989 | 54,400 |
| Catalina 30, 1984 | 26,000 |
| Preowned Sailing Yachts at Our Docks | |
| Beneteau 473 DS | \$318,500 |
| Hans Christian 43, 1989 | 145,000 |
| Moody 42, 2001 | 265,000 |
| Hunter 41 DS, 2005 | 199,900 |
| C&C 41, 1984 | 56,900 |
| Beneteau Oceanis 373, 2005 | 137,000 |
| C&C 38, 1979 | 49,250 |
| Hunter 34, 1984 | LET'S MAKE A DEAL! 34,000 |

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| C&C 32, 1980 | 32,000 |
| Hunter 310, 2007 | 79,900 |
| Nonsuch 30, 1981 | 40,000 |
| Corsair 24-750, 2006 | 39,950 |

New Ranger Tugs in Stock (base price)

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| Ranger 29 Tug, 2011 | DISCOUNTS! \$229,937 |
| Ranger 27 Tug, 2011 | DISCOUNTS! 159,937 |
| Ranger 21-EC Tug, 2011 | 49,937 |

Preowned Ranger Tugs at Our Docks

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| Ranger 25 Tug, 2010 | LET'S MAKE A DEAL! \$139,950 |
| Ranger 25 Tug, 2009 | LET'S MAKE A DEAL! 125,900 |
| Ranger 25 Tug, 2008 | 115,000 |

Preowned Power Yachts

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| Regal 19, 2008 | LET'S MAKE A DEAL! \$21,950 |
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CALENDAR

7:30 p.m. Free and open to the public. Info, www.sausalito-yachtclub.org/calendar/whats-happening.

Sept. 17 — Delta Blues Festival at Antioch Marina, 12-7:30 p.m. Free. Great boat-in venue! www.deltabluesfestival.net.

Sept. 17 — California Coastal Cleanup Day, 9 a.m.-noon. Show up at the nearest drop-in site to do your part to keep our beaches clean. Info, www.coastalcleanup.org.

Sept. 18 — Loch Lomond YC Flea Market in the parking lot of Andy's Market, 8 a.m. Info, sarahgg5@comcast.net.

Sept. 19 — Arrgh, matey! It's Talk Like a Pirate Day!

Sept. 20-Nov. 20 — Weekend Navigation course by USCGA Flotilla 14 at Loch Lomond YC, Tuesdays, 7:30-9:30 p.m. \$85. Info, (415) 519-3933.

Sept. 22 — The North Sails/Easom Rigging Lecture Series kicks off with 'Bay Tides & Tactics' by Scott Easom at South Beach YC, 7-8:30 p.m. Free. Info, www.southbeachyc.org or bill@3dl.northsails.com.

Sept. 23 — What better way to usher in the autumnal equinox than by going sailing?

Sept. 24 — Tradewinds Sailing School & Club Open House, 11 a.m.-3 p.m. Free sailing! Info, (510) 232-7999.

Sept. 24 — Martinez Marina Swap Meet, 8 a.m.-1 p.m. Info, (925) 313-0942 or slips@martinez-marina.com.

Sept. 24 — SF Maritime Park's Sea Music Concert Series aboard *Balclutha* at Hyde St. Pier, 8-10 p.m. First up: The Cutters. \$14 each (\$12 for members). Info, (415) 561-6662, ext. 33.

Sept. 24 — 15th Annual PICYA Wheelchair Regatta, a powerboat cruise for disabled U.S. veterans, followed by a picnic at Encinal YC. Info, www.picya.org.

Sept. 25 — Modern Sailing School & Club Open House in Sausalito, 10:30 a.m.-5 p.m. Free sailboat rides and snacks. Info, www.modernsailing.com.

Sept. 30-Oct. 2 — Westsail Owners Rendezvous at San Leandro YC. Guest speakers: Dave King of *Saraband* and Westsail guru Bud Taplin. Would-be owners welcome! Info, www.westsail.org.

Oct. 1 — Aeolian YC Swap Meet, 8 a.m.-2:30 p.m. Info, (510) 523-2586.

Oct. 1 — Redwood City PortFest, a free showcase of the waterfront. Live music, kids' activities, food, and beer garden. Info, www.RWCPortFest.com or (650) 306-4150.

Oct. 1 — Chula Vista Marina Swap Meet, 7 a.m.-noon. Info, boatslips@cvmarina.com.

Oct. 1-2 — 19th Annual Northern California Women's Sailing Seminar at Island YC. Info, www.iyc.org/wss.html.

Oct. 2 — 2nd Annual Seven Seas Cruising Assn SoCal Gam in Chula Vista. \$20 advance (\$10 for members). SSCA seminars and more. Info, www.sscal.org.

Oct. 6-10 — Hey sailor, it's Fleet Week, featuring the Blue Angels. Details can be found at www.fleetweek.us.

Oct. 8 — Pacific Cup Race Offshore Academy #2, the second in a series of seminars leading up to next summer's race, at Berkeley YC, 12-5 p.m. Learn about sails, electrical, medical and communications. Open to all. \$20 (\$18 for PCYC members). Info, www.pacificcup.org/seminars.

Oct. 15 — Baja Ha-Ha Welcome to San Diego Party at Downwind Marine, 12-4 p.m. Info, www.baja-haha.com.

Oct. 23-Nov. 5 — Baja Ha-Ha XVIII Cruisers Rally starts from San Diego! Info, www.baja-haha.com.

Racing

Sept. 2 — Windjammers Race. Pop the chute and head for Santa Cruz! SCYC, www.windjammersrace.org.

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| 55' Tayana, 1988, <i>Samadhi V</i> | \$249,000 | 39' Schumacher, '96, <i>Recidivist</i> | SOLD | 33' J/100, Hull #9, '05, <i>Brilliant</i> | \$92,000 |
| 52' Santa Cruz, <i>Kokopelli</i> | \$499,000 | 38' Sabre 386, '08, <i>Kuai</i> | SOLD | 33' Back Cove, '08..... | \$279,000 |
| 52' Santa Cruz, '99, <i>Renegade</i> | \$495,000 | 38' Sabre 38 Mkl, '84..... | SOLD | 32' J/32, '02, <i>Tango</i> | SOLD |
| 52' Santa Cruz, '98, <i>Hula</i> | Pending | 36' J/109, '03*..... | \$189,000 | 32' Catalina 320*..... | \$59,000 |
| 52' TransPac with IRC mods, '03, <i>Braveheart</i> *.. | \$499,000 | 36' Islander 36, '72, <i>Absolute</i> | Reduced \$40,000 | 30' Olson 30, '79..... | New Listing \$12,000 |
| 50' Bakewell-White, '02, <i>Brisa</i> | \$615,000 | 35' J/105, '01, Hull #400, <i>Lulu</i> | New Listing \$105,000 | 30' Peterson Half Ton*..... | \$27,500 |
| 48' J/145, Hull #9, '03*..... | \$675,000 | 35' J/105, '02, Hull #520, <i>Sea Room</i> | SOLD | 29' MJM 29z, '07*..... | \$269,000 |
| 48' 1D48, '96, <i>Chaya</i> | \$125,000 | 35' J/105, '01, Hull #463, <i>Trickster</i> | SOLD | 28' Alerion Express, '06*..... | \$99,000 |
| 47' Valiant, '81, <i>Sunchase</i> | \$90,000 | 35' J/105, '01, Hull #405, <i>Swoosh</i> | SOLD | 28' Alerion Express, '02*..... | \$72,500 |
| 44' Kernan, <i>Wasabi</i> | SOLD | 35' J/105, '00, Hull #347, <i>Bald Eagle</i> | \$99,000 | 28' Islander, '79*..... | \$16,900 |
| 44' J/44, '93, <i>Halcyon Days</i> *..... | SOLD | 35' J/105, '00, Hull #343, <i>Nirvana</i> | \$94,900 | 26' J/80, '01, <i>Whiplash</i> | New Listing \$32,000 |
| 44' Wauquiez 43 Pilot Station*..... | \$299,000 | 35' J/105, '99, <i>Life Is Good</i> *..... | \$74,900 | 26' J/80, '01*..... | \$32,900 |
| 43' J/130, '96*..... | \$184,000 | 35' J/105, '92, Hull #44, <i>Orion</i> | SOLD | 26' J/80, '04, <i>Heart Attack</i> | SOLD |
| 43' Custom C&C, '73..... | New Listing \$325,000 | 35' J/35, '84, <i>The Boss</i> *..... | SOLD | 26' Aquapro Raider, '02, enclosed hard top..... | SOLD |
| 40' Summit, '08, <i>Soozal</i> | \$579,000 | 35' J/35C, '93*..... | \$89,000 | 20' Melges, '09*..... | \$45,000 |
| 40' Avance, '85, <i>Caribou</i> *..... | SOLD | 34' J/34, '85, <i>The Zoo</i> *..... | \$29,900 | | |
| 40' Olson, <i>Elka</i> | SOLD | 34' MJM 34z, '05*..... | \$334,000 | | |

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CALENDAR

- Sept. 3** — 23rd Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, www.southbeachyc.org.
- Sept. 3-4** — BAYS #5 at TYC. Info, www.bayarea-youthsailing.com.
- Sept. 4** — 20th Annual Day on Monterey Bay Regatta to benefit Big Brothers-Big Sisters. SCYC, www.scyc.org.
- Sept. 7-10** — Melges Race Week. Tahoe YC, www.tahoeyc.com.
- Sept. 8-11** — 47th Rolex Big Boat Series, a highlight of the local racing season. StFYC, www.stfyc.com.
- Sept. 10** — Fall #1. SSC, www.stocktonsc.org.
- Sept. 10** — North Bay Challenge #6. VYC, www.vyc.org.
- Sept. 10** — Double Angle Race, from Monterey or Santa Cruz to Moss Landing. Info, www.elkhornyc.com.
- Sept. 10** — Laser Champs. TahoeYC, www.tahoeyc.com.
- Sept. 10-11** — Opti PCCs. SFYC, www.sfyc.org.
- Sept. 11** — Fall Series #2 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.
- Sept. 16-18** — Express 27 Nat'l's. SFYC, www.sfyc.org.
- Sept. 16-18** — Wylie Wabbit Inter-Galactics (Nat'l's) at Inverness YC. Info, www.wyliewabbit.org.
- Sept. 17** — YRA Summer #3. SYC, www.yra.org.
- Sept. 17** — SSS Richmond/South Beach Race for single- and doublehanders. SSS, www.sfbaysss.org.
- Sept. 17** — Fall One Design #2. SCYC, www.scyc.org.
- Sept. 17** — Fall Series #1. FLYC, www.flyc.org.
- Sept. 17** — Tuleberg Regatta. SSC, www.stocktonsc.org.
- Sept. 17-18** — Totally Dinghy. RYC, www.richmondyc.org or (510) 237-2821.
- Sept. 17-18** — Tornberg Regatta. TYC, www.tyc.org.
- Sept. 18** — YRA-OYRA Southern Cross. SRYC, www.yra.org.
- Sept. 18** — Baxter Judson #6. PresYC, www.presidioyachtclub.org.
- Sept. 18** — Jack & Jill Doublehanded Regatta. SCYC, www.scyc.org.
- Sept. 19-24** — Folkboat Nationals. CYC, www.cyc.org.
- Sept. 23-25** — Catalina 34 SF Cup hosted by GGYC. Info, www.c34.org/fleet1/index.htm.
- Sept. 24** — Singlehanded #4/Commodore's Cup. SeqYC, www.sequoiayc.org.
- Sept. 24-25** — YRA Season Closer #1 & 2. CYC, www.yra.org.
- Sept. 24-25** — West Coast Shootout for TP52s and invited 40-footers. StFYC, www.stfyc.com.
- Sept. 24-25** — Vice Commodore's Cup. HMBYC, www.hmbyc.org.
- Sept. 25** — Fall SCORE #2. SCYC, www.scyc.org.
- Sept. 25** — Fall Series #3 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.
- September, 1981** — It Was Thirty Years Ago from a *Latitude 38 Interview* with Linda Rettie (Newland):
 Singlehanded TransPac veteran Linda Rettie left San Francisco June 7, one of 11 entries in the singlehanded race to Kobe, Japan, sponsored by the Nippon Ocean Racing Club, the Slocum Sailing Society, and the San Francisco YC. Linda, sailing her Yamaha 33 *Spirit of Suntory*, was the only American entry and the only woman entry.
 She arrived back in the States on August 15 after 54 days of racing and 14 days of promotional work on behalf of her sponsor. Out of the 11 starters, Linda was sixth, nine days behind the winner Fukunari Imada.
 Choosing to sail the more southerly route, Linda passed just north of Hawaii. Her 5,500-mile journey featured good sailing mixed with extremely hot, muggy weather, a linger-

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CALENDAR

ing fever, severe lightning storms, part of a typhoon, and a neck-and-neck battle during the last 50 miles with Masato Hatanaka, during which he passed her a cup of coffee.

Crossing the finish line was the end of one adventure and the beginning of another. From the moment she stepped ashore at Portopia, the huge World Fair-type exposition, she was swept up in a flood of interviews, press conferences, guest appearances, and special events. Her sponsor, Suntory Distillery, gave her the movie star treatment, with full accommodations at the best hotels, meals, transportation — the works. Unable to afford it on her own, Linda was grateful to the sponsor, but after two weeks of "being on-call 24 hours a day," she'd had her fill of adulation.

The always-jovial Linda stopped by our offices recently to give us her story in detail. We turned on the recorder as she began to recount the highlights of her intriguing journey.

38: Well, was it worth it?

Linda: Yeah, it was worth it, but I don't think I want to do it again. Fifty-four days is a long time to be cut off . . . in a lot of ways! Ha ho ho ha.

38: Does it rate with the three or four high points of your life?

Linda: At least with the first time I got married — ha ha!

38: Did you have any close calls?

Linda: I almost hit a freighter one night — either I almost hit it or it almost hit me. That really panicked me. I also had a run-in with a lightning storm that really freaked me out, but the freighter thing was really bad.

It was in the middle of the night and I just happened to come up on deck — I guess I was about 200 or 300 miles off the coast of Japan. I saw a light just coming over the horizon. I watched it and checked the bearing, but the bearing didn't change. So I went down below and started calling on the VHF but these suckers don't answer out there — nobody answers. So I just kept watching and watching, and finally realized it was going to be really close because he was moving at such an angle that I couldn't tell which direction he was going.

At night, I ran a double headsail with double poles and the main cinched over the rail with the vang. When I realized it was going to be close, I let my pole forward and dropped the sail, then pulled the main in and started reaching up. By then I was beam-to this thing and really close! It was a real black night and all I could see was this black hull with the lights, but the lights blinded me so I couldn't see where his stern was. I could just see the white light which formed a nice circle on the water, illuminating my flogging sails. Ha ha ha ha. I don't know how fast I was going, but I must have looked like an apparition. Then the guy cut his engines. I don't think he even saw me until then, and I had my strobe on, my spreader lights on — every light in the boat!

Anyway, he cut his engines right in front of me and then I realized I was going to have to reach up around him. I reached up as far as I could — of course my other jib was poled out so my main was the only thing that was pulling. I grabbed the VHF and just started yelling at him, "Get moving! Get moving! I'm just trying to get around you!" I don't know what language he spoke, but I guess he got the message because he started his engines about the time I cleared him.

It was too close, about 20 yards or less. Too close! From then on, I hardly slept at all because I was petrified of these freighters. And of course the traffic really picked up once I got near the inland channels and waterways.

But the whole trip was really the experience of a lifetime. The trip, and then getting the star treatment, that was something I wasn't expecting. I've thought about taking up flying

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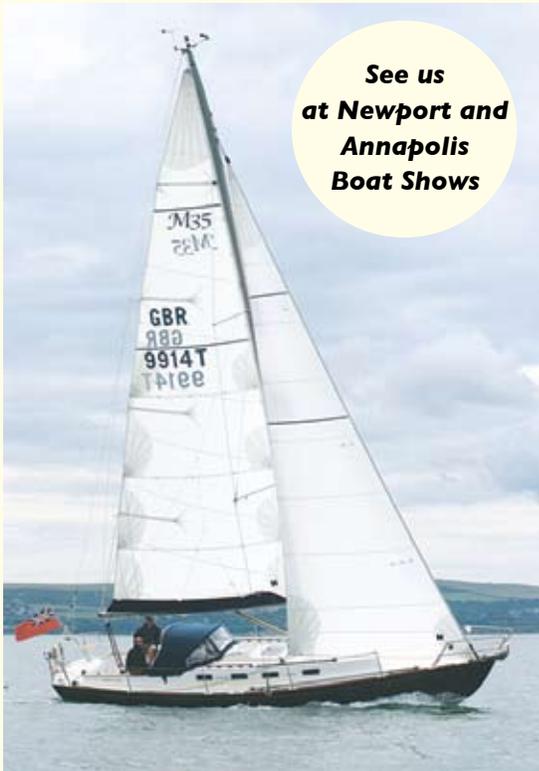
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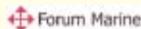


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CALENDAR

when I get bored with sailing, but I don't think I'll get bored with it for awhile. I'd like to do the next doublehanded Around-the-World Race. I want some company next time!

Oct. 1 — YRA-OYRA Lightship 2. GGYC, www.yra.org.

Oct. 1 — 31st Annual Women Skippers Regatta to benefit youth sailing. SYC, www.sausalitoyachtclub.org or (415) 381-5475.

Oct. 1 — Islander 36 Nationals hosted by GGYC. Info, www.islander36.org/11race.html.

Oct. 1 — Jack & Jill Regatta. CPYC, www.cpyc.com.

Oct. 1 — Small Boat Summer. EYC, www.encinal.org.

Oct. 1 — Doublehanded Race. TYC, www.tyc.org.

Oct. 1 — Around the Brothers Race. RYC, www.ryc.org.

Oct. 1 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 1 — Fall #2. SSC, www.stocktonsc.org.

Oct. 1-2 — Leukemia Cup Regatta, PHRF and one design racing to benefit the Leukemia & Lymphoma Society. Hosted by SFYC, featuring keynote speaker venture capitalist John Doerr. Info, www.leukemicup.org/SF.

Oct. 2 — Chowder Series #1. BYC, www.berkeleyyc.org.

Oct. 2 — Singlehanded Race. TYC, www.tyc.org.

Oct. 2 — El Toro Stampede. RYC, www.eltoroyra.org.

Oct. 2 — Fall Series #2. FLYC, www.flyc.org.

Oct. 8 — Joan Storer Regatta. TYC's women skippers' race. TYC, www.tyc.org.

Oct. 8-9 — Belvedere Cup. SFYC, www.sfyj.org.

Oct. 9 — Chowder Series #2. BYC, www.berkeleyyc.org.

Oct. 15-16 — SSS Vallejo 1-2, a mellow way to end the shorthanded season. Info, www.sfbaysss.org.

Oct. 15-16 — Jessica Cup, fleet racing for big woodies. StFYC, www.stfyj.com.

Oct. 21-23 — IOD Team Regatta. SFYC, www.sfyj.org.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Griller: 9/9. Matt Schuessler, (925) 785-2740 or race@bbyc.org.

BAY VIEW BOAT CLUB — Monday Night Madness: 9/5, 9/19, 9/26 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights through 9/29. Info, www.beniciayachtclub.com.

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

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intracub only, typically in Laser Bahias and JY15s. Email Gary 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 Twilight Series: 9/9, 9/23. Chris Hanson, (510) 301-2081 or rearcommodore@encinal.org.

FOLSOM LAKE YC — Wednesday nights: 9/7, 9/21. Info, www.flyc.org.

ISLAND YC — Friday Night Twilight: 9/16. John New, (510) 521-2980 or iycracing@yahoo.com.

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

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

RICHMOND YC — Wednesday nights: 9/7, 9/21, 9/28. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Thursday Night Kiting Series: 9/1,



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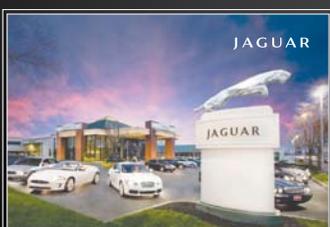
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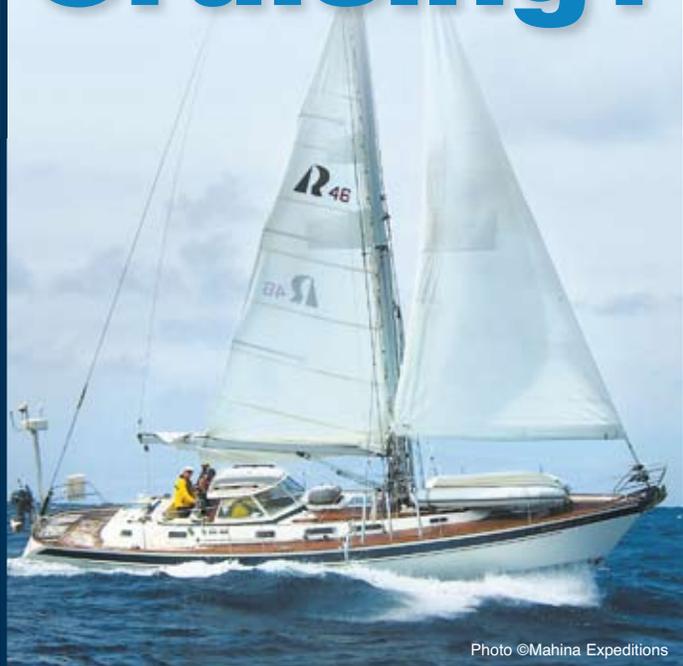


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CALENDAR

9/15. Friday Night Windsurfing Series: 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 Summer Sunset Series: 9/6, 9/20. 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, May-October. Roger Herbst, rogerlaser@yahoo.com or (408) 249-5053.

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.

September Weekend Tides

| date/day | time/ht. HIGH | time/ht. LOW | time/ht. HIGH | time/ht. LOW |
|----------|------------------|-----------------|------------------|-----------------|
| 9/03Sat | 0450/4.5 | 0943/2.3 | 1617/6.3 | 2308/0.2 |
| 9/04Sun | 0617/4.3 | 1052/2.8 | 1718/6.2 | |
| | LOW | HIGH | LOW | HIGH |
| 9/05Mon | 0023/0.2 | 0744/4.4 | 1213/3.0 | 1826/6.0 |
| 9/10Sat | 0450/0.3 | 1140/5.4 | 1704/1.7 | 2315/5.8 |
| 9/11Sun | 0523/0.5 | 1208/5.4 | 1742/1.5 | 2357/5.6 |
| | HIGH | LOW | HIGH | LOW |
| 9/17Sat | 0340/4.2 | 0832/2.7 | 1453/5.5 | 2135/0.9 |
| 9/18Sun | 0445/4.0 | 0915/3.0 | 1536/5.4 | 2232/0.9 |
| | LOW | HIGH | LOW | HIGH |
| 9/24Sat | 0322/0.2 | 1019/5.2 | 1540/1.8 | 2150/5.9 |
| 9/25Sun | 0404/0.2 | 1051/5.6 | 1626/1.1 | 2246/5.9 |

September Weekend Currents

| date/day | slack | max | slack | max |
|----------|-------|-----------|-------|-----------|
| 9/03Sat | 0015 | 0310/3.4F | 0634 | 0850/2.5E |
| | 1202 | 1502/2.7F | 1757 | 2115/4.5E |
| 9/04Sun | 0123 | 0421/3.1F | 0746 | 0951/1.9E |
| | 1307 | 1603/2.3F | 1858 | 2217/4.2E |
| 9/05Mon | 0235 | 0543/2.9F | 0859 | 1102/1.5E |
| | 1425 | 1716/2.0F | 2007 | 2327/3.9E |
| 9/10Sat | 0016 | 0331/4.0E | 0711 | 1017/3.6F |
| | 1311 | 1603/3.0E | 1920 | 2217/3.1F |
| 9/11Sun | 0104 | 0407/3.9E | 0749 | 1049/3.5F |
| | 1344 | 1630/3.3E | 2000 | 2255/3.2F |
| 9/17Sat | | 0206/2.7F | 0529 | 0751/2.2E |
| | 1052 | 1358/2.1F | 1644 | 2009/3.7E |
| 9/18Sun | 0002 | 0256/2.4F | 0624 | 0838/1.8E |
| | 1129 | 1443/1.8F | 1725 | 2059/3.5E |
| 9/24Sat | | 0151/4.1E | 0544 | 0844/3.4F |
| | 1155 | 1427/3.1E | 1757 | 2048/3.1F |
| | 2345 | | | |
| 9/25Sun | | 0244/4.3E | 0628 | 0925/3.7F |
| | 1233 | 1514/3.8E | 1845 | 2139/3.6F |



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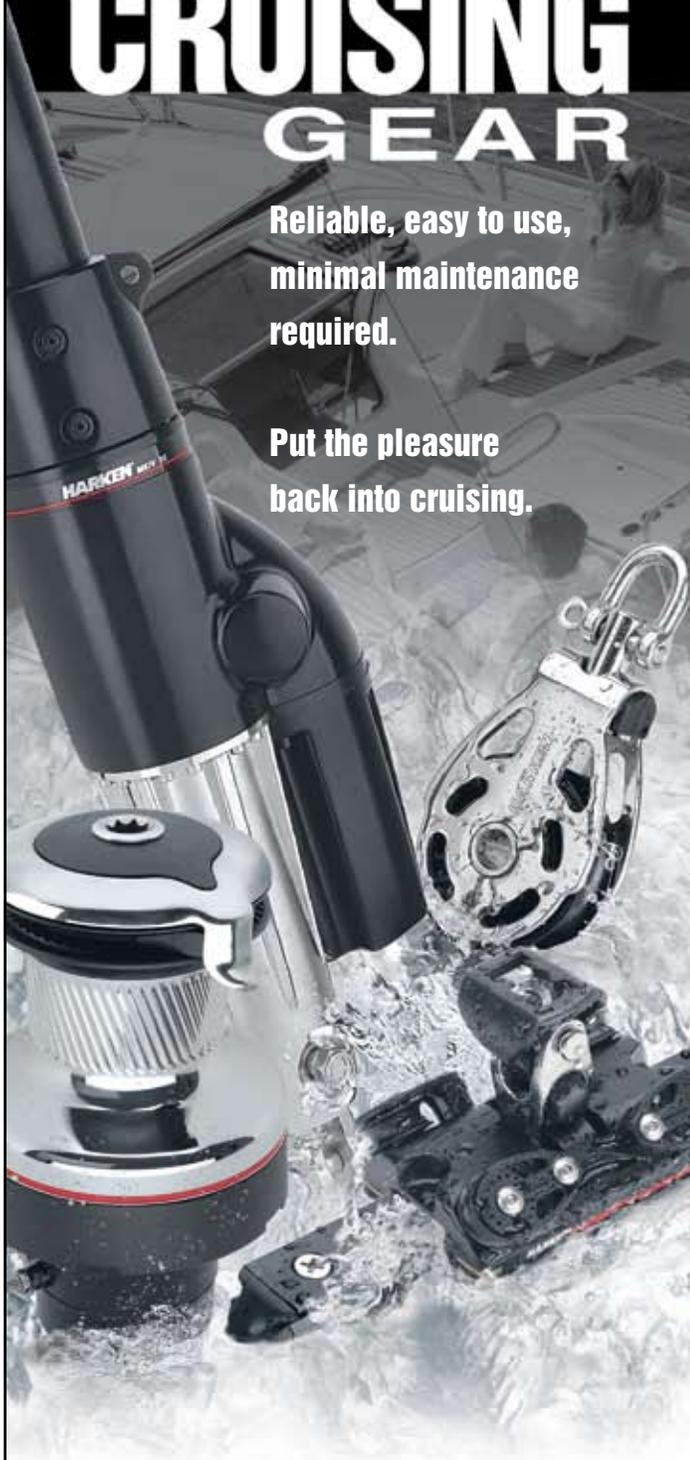


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LETTERS

↑↓ REASONABLE SAFETY FACTOR

Following the loss of two lives on the flipped Kiwi 35 *WingNuts* in the Chicago-Mac Race, and the capsizing of the 100-ft Juan K-designed *Rambler* in the Fastnet Race, I believe a community-wide discussion of the seaworthiness of such boats is overdue.

Some will say — and with merit — that life on the edge is inherently dangerous, and that danger is the price one pays for living fully. I suggest that at least some of the danger that has crept into the sport could be avoided without appreciable



CHICAGO YC

Was the 'WingNuts' accident an example of being reckless rather than just exciting?

loss of excitement, enjoyment or satisfaction.

No matter what the sport, at the grand prix-level risk is part of the game. But in many sports — NASCAR, for example — much has been done to minimize injury and death.

And yet, despite roll cages, Nomex suits, and helmets, the sport remains challenging and thrilling. Have we sailors given the same level of attention to our sport?

I'm not suggesting that we try to create a risk- (and excitement-) free activity. Simply that we should expect our boats to be engineered to a reasonable safety factor.

Will the sensations of speed, intensity and excitement be lost by the addition of a few additional pounds of steel or carbon? For some, perhaps. Danger can be thrilling. But it's one thing to enjoy the excitement of living on the edge at the grand prix-level and quite another thing when that technology and those engineering standards trickle down to the club racer-level — such as where *WingNuts* was. This puts unsuspecting crew in unnecessarily dangerous situations, ones they may not have knowingly signed up for.

Putting the world of elite sailing aside for a moment, I think the rest of us can have both: the thrill and challenge of intense high-speed action, and the assurance that the wheels of our ride won't fall off as we navigate a hairpin turn.

There is a fine line between courage and recklessness. I think people generally honor courage and disrespect recklessness.



CARLO BORLENGHI / ROLEX

I would like to see sailing continue to be honored as an exciting, challenging and responsibly pursued endeavor.

Will Hays
Mentor, Ohio

With the keel bulb on 'Rambler', as well as on other boats, having broken off, how would you feel about racing offshore on such cutting edge designs?

Will — We're not sure how your suggestion could be implemented and managed, but philosophically we couldn't agree with you more.

There is plenty of danger at the cutting edge of sailboat racing as it is, and we'd hate to see any elite sailors badly injured or losing their lives because a margin of error was shaved a little too thin in the pursuit of an additional 1/100th of a knot of boat speed. By the way, it's noteworthy that as a result of having previously broken three daggerboards, *Rambler's* new

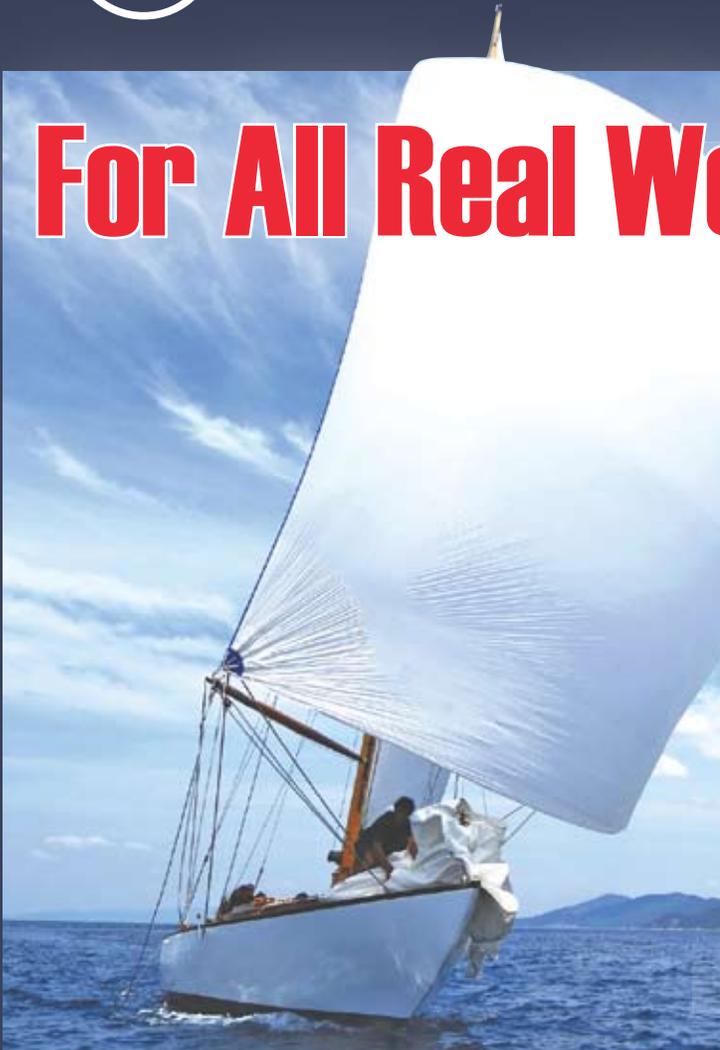


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LETTERS

ones were built three times as strong.

The Paul Cayards, John Kosteckis, Stan Honey and others at the top levels of the racing world are at least somewhat familiar with the kinds of risks they run when racing extreme boats. After all, they've not only 'been around the block' on them, they've literally been around the world on them at record speeds. The same can't be said for club racers who step aboard the likes of smaller cutting edge boats such as the Kiwi 35. We believe more novice sailors deserve to have some idea of what they are getting themselves into when they step onto edgy boats. But again, who is going to set and enforce such standards, and could they do it without insisting that everyone race Westsail 32s?

↑↓ **ON REQUIRING AUTO-INFLATE PFDs**

I was saddened to hear about the loss of life in the Chicago-Mackinac Race after the 35-ft ultralight *WingNuts* flipped and two of her crew were trapped. I think it's time for the sailing community in the United States to require that sailors wear PFDs.

My brother, who lives on the East Coast, finds the idea of PFDs to be bizarre. But with the advent of inflatable PFDs, there is no reason that they shouldn't be required in all races. These devices are not uncomfortable to wear, and they provide the most basic protection needed by a sailor.

Paul McCarthy
Lucky Duck, Wylie 34
Redwood City

Paul — Based on all the reports we've read, the crew of *WingNuts* took safety very seriously. Rather than simply carrying one GPIRB aboard, each crewmember was wearing his or her own personal beacon.



PFDs usually save lives but, in certain situations, they can kill, too.

Moreover, each crewmember was wearing a PFD, and they were all tethered to the yacht as per sailing's universally accepted best practices.

The incident seems to suggest that in cases where there might be downdrafts of 90 to 100 knots for an estimated seven minutes, even a PFD will not save you. We know it's heresy, but there is a good possibility that wearing PFDs may have contributed to the two deaths. Think about it: if you're trapped beneath an overturned

boat, an automatically inflated PFD may be the biggest obstacle to escaping.

Indeed, a few years back in a Santa Barbara to Redondo Beach Race, we rescued the three crew of a flipped trimaran. One of the three crew was badly shaken — the tri had flipped on top of him — and he said he nearly lost a life-and-death battle to overcome the buoyancy of his inflated vest in order to swim out from beneath the boat. Peter Isler, navigator on *Rambler*, reported the same difficulty when having to swim out from beneath that monstrously large overturned yacht.

↑↓ **"NOT SO FAST!"**

I say 'Not so fast!' to those who are happy to roll out the red carpet for the 370-ft Chilean tall ship *Esmeralda*, which sailed into the Bay on July 21. During Pinochet's reign, *Esmeralda* was used as an interrogation and prison ship. Many of those

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LETTERS

arrested were tortured to death on her.

I have vivid memories of an incident in the '70s when some Berkeley friends and I were hanging out at The Loft on College Ave. *Esmeralda* had come to visit the Bay with her complement of cadets and diplomats, and there had been protests. Someone ran into the bar and yelled, "Hey, the *Esmeralda* crew is having dinner down the street!"

A whole gang of us went to the upscale restaurant — now long gone — where the crew was eating. There must have been at least a dozen of these young officer cadets in lovely dress whites, ribbons and braid, and the girls sitting with them were in prom attire, every one of them



LATITUDE / ANDY

Now an ambassador, the 'Esmeralda' was once the site of gruesome torture.

a knockout. We presented quite a contrast, as if somebody had emptied a holding tank into the room.

I was pretty drunk, and for some reason did most of the talking. I made a short speech about the horrid use to which their ship had been put, and that their visit, in our eyes, symbolized inhumanity and oppression. What I do vividly remember was that when I said the word "torture," the girls looked shocked, as if somebody had slapped them. Perhaps some of the young men, too.

I don't remember many details, but there was no fight, the management was conflicted and, it being Berkeley, they never tried to kick us out. Eventually one of the cadets kind of put his arm over my shoulder and said, "Let's talk about this," and moved closer to the door. I thought he wanted to debate it on the sidewalk, but once I was out the door, he immediately retreated back into the restaurant. Some friends wanted to pound on them, but it being the non-violence phase of the '70s, I talked them out of it.

I got the distinct impression that those cadets and their dates lived a pretty good life and never heard of political prisoners or torture anywhere in Chile, let alone on their own ship. They seemed more shocked at our bad manners and discussing unpleasantness in front of their ladies than over any stench of human rights violations in their backyard.

The *Esmeralda*, even today, is not welcome in some ports. With a little head start, we could probably have kept her away from San Francisco.

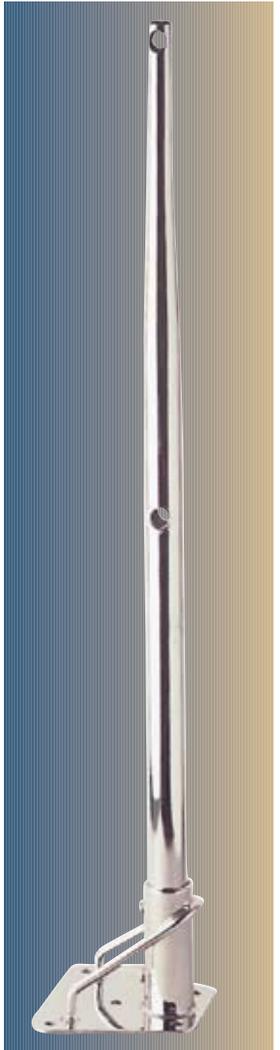
Charles Lane
 Shamwari, Tayana 37
 Castro Valley

Charles — In '00, Chileans freely elected Ricardo Lagos, heir to the Allende's socialist views, as their president. In '06, Chileans elected Michelle Bachelet, another socialist, to be their first female president. It seems to us that if either of these heirs to the Chilean Socialist movement agreed with you that the *Esmeralda* continues to "symbolize inhumanity and oppression" for the admittedly terrible things that happened aboard her 30 years ago, they would have had the ship scrapped. Since she's a Chilean ship, it seems to us that the Chileans — and particularly the Chilean Socialist leaders — ought to be the ones to decide if *Esmeralda* is a proper ambassador for their country.



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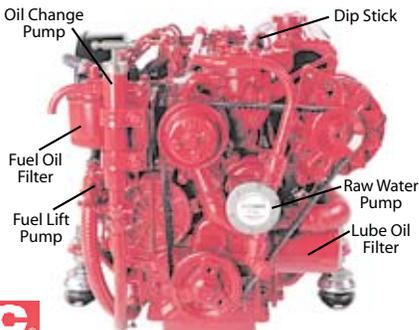
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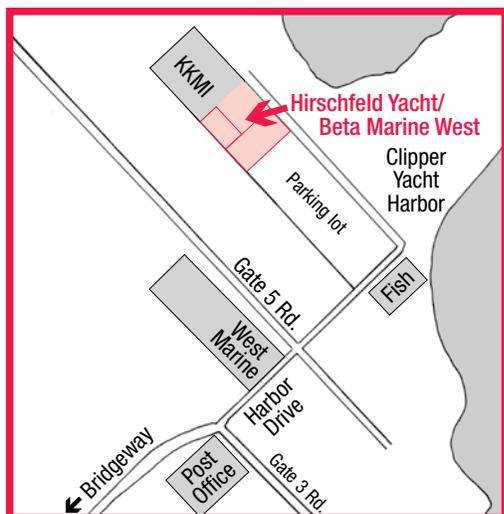
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LETTERS

↑↓ SCORE ONE FOR THE GOOD GUYS

After running the July 11 *Electronic Latitude* story about the attack against Allen and Kate Barry aboard their DownEast 38 *Mendocino Queen* in the Tobago Cays, it would be nice if you could post a follow-up. Based on a blurb in *Noonsite.com*, the bad guys might have been caught. The Mayreau Harbor Patrol reported the following to them:

"RE: Burglary Tobago Cays, 2 July 2011. Please be informed that those guys were caught about a week ago by a joint effort between Canouan and Union Island Police. They were since charged for several offences and are presently in prison awaiting trial."

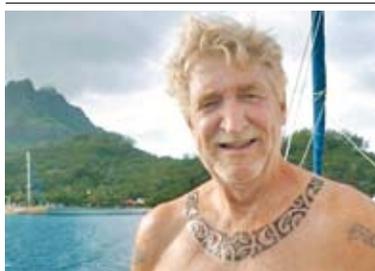
David Kory
Barking Spider, MacGregor 65
Richmond

David — The biggest surprise to us is not that the alleged thieves have been caught, but how long it took for them to be caught. After all, there are no secrets in Third World islands and villages. Everybody knows who is doing what, including who is committing what crimes. It all comes down to power politics of who gets arrested, convicted, and stays in prison. Come to think of it, in that sense it's a lot like the United States.

We think the more important thing is how, or if, the assault has affected the Barrys. Immediately after the incident, they said it wasn't bothering them, and based on the following email we received from them several weeks later, we don't think there have been any lasting effects: "We think that you [the Wanderer] should work less and sail more. I, Allen, turn 65 this year, and one of the best ways to stay healthy and fit is to live actively — as in cruising. We are currently hauled out at the Tyrrell Boat Yard in Carriacou for a bottom job and should launch in a couple of days. We hope to see you in the Caribbean soon."

↑↓ GYBE NOW OR WE'RE GOING TO HIT THE BUS!

Sisiutl's autopilot went out the first time we did the Puddle Jump, which was unfortunate because it happened before we



LATITUDE ARCHIVES

Fortunately for everyone, Bob didn't hit a bus with his boat.

added a windvane. The loss of the autopilot required us to steer 24/7.

Several days later, in the middle of the night, I had to swerve in order to avoid a Puerto Vallarta bus that appeared directly in front of my boat's bow. The bus was so clear and vivid that I could see not only the writing on its side but also the alarmed faces of passengers that thought we were going to run into them. In reality, I guess it was just my mind telling me that I needed to get some rest, so I rapped on the bulkhead and woke up my partner for her shift at the wheel.

During ocean passages I often hear outboard motors so clearly that I must get up and look around for them — even though we're 1,000 miles from anywhere.

I am still in Danga Bay, which is in Malaysia across the waterway from Singapore. We seem to have stalled here to the point that I bought an air conditioner because of the heat. We'll leave next season for an as-yet-undetermined destination.

Bob Bechler & Alexandria Bauista
Sisiutl, Gulfstar 44
Johor Bahru, Malaysia / Seattle

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LETTERS

Bob — Seeing the frightened faces of the passengers on the bus you were going to 'hit' in the middle of the ocean — that's classic.

↑↓ SEEING DOUBLE WHILE SAILING SOLO

The Wanderer asked about sailors hearing voices of people who weren't actually aboard their boats with them. It happened to me during the breezy finish of the '82 Singlehanded TransPac. I'd launched my Wylie 34 *Pegasus* just a couple of weeks before the start, and the first few days of the race had been miserably slow. But with the wind up during the last several hundred miles, my autopilot couldn't handle the boat with the chute up. I had to drop the spinnaker every night, which was, as you can imagine, frustrating.

So at dawn on July 4, I took a sun, planet and star sight — electronic navigation wasn't allowed back then! — so I knew precisely where I was. I plotted our position — my having built her, the boat and I will always be "us" — walked off the miles, and figured that I would finish in the evening on July 5, about 36 hours later. Being young, I figured I could stay awake and drive that long, thus enabling us to keep the spinnaker up and sail a lot faster. So I fixed a great breakfast, set the spinnaker, and headed for the horizon.

About 22 hours later I was really sleepy, but I figured I'd better get out the RDF — the only electronic navigation allowed back then — and get a LOP to Kauai. This would allow me to home in on the island, meaning I wouldn't have to drop the kite to take and reduce a sight. I dialed up a Kauai station, but to my dismay I had drifted to the south in a surprisingly strong current. So instead of bringing the pole aft, I had to reach hard with the pole just off the headstay — a more challenging point of sail.

Not only was I bummed, but it was hard reaching, so we flamed out every now and then. I was seriously groggy by mid-morning, by which time I was steering in human autopilot mode. In other words, my eyes were open and I was steering to the luff of the sail, which requires precision, yet I was asleep, just like soldiers who fall asleep while marching. Unaware of my surroundings, I nonetheless wasn't rounding up much at all. When I did round up, I would become aware for a bit, then drift off into la-la land again.

During the first five days of the race, which had had very light air, I'd read *Shogun*. So as I was driving on the tight reach toward the finish, Anjin-san, the 'honorable pilot' character in the book, came to me. What's more, he started giving me grief: "If you lose this race by two or three hours," he scolded me, "it will be because you let your boat drift south! Now you're hard reaching and going slow!"

The fact that Anjin-san was standing over the water at the time didn't seem to bother me. And to this day I'm not sure if I actually talked back to him or just imagined that I did. But I replied, "It's not my fault, I couldn't get fixes at night, and I was too far away to get the radio station!"

He would have none of it. "It's your fault," he repeated. "You should have been paying attention!"

I was about to reply, but then reality hit me. 'Wait a minute,' I thought to myself, 'I'm in the Singlehanded TransPac, what's this guy doing here?!' The realization hit me so hard that I was shocked awake — as which point Anjin-san disappeared. It was weird! But it was also so real!

The shock made me think, "You know, I ought to be able to see the island now." I stared ahead, and sure enough, the cloud ahead of me looked different . . . and there the island was beneath it! It was off in the distance and hours away, but there was dirt beneath that cloud. From then on, I was



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 - 2002 32' J/32 **SOLD**
 - 2010 31' J/95 **SOLD**
 - 2006 30' J/92s \$95K
 - 1993 30' J/92 **SOLD**
 - 2003 28' Corsair F28R Tri \$63K



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(2) 2004 35' J/109's
Blue Crush \$192,000
Duster II \$189,900



2001 35' J/105 Javelin \$103,500
2007 J/105 Last Dance \$135,000
2001 35' J/105 Ondine \$109,500



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- POWER.....**
- 2000 43' Grand Banks EB \$329K
 - 2005 38' True North 38 \$340K
 - 1996 31' Albin TE **SOLD**
 - 2009 30' Raider RIB 9m \$65K
 - 2006 29' Back Cove 29 \$149K
- SOLD: Boats sold as of Jan 2011**

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LETTERS

so wired that I had no chance to be tired.

I finished just before sunset, and had won a bet, so I kept getting free drinks all night. But I still never got tired. I went to sleep around 1 a.m. to the sound of the frogs in the gentle rain, then woke up before dawn — completely refreshed.

For many years after, I had this feeling that I hadn't been alone out there, and that Anjin-san had really been there. I know he wasn't, but the feeling of certainly was so incredibly strong! Nor could I ascertain if it was a hallucination or just a dream.

Four years later, I again drove for the same final 38 hours of the '86 Singlehanded TransPac aboard my Olson 30 *Francis Who?*, but wasn't as tired and didn't have any hallucinations whatsoever. I didn't have the same conditions for the '92 Singlehanded TransPac, so I didn't have to drive my Newland 368 *Pegasus XIV* as much in the end. Besides, by then I was an old guy at age 36.

I've never had any other hallucinations or dreams like that since.

Dan Newland
Pegasus - Pegasus XIV
Port Townsend, WA

Readers — For the record, Dan, with or without the assistance of Anjin-san, was the overall winner of all three of the Singlehanded TransPacs in which he raced.

↑↓ZEN SAILING IN THE DELTA

I enjoyed reading Greg Carter's August issue letter about watching the Wanderer Zen sail the Olson 30 *La Gamelle* on the Oakland Estuary. I have owned my Pearson 26 *Midnattsolen* since she was brand new — in fact, still on her cradle — back in '76. She is now still pretty much as she was back then, as I have not added a self-tending or roller furling jib. Nonetheless, she is a pleasure to sail. The extra work involved because I don't have a self-tending or roller furling jib is no work at all, but rather adds to my enjoyment of sailing her. After all, how many thousands of years had man been sailing the 'old-fashioned' way before self-tending jibs, roller furling, engines and the like?

We sailed *Midnattsolen* on the Bay for many years but are currently based out of the Delta. In fact, I work at a marina that is almost exclusively populated by large powerboats and wakeboard boats. The channel from the marina to 'fast

COURTESY MIDNATTSOLEN



In addition to being a Zen sailor, William is also a member of the Over 30 Club.

water' is just under one mile in length. My dog CC and I tack out the channel, waving at all the boats driving by us. CC is always decked out in her PFD, sitting in the cockpit, watching the boats going by and the dog walkers on the levee, and listening to the classical music wafting up from the cabin. Life is good. Whether we sail for an hour or three, it is time well-spent that no motorized boat driver could ever appreciate.

The satisfaction one gets from executing a perfect — well, almost — tack and then setting up for the next one is worth the little extra 'work' involved. The more tacks you make, the easier they become, and the more fun you have. This also builds confidence in your sailing ability.

Sailors should never forget that they are on what is, first

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LETTERS

and foremost, a sailboat. As such, they should be able to do everything under sail. Motors are great when they work, but that's something they don't always do. In fact, they tend to



LATITUDE / RICHARD

William, this Zen shirt is for you.

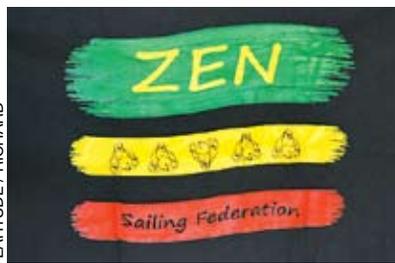
stop working at the most inopportune times. If you have practiced your sailing, you will be able to calmly handle the non-motor situation with ease. The more you practice sailing, the more fun you will have sailing, and the more sailing you will do.

By the way, the Delta is a great place to hone all sorts of sailing skills. It is for the most part a very forgiving place to sail, and as an added bonus, the water is warm in the summer. It's a great place to try anchoring under sail, and/or picking up and leaving a mooring under sail. And given the Delta's warm water, it's a great place to practice man overboard drills under sail. Thanks to the narrow sloughs and rivers, you get plenty of practice short-tacking, too.

But no matter where you keep your boat, the main thing is to just get out and sail. As my sainted mother always said, "Sailing is like voting: if you don't do it you, can't bitch when the motor or elected officials fail."

William Grummel
Midnattsolen, Pearson 26
Discovery Bay

William — We know, as you do, that Zen is the opposite of instant gratification, which is nothing but the sugar high of life. In fact, if we had to do it again, we wouldn't have even put a roller furling headsail on La Gamelle. We say that based on the fact that little issues have kept us from using it, during which time



LATITUDE / RICHARD

Even the back is Zen.

we discovered that we don't need it. If there's too much wind for the #4, we just drop the sail entirely. The other good news is that while Zen sailing in the Richmond Riviera, we discovered three more lines on deck — and associated gear — that we don't need for Zen sailing.

Since you're located up in the Delta and can't conveniently do the Wanderer's four-part Zen Circuit on San Francisco Bay, we'd nonetheless be honored for you to accept a Zen Sailing Federation T-shirt for your Zen-like approach to sailing.

↑↓ REACHING TOWARD ENLIGHTENMENT

I don't know if we qualify as Zen sailors but we dig where the Wanderer is coming from with the Olson 30 *La Gamelle*. It was in '03 that Terry Shrode and I returned from a circumnavigation aboard my Ericson 39 *Maverick*. We were sailing her on the Bay one day with some guests when Terry and I looked at each other and one of us said, "What's the fun in this? You can't die or anything." It was then I decided it was time to part with my beloved sloop.

We had no plans to do any more ocean voyaging, *Maverick* had a ton of gear, and was simply an overkill for daysailing and overnighting. I remembered that before our circumnavigation,

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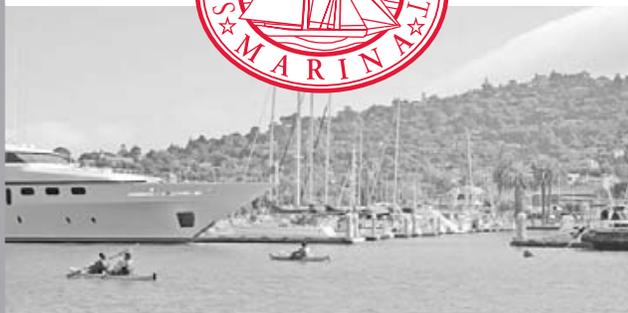
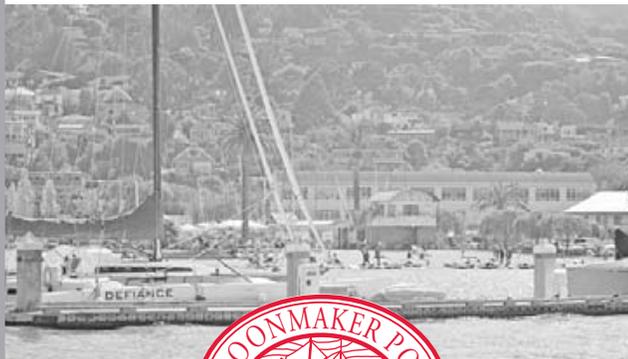
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LETTERS

I loved taking my dinghy on little mini-passages instead of limiting myself to racing. So trading down suddenly seemed alluring.

The concept Terry and I followed next was to get a well-used Catalina 22. The cost of the boat, along with things like sails, rigging, and parts, was laughable compared to that of the big boat. We knew we could put her on the trailer and get places we had never been, and also to places we're very fond of but are a bit of work to get to by sea — such as Tomales Bay. We knew nothing about the Catalina 22 design, but as 15,000 of them had been sold, we figured it must have something going for it.

There has been a downside in trading down: our Catalina 22 is appallingly — or perhaps appealingly — unmotivated to go fast. However, the only time I notice this is at the Richmond YC beer can races. We're still learning and tweaking the boat,



TONY JOHNSON

Tony and Terry (above) went from an Ericson 39 to a Catalina 22 after their circumnavigation, and haven't looked back.

however, and last week finished in the middle of the pack. We counted that a resounding success — even if it's a notch or two down from how we used to do.

But when I'm on my own on the boat on the Bay, I couldn't care less about her speed. It's weird, but we seem to get as much pleasure sailing her and working on her as we did with

the big boat. Of course, you can't rule out the possibility that we're idiots.

We've still got an outboard and carry a radio and depthsounder, so we haven't quite reached the Wanderer's state of enlightenment. Maybe some day. But it wouldn't really be Zen to make a contest out of it, would it?

Tony Johnson
Whisper, Catalina 22
San Francisco

Tony — Sailing contentment certainly isn't a contest, and Zen sailing is different for every person and every boat. Find your sailing Zen, and enlightenment is yours.

↑↓ **DECIDE TO DO IT, THEN DO IT**

With regard to the Wanderer's decision to not risk a horse race up the Baja Bash course with Hurricane *Dora*, I've got some advice. The two most important rules for a skipper are: When in doubt, don't do it. And, when in doubt, do it. These rules have stood by me as loyal friends in the cockpit.

John Boye
Tom Thumb, Havsfdra 25
Brookings, OR

John — Funny, it almost sounds like Zen, but it's not, is it? What you're really saying is that the decision you make isn't nearly as important as that you stick with it once you've made it. It seems like generally good advice, although when taken to the extreme, could come to a bad end.

↑↓ **THE BEST CRUISING VALUE THEN AND NOW**

I just finished reading about the current cost — approximately \$1,500/month — for a couple to cruise in Mexico. I thought I would compare that with our cruising for 2½ years

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LETTERS

from the Bay Area as far south as Costa Rica and back in the mid-'70s. On average it cost us \$150/month over that time period, and that included all food, fuel, maintenance and entertainment costs. Of course, there were no marina costs in the '70s because there were no marinas south of San Diego — except for the private Club de Yates Acapulco, which was \$100/day back then.

Other considerations were no insurance costs because few cruisers could afford it back then. There were no haulout costs for us, because we'd run our Piver 41 trimaran up on the beach where we'd take advantage of huge tidal swings to do a quick bottom job. Fuel? We griped about the \$1/gallon cost in California because diesel was just 16 cents/gallon in Mexico. Beer was 15 cents a bottle.

There were other bargains, too. In El Salvador, they'd repair your boat battery by cutting out a bad cell and installing a new one — for \$3. I kept getting my Timex diver's watch repaired



COURTESY COLD DUCK

Cruising, '70s style.

every three months or so because the series of \$5 charges was cheaper than buying a replacement. When it came to booze, you could buy moonshine that had been locally distilled by the Costa Rican government for \$3/gallon — but you had to supply your own bottle. And you had to mark your bottles carefully, because you used the same type of bottle to get your stove alcohol. Since the moonshine smelled worse than the stove alcohol, it was important not to mix the two.

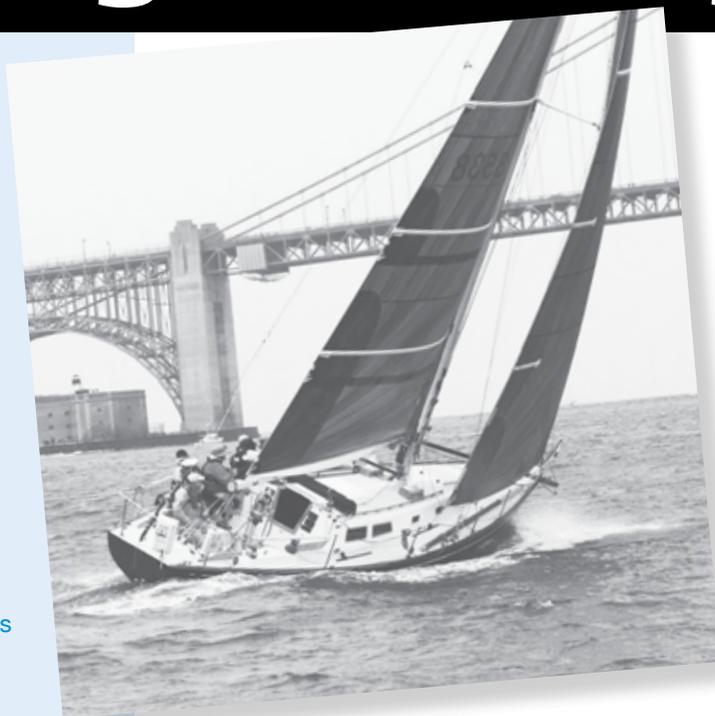
Given that inflation has raised prices by a factor of 10 — and sometimes more — I don't think cruising is any more expensive now than it was back then. Back then, you could buy a decent cruising boat for under \$20,000 — it cost us \$12,000 to buy our tri — and today you should be able to buy a good cruising boat for under \$200,000. I know the cost of extra goodies can really add to the prices of today's boat, but you can still find a decently outfitted boat for \$200,000.

For those who weren't around in the '70s, you could get a new car for \$3,000, a nice new house for \$40,000, and as I mentioned, diesel in Mexico for 16 cents/gallon. Of course, \$10,000 was a darn good salary back then, sort of like \$100,000 today.

When we returned to the Bay Area in '76, we had plans to get a rental house. If we had rental income of \$1,000/month in the late '70s, we figured we could literally live like kings while cruising Mexico and Central America. Well, we ended up getting more houses, a job, and more things to tie us down, so we never did get back to full-time cruising. However, we did take our 45-ft trawler to Cabo for four months in the '80s — and were appalled that we had to pay the Baja *panga* fishermen \$1 for each lobster. Previously, they'd been happy to give us 10 lobsters for a single *Playboy*.

We later bought a house at Mulege, near Concepcion Bay in Baja, and lived there part time for 15 years. Even though we had an 18-ft *panga*, it wasn't the same as cruising. We lament those 'old days' when our only navigation gear was a compass, a plastic Davis sextant, the star tables, and those 1889 charts made from the soundings of the *USS Ranger*.

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LETTERS

Well, I lament not being able to live those days now, but my wife says, "Are you mad?!"

Thinking that bigger was better, we got a 70-ft motoryacht to cruise the Bahamas and Caribbean a few years ago. But unlike Mexico and Central America, the waters in the Bahamas are seldom 10 feet deep. With a draft of six feet, that really sucked. Because of our draft, there were only two marinas between Miami and Key West that could accommodate us. The only way we could get into one marina in the Turks & Caicos was by churning mud at high tide. We learned our lesson, so if we ever return to the Bahamas, it will be in a vessel drawing less than three feet.

While the costs of cruising are higher now, the amenities south of the border are also much improved. And there sure are more people out cruising. Back in the '70s, there were maybe 20 boats that sailed south of Mexico to Costa Rica to escape hurricane season.

In our opinion, the \$1,500/month per couple cost of cruising in Mexico is the best cruising value you'll find for your money.

Jim & Lyn Hall
Cold Duck, Piver 41 Tri, 72-76
Slow Duck, Willard 39, '96 to present
Discovery Bay

Jim and Lyn — Thanks for that entertaining trip down cruising memory lane. Having just done another Baja Bash, and having had to skirt Sacramento Reef at 3 a.m., we have to admit that we don't miss the days of cruising south of the border with just a compass, depthsounder and broken RDF. Thank god for GPS and radar.

While there are some places — such as Southeast Asia — where it's possible to cruise happily for less money than in Mexico, we have to agree with you that Mexico still offers the best value for American cruisers. Seven reasons immediately

come to mind: 1) The people of Mexico are as wonderful as ever — and let's face it, are often more pleasant than many people here in the States. 2) A couple can cruise happily in Mexico for well below the official poverty level in the United States. 3) No matter if

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you're cruising Baja or the mainland, you can totally get away from civilization, or you can avail yourself of the pleasures, such as they are, of city life — including the nearest Costco or Costco-like store. 4) Nature is so much more accessible on a boat in Mexico than in the States. 5) You can now get internet access on your boat near almost every population center — a huge improvement over the 'old days'. 6) Good and inexpensive health and dental care is widely available in Mexico. And 7) If you need to return home to visit family and friends, it's not that long or expensive of a trip.

↑↓ COMMON SENSE GOES OUT THE WINDOW

In the July issue of *Latitude*, *Sightings* had an article titled 'Politics As Usual', which was about the prospects of SB 623 — related to copper-based anti-fouling paints — passing. What I found most interesting was the mention of the RBOC's — Recreational Boaters of California — potential hand in the

LATITUDE / RICHARD



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LETTERS

last drafting of the bill.

I thought I would share the experience the motorcycle industry has had in thinking it could outsmart the lawmakers and bureaucrats by inserting language that would make pending legislation unenforceable or unmanageable — as RBOC seems to have done. The lesson learned was that lawmakers don't really care what is practical or unpractical in the laws they sign, as implementation is rarely their concern. The bureaucrats just follow the letter of the law regardless of the outcome.

A case in point is the Consumer Product Safety Improvement Act of '08. Some U.S. motorcycle industry lobbyists and their clients felt it could be beneficial to nail Chinese manufacturers of low-cost ATVs by getting these products included in the act — even though it was unlikely that a child would ingest the lead battery terminals and valve stems of an ATV. The intent of the law was to keep toxic toys out of children's mouths, but the U.S. motorcycle industry thought they could use it to keep Chinese ATVs out of the States.

Alas, when it came time to implement the new regulations, logic and reason had no bearing. If there was lead in the product, and it was designed for a child, then the products were *verboden*. Lawmakers threw up their hands and claimed they could do nothing, that it was up to the Consumer Products Safety Commission to properly implement the new rules.

As for the CPSC, they claimed that they couldn't interpret the rules; they could only implement the law as passed, and their rules came from a rigid interpretation of the law. So on February 10, 2010, dealerships holding these products in inventory, and manufacturers with inventory, found they had a lot of unsellable items. Since that date, a groundswell of parents and dealers has managed to push back the implementation — but at considerable cost. Almost two years into the implementation of the Act, they are still operating under temporary relief though a permanent resolution is said to be in the works.

A similar situation developed a few years ago when the AQMD mandated annual smog testing for motorcycles in the same manner as is required for automobiles. Unfortunately, no equipment existed for doing the testing as envisioned by the AQMD, and AQMD issued no detailed testing guidelines that could be used to develop a process and methodology.

Based on these and other past experiences, my personal opinion is that if regulators can't figure out how to implement a new guideline, they take the most brutal and blunt force approach. If SB 623 is instituted as currently proposed, it will be impossible to manage, and they will go to the fall-back "safe alternative," which is to outlaw all anti-fouling paints for recreational vessels, regardless of whether they have been proven to be harmful or not.

By the way, a frequent government out is through the "unless proven not to be harmful" catch-all. This tasty morsel of liability gives fits to manufacturers, distributors, retailers and anyone else in the chain of supply. The risk is that someday in the future, the government will decide that what you did was unsafe, and then you are hit with damages going back in time. It's at this point that many suppliers decide it is in their best interest to pull the plug on their product rather than risk a future that they have no control over.

Richard Craig
Long Beach

*Richard — Thanks for the insight.
We attended the Port of San Diego-sponsored Eco-Friendly Hull Paint Expo at Driscoll's Boatyard in San Diego in early*

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LETTERS

August, and spoke to representatives for all the non-toxic bottom paints. The gist we got from them is that while all are making progress with their products, there is still no comparably priced non-toxic bottom coating that can compare with the efficacy of the toxic paints. We're keeping our fingers crossed that there will be rapid progress — and/or that legislators and bureaucrats use common sense — as time goes on.

↑↓ HONORING THE FALLEN MEN ABOARD USS LIBERTY

Larry Toenjes, 74, of Houston, set sail from Galveston, Texas, on April 22 aboard his Freya 39 *Liberty* bound for the southeastern Med to do what the U.S. Government has long failed to do — commemorate the lives of 34 American servicemen who were killed by Israeli forces aboard the *USS Liberty* during the Six Day War in '67. He was accompanied as far as Malta by frequent cruising crew Joe and Sherrie Wagner of an Ingleside, Texas-based Westerly

COURTESY LIBERTY



'*Liberty*' is on a journey to honor the fallen aboard the '*USS Liberty*'.

34.

Now alone in Malta, Toenjes still has 1,200 miles to go before he reaches the spot 25 miles off the coast of Egypt where the *USS Liberty*, an electronic surveillance ship, came under attack. The ship had been monitoring transmissions in international waters off the coast of Egypt when she was attacked. Larry plans to hold a memorial service at that location.

After first extensively reconnoitering the well-marked *USS Liberty*, Israeli air and sea forces suddenly began a two-hour assault, shelling, napalming and torpedoing the ship. As a result, more than 200 of the ship's crew were either injured or killed. In addition, lifeboats were shot up and stretcher-bearers machine-gunned.

A crewmember — later presented with the Silver Star for bravery — managed to repair the one antenna the Israelis had not knocked out in the first minutes, so the ship was able to send out a *mayday* that was picked up by two nearby U.S. aircraft carriers.

Two rescue flights were dispatched to the *USS Liberty* — but both were recalled by Secretary of Defense Robert McNamara and President Lyndon Baines Johnson. President Johnson later said that he didn't want "our ally to be embarrassed."



The attack on the '*USS Liberty*' remains the only such incident not investigated by Congress.

Toenjes first learned about the incident eight years ago, and was amazed at the courage exhibited by the *USS Liberty*'s crew. In fact, *USS Liberty* is the most decorated ship since WWII, and may be the most decorated ship for a single attack in U.S. history. Her captain was awarded the Medal of Honor.

Outraged at the abandonment of these men by the U.S. government, both at the time of the incident and since, Toenjes decided to do something about it. He thus began plans for the



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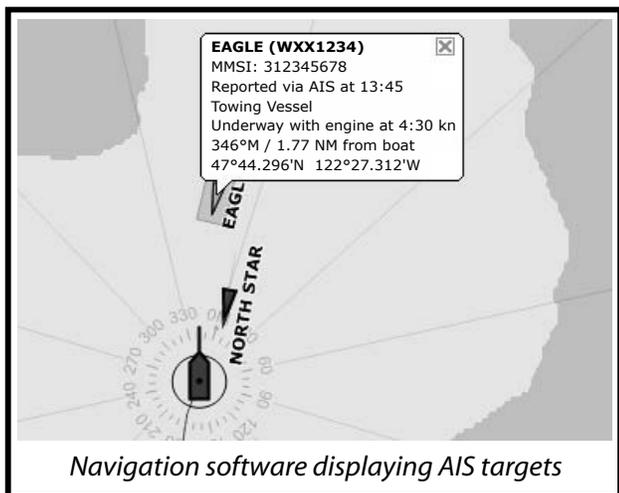
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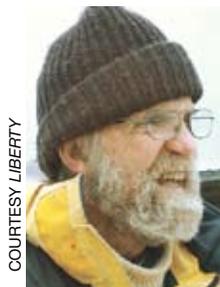
LETTERS

voyage and the memorial ceremony. As his wife, I am proud, supportive — and extremely worried. For not only has my husband faced the dangers of an ocean crossing — it took 78 days to cross the Atlantic to Lagos, Portugal, via Florida, Bermuda and the Azores — but he still has to finish crossing the Med, and he also faces possible danger from Israel.

Toenjes and USS *Liberty* veterans have requested that the U.S. government send a representative to participate in honoring the fallen, but have been turned down. They've also asked the government to demand that Israel promise not to attack Toenjes' sailboat. Since American taxpayers give Israel over \$8 million per day, this seems a reasonable request. Once again, however, it looks as if an American vessel is going to be abandoned by the U.S. government, as they've turned him down cold.

Jean Garst
Houston, Texas

Readers — Upon receiving Jean's letter, we had an interesting telephone conversation with her about her husband Larry, who she reports is in excellent health. She says that he grew



Larry Toenjes.

up in Woodland, Washington, where in addition to operating a family sawmill, Larry's father built a series of 50- to 60-ft tuna boats out of wood. His father would fish each one for a couple of years, sell it, then build another boat. Having learned boatbuilding skills from his father, Larry later built two boats of his own. One of them, a Charles Miller design, was built in Illinois and Texas in '83, and outfitted with a lot of gear salvaged from boats damaged by Alicia, the hurricane that devastated the Texas coast in August of

'83. Larry and Jean cruised that small boat all over the Gulf of Mexico, including several trips to both Mexico and Key West.

Toenjes got his bachelor and masters degrees from UC Berkeley in the mid-'60s, back when Mario Savio was encouraging students to throw their "bodies into the gears and levers of the University." After attending the Coast Guard Academy and serving in the Faroe Islands, Toenjes got his Ph.D. in economics from Southern Illinois University. A quantitative economist, he held a number of positions, including that of research professor at the University of Houston, until his retirement.

In '03, Larry sailed his *Rafiki 35 Galatea* — with the *Wagners* as crew — through the Panama Canal, over to Hawaii, up to Seattle, and farther up to Glacier Bay, Alaska. He sold the boat in Canada.

If Toenjes' cause is one that stirs you — he and Jean also traveled to Washington to march with 100,000 others to protest the start of the Iraq War — you could help by crewing with him from Malta to the site of the attack on the USS *Liberty*. Or she suggests that you can contact your Congressperson to object to the fact that the USS *Liberty* incident is the only one of its sort in the history of the United States that has never been investigated by Congress. Toenjes, by the way, has the full support of the USS *Liberty* Survivor's Association. You might also want to read the Wikipedia summary of the USS *Liberty* incident, a summary that lends credence to the suspicion that wars tend to have unintended tragic consequences.

As a fellow habitue of UC Berkeley in the days of that rabble-rouser Mario Savio, and someone who previously owned a *Freya 39*, and one who doesn't approve of opaque governing, we wish Toenjes success in his quixotic mission. For further information, contact Jean Garst at jeegarst@hotmail.com.

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LETTERS

↑↓ C'MON BABY, LET'S DO THE HARBOR HOP

I just bought a Cal Cruising 36 in Los Angeles and I intend to sail it up to San Francisco soon. I've been reviewing all the options, and I think the best way is for us to harbor hop up the coast. I have about two weeks to make the trip, so I'm assuming that should give me plenty of time to wait for good weather windows.

I know that some sailors recommend going offshore and basically making one big tack out and back to San Francisco, so I'd like your opinion of which method you would choose — and also what time of year would be best to make the trip. I would like to start this trip in mid-September, but could delay it if it would give me a better chance at nice weather. I have a few offshore miles under my keel, including five trips down the coast and one Ha-Ha, so I'm not a complete novice.

James Lathe
 No Name Yet, Cal Cruising 36
 Berkeley

James — Congratulations on your new boat! The 'offshore' or clipper ship route only makes sense if you're starting from Cabo or farther south, because you have to sail 600 miles or so west — or even south of west — before you get to flop back onto the other tack that will hopefully allow you to lay San Francisco.

The other consideration is that your Cal is a new-to-you boat, and hundreds of miles offshore is not the place to learn about her idiosyncrasies and possible shortcomings.

The good news is that September and October tend to be two of the best months to make your way north to San Francisco. Getting WNW from L.A. to Cojo, the beautiful anchorage in the lee of Pt. Conception, shouldn't be much of a problem. You just hang there until the coast is clear for the 150 or so miles up to Monterey, after which most of any hard stuff should be behind you. Good luck!

↑↓ "YOU DIDN'T FACTOR IN THE WATER"

More than 3½ years after doing the '07 Ha-Ha, we and our Gulfstar 50 *Tropical Dance* have finally made it back to the States — although on the East Coast. Having done 26,000 miles cruising in Mexico and the Caribbean, we were surprised that you didn't mention the difference in the water in each location when making your comparison in August's 'The Sea of Cortez or the Caribbean' article. The water is so different that we believe it has to be factored in.

If you want warm water, you have to pick the Caribbean.



LATITUDE / RICHARD

Personally speaking, I only want to jump into the water if it's warmer than 84 degrees. And that's hard to find in the Pacific. In the Caribbean, on the other hand, the water is always in the mid- to upper 80s.

The water in the Caribbean is insanely warm and clear.

The clarity of the water, and the amount of coral, are two other factors where Mexico can't compare with the Caribbean. I've got a photo of Reylyn free-diving in Roatan that shows the amazing visibility. And we've taken hundreds of thousands of photos of beautiful underwater reef life we never would have seen along the Pacific Coast.

On the other hand, the fishing is great in Mexico and sucks in the Caribbean. If we wanted fish for dinner when cruising on the Pacific Coast of Mexico, all we had to do was put a

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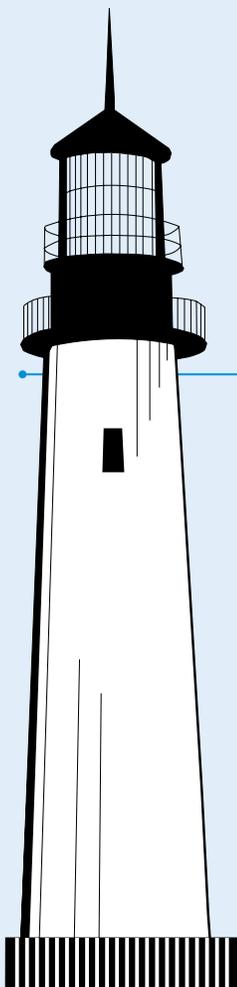
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LETTERS

hook in the water while underway, and we'd soon be dining on either tuna or mahi. (We never fish while at anchor.) But the fishing is so bad in the Caribbean that we simply put the gear away. And believe me, we tried. There just isn't much there. At least nothing to compare to the Pacific.

We loved Mexico and the Pacific Coast. We loved the Caribbean. But from the surface of the water down, they are completely different.

Dan Yarussi

Tropical Dance, Gulfstar 50

San Clemente / Currently in Brunswick, Georgia

Dan — We agree with you that the waters of the Pacific Coast of Mexico and the Caribbean are completely different. When it comes to water clarity and coral, you're right, the Caribbean has it all over the Pacific Coast of Mexico. You're also right that fishing in the Caribbean can't hold a candle to that of Mexico — at least until you get off the continental shelf, which unfortunately is often 20 to 40 miles to windward.

It's with regard to water temperatures that we're going to split a few hairs with you. The Pacific Coast of Mexico extends from 15°N to 33°N, a north-south distance of 1,100 miles. The Caribbean Sea extends from about 9°N to about 18°N, a north-south distance of about 630 miles. If you're at the same latitude in the Pacific and the Caribbean — i.e. Zihua and St. Croix — the water temperature is going to be pretty much the same. But if you're somewhere in the Pacific that's way farther north than in the Caribbean, yeah, the water is going to be significantly cooler.

But "mid- to upper-80s" in the Caribbean? We've spent a lot of time in the Caribbean in the winter and spring high



LATITUDE / RICHARD

seasons, and cool water wimps that we've become, we're sure it's never been over 81° at that time of year. Having just spent July on Banderas Bay, we know what 80° degree water feels like — i.e. you can stay in for hours and not feel the least bit cool — and St. Barth water isn't that warm, even in the spring.

If we had to decide where to go based solely on the quality of the water, we'd easily chose the Caribbean. But as you know, there are so many factors that make a cruising area great. As you say, it's hard not to love both Mexico and the Caribbean, which is why we're so incredibly lucky to be able to work in each location for half of each winter.

↑↓ LIVING THE DREAM

I want to thank the Wanderer and Doña de Mallorca for having me aboard *Profligate* for the trip from Cabo to Banderas Bay last fall, and for letting me stay on her on the hook at Punta Mita. Having crewed on *Profligate* opened many doors for me. Once I told people, they instantly trusted me. But I like to think my personality had a little to do with it, too.

As you know, *Profligate* was the first boat I sailed on, and after that experience I just couldn't get enough. I crewed on another boat in the Banderas Bay Blast, then for a month I volunteered on a couple of boats that daysailed out of Puerto Vallarta. I next crewed on a Skye 51 heading south, although that didn't work out. So I backpacked all over Mexico before ending up getting on the LaFitte 44 *Maya* at Marina Chahue



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LETTERS

in Huatulco. This boat, a Ha-Ha vet, took me as far south as Marina Papagayo in Costa Rica, making various stops in Salvador and Nicaragua along the way.

Humorously, Dustin Houseknecht — who also crewed on *Profligate* for the trip from Cabo to Banderas Bay, and stayed on her for another month or two — was crewing on another boat, *Maja*, covering the same ground as I was. Our two boats, *Maja* and *Maya*, actually buddyboated.

I later boat-sat for a six weeks in Bocas del Toro, Panama. From there, I took weekend trips to Escudo de Veraguas, Bluefields, Bastimentos and Zapatillas. It was all like living the dream. In fact, I think I'm still dreaming.

I actually learned the most and had the most fun on a Nordhaven 55, the owners of which I met when they needed line-handlers to go through the Panama Canal. I joined their crew and did watch-standing, cooking, cleaning, line-handling, anchor-handling — and yes, even navigation! We crossed the Canal, cruised to San Blas, Jamaica, the Bahamas and Florida. We also made contacts with racers during this time, especially in Jamaica, so we went out sailing on numerous occasions.

I'm back in London now, but I'm thinking that I may start cruising again next year — but this time in a paying position. If you have any recommendations, please let me know. I have a big student debt that I need to clear, and think that there is always great earning potential for the right candidate in the boating world. At the same time, it would be great to earn money where I'm most happy, which is at sea!

Anna Mascaro Fredriksson
London

Anna — Great to hear from you! And my, didn't you get around to see a lot of the world in a short time? Well done.

The global economy being what it is, paying crew positions aren't as common as they used to be, but there are always openings for the better candidates. The single biggest event in the Atlantic/Caribbean is the ARC or Atlantic Rally for Cruisers, which starts from your old stomping grounds of the

Canary Islands in late November. All 225 boat slots are filled every year, so you can imagine the crowd that gathers in Las Palmas about three weeks before the start of the event. We're not sure if there will be any paying positions, but there is no better place for you to begin networking for the Caribbean. And the sail across the Atlantic — nearly 3,000 miles — is usually one of the sweetest in the world.

Once you get to the Caribbean, we suggest you migrate toward the big yachting centers of St. Martin and Antigua to see if you can catch on with a boat in either of those places. Just before Christmas

— right after the ARC — is when most crews are finalized for the charter season. Those two places — English Harbor and Simpson Bay Lagoon, to be precise — are the big centers for paid crew positions, and they've got crew bunkhouses and other crew services well-established.

If you do make it to the Caribbean this winter, there are three events you certainly don't want to miss: The St. Barth Bucket (March 22-25), the Voiles de St. Barth (April 2-7), and the Antigua Classic Regatta (April 19-24). Those are tremendous opportunities for networking in the sailing world, not only be-



LATITUDE / RICHARD

Anna has really gotten around since crewing aboard 'Profligate'.

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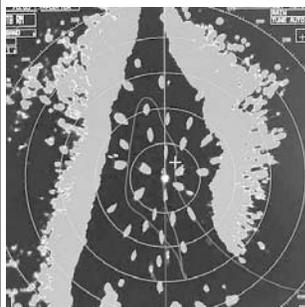


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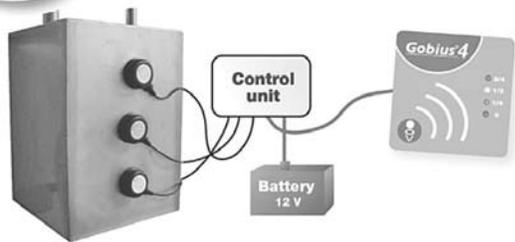
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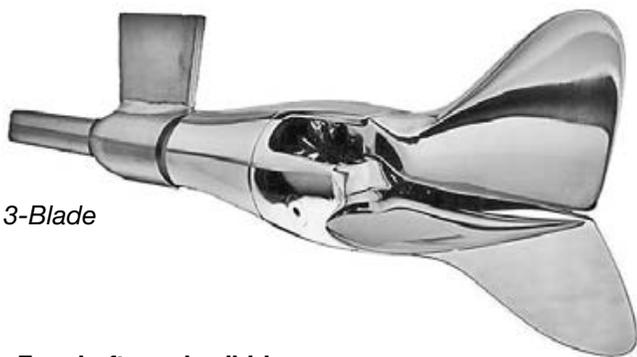


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LETTERS

cause you'll meet many of the core people in the industry, but also because it's near the end of the season, and many boats need new crew to head for the Northeast, the Med or Panama. If you do all three events, we can assure you that by the end of the Classic you'll know just about everyone.

Some readers may be interested in how Anna got on Prof-ligate. She'd been 'couch surfing' in San Jose del Cabo when last year's Ha-Ha fleet arrived in Cabo, so she came down to the docks and started inquiring about crew positions. We'd already picked up two young guys — Dustin Houseknecht and George Fuerst, both of whom had done the Ha-Ha — for the trip to Banderas Bay, so we needed a little estrogen, and signed on Anna, too.

One of the most entertaining aspects of cruising with folks in their 20s is following their various romances. For example, Dustin and George met two visiting Italian girls on the beach in Punta Mita, and two relationships bloomed. When the girls left, arrangements were being made for "our boys" to visit the girls in Rome later in the spring. We wonder whatever happened to all that.

↑↓ **"I'M NOT A RICH ROCK STAR"**

I wanted to thank you for putting our discussion about Kendall 32s in the *Changes* section of *Latitude*. It was really nice of you. The only — funny — problem now is that every Westsail 32 owner in California is trying to sell their boat to a "rich rock star." Alas, I'm far from rich.

But I did learn about a Westsail that I've become interested in, so hopefully I can sell my Vancouver 25 soon. In fact, I'm going to take out a *Classy Classified* for her today.

Jonny Kaplan
Opah, Vancouver 25
Marina del Rey

↑↓ **PAKELE IS FOR SALE**

After circumnavigating — and being listed on *Latitude's* Circumnavigator's List — and participating in the '09 Singlehanded TransPac, I've done about all I want with my Islander 36 *Pakele*. Having spent the last three years refurbishing her, I find that it's time to move on to other boating activities.

I know that *Latitude* played a role in the sale of the Islander 36 *Geja* in the Med, and thought you might mention something



LATITUDE / LADONNA

in the magazine about my plans to sell my boat.

Gary Gould
Pakele
Islander 36
San Diego

Gary — We're happy to give anyone who has done a circumnavigation a free mention

that their boat is for sale. You obviously know your boat well, so interested people can contact you by email at gagould@gmail.com.

↑↓ **ADD BOW FLARE TO REDUCE PITCHPOLES**

As an aerospace marine engineer — recently retired — and an avid reader of *Latitude* for years, I would always open my *Latitude* straight to the exploits of Max Ebb and Lee Helm. In reference to Lee Helm's comment in the July issue regarding

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Mike has cruised the South Pacific, Hawaii, West Coast, Canada and Alaska. Many of those miles were singlehanded. He is a former sailing instructor. He has owned and upgraded the same C&C 38 for over 30 years.



Sausalito – David Forbes

295 Harbor Dr. • (415) 332-0202

In addition to teaching all levels of boating, David has captained various vessels from 40'-80' throughout the Caribbean, New England, Mediterranean, and Eastern Pacific. He currently owns a Colgate 26 and is active in the SF Bay Area Racing community.



Alameda – Dan Niessen

730 Buena Vista Ave. • (510) 521-4865

Dan Niessen currently owns two boats and is an avid long distance cruiser and a certified sailing instructor.



Long Beach – Holly Scott

251 Marina Dr. • (562) 598-9400

Captain Holly has been sailing all her life and has done so all over the world. She currently holds a 100-ton Masters License and loves to share her knowledge, experience and boating humor.



Newport Beach – Tom Stallings

900 West Coast Hwy. • (949) 645-1711

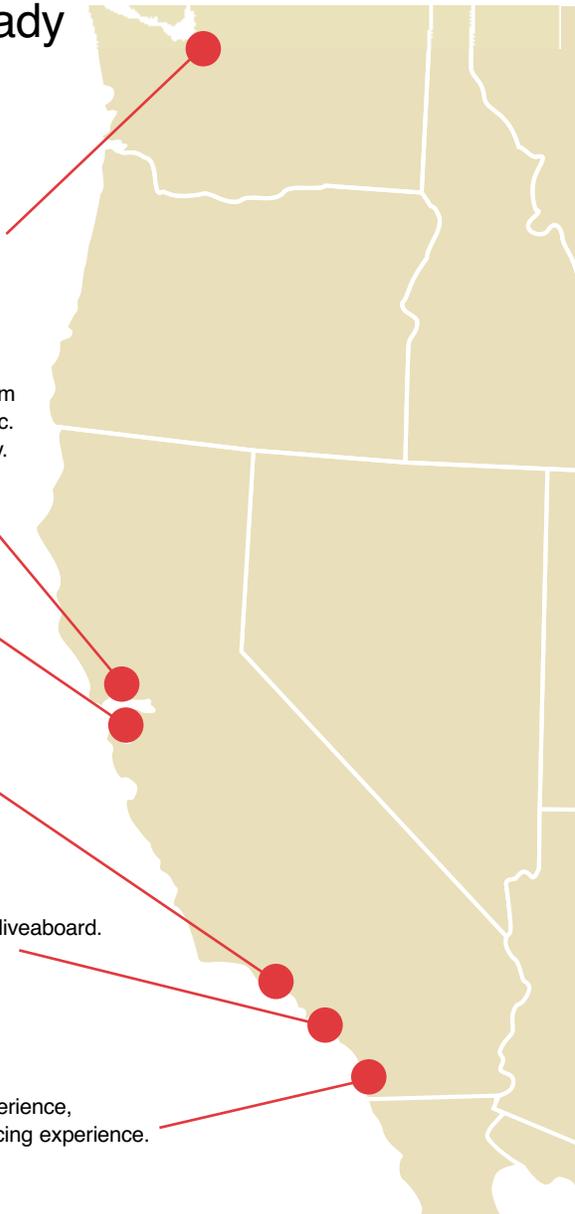
Tom Stallings has over 35 years of boating experience and is a current Dana Point liveaboard. Along with his thousands of ocean miles, Tom holds a U.S.C.G. Master License.



San Diego – Louis Holmes

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Louis has been an avid sailor for 23 years. He has over 6,000 miles of delivery experience, including two Mexico returns and a return from Hawaii, and over 10,000 miles of racing experience.



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LETTERS

the incident of the AC45 pitchpoling on the Bay. I concur with her assessment that the majority of forces are hydrodynamic, and that the conventional bow restoring-force is hydrostatic. But I think it goes beyond this point to that of the 'reverse bow' being incorporated on sailboat hulls.

The reverse bow has a stem line that slopes aft rather than forward, as on older catamarans, and rather than the plumb (vertical) bow on the catamarans of the last few decades. The reverse bow essentially has a negative reserve buoyancy to intentionally allow the bow to pierce the waves. The reverse bow is a trend that started in power catamarans Down Under with companies such as Incat, Incat-Crowthor, and Austral in ships, and with Gold Coast Yachts for smaller power catamarans in the Caribbean.

However, power catamarans are completely different beasts than sailing catamarans. As the wave-piercing bow plows into a wave, the added resistance below the vessel's center



GILLES MARTIN-RAGET

Reverse bows + tall sails = pitchpole city.

of gravity adds a bow-down pitching moment. However, on a power catamaran, the waterjet or propeller thrust line is either at the same depth or even deeper, and adds a compensating pitch up or pitch neutralizing moment. Now look at the case of a sailboat, where the thrust of the sail is high above the deck, generating a very large bow-down pitch moment. As Lee Helm notes, it's pitchpole city!

Secondly, her comment that the conventional bow restoring force is hydrostatic is not completely true. On high-speed vessels, the flare of the bow adds significant hydrodynamic lift when pushed into a wave. Remember when the original windsurfer came out, the board was relatively flat for its entire length. We used to wrap the bow in black garbage bags, and prop it on a chair in the sun with added weights on the deck. The added 'kick' warped into the bow kept the windsurfer from wanting to submarine in a manner similar to the AC45s.

It's my opinion that the restoring forces of bow flare need to be brought back in the AC72 design. I'd be interested in Lee Helm's thoughts, or perhaps those of the design teams of the AC72s. I'm sure that they read *Latitude 38!*

Steve Bailey
Los Gatos

Steve — Very interesting, and very clearly explained.

⇕⇕ COASTIES SHOULD CUT BACK ON THE RED BULL

If not for my personal experience after last year's Blue Angels' Fleet Week performance, I would have found it difficult to believe Bill Barton's complaint about outrageous Homeland Security behavior — as recounted in his August issue letter titled 'Inappropriate Coast Guard Action'.

In my case, several sailboats were sailing south along the Cityfront, just past Fort Mason. We were probably an eighth of a mile off the shoreline doing about four knots. As we passed the area where some Navy ships were docked, one of the small Coast Guard gunboats swept in between us and the ships, and started doing tight donuts at high speed. All the while their sirens were blaring and their lights flashing, and crew screamed into their hailer: "Move to port, move to

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LETTERS

port immediately!"

We all gladly complied as quickly as we could at four knots.

I understand what the Coast Guard was doing and why they were doing it. However, if they had simply parked or idled their small boat between our boats and the Navy vessels, instead of hot-dogging, and calmly and professionally given the order to move away, they would have achieved the same result without looking like complete idiots!

However, when you have a .50 caliber machine gun pointed at your face, as Mr. Barton reports happened to him, it's no laughing matter. Even if Mr. Barton was mistaken and the cargo ship that was being protected was just a mile away instead of two miles away, there was obviously no imminent threat from a day-racing sailboat flying a spinnaker. Sure, a sailboat loaded with enough explosives could be a weapon of mass destruction. However, given their inherent lack of speed and maneuverability, I doubt sailboats would be the delivery vessel of choice for terrorists.

Finally, a mile or two away is light years away on a sailboat, even if the ship was standing still. The intensity of the Coast Guard's approach was completely unnecessary and inappropriate. They could have calmly approached Mr. Barton's boat and said "Skipper, please be sure to avoid that cargo ship by at least 1,000 feet" — or whatever distance they thought was appropriate.

I suggest the Coast Guard work on training their cadets to win the hearts and minds of the taxpayers who support the Department of Homeland Security, instead of unnecessarily alienating them. Oh, and they might want to cut back on the Red Bull, too!

Bill Demeter
San Francisco

↑↓ "LET'S MAKE SOME NOISE!"

I read Bill Barton's account of being buzzed and threatened by the Coast Guard with great interest because yesterday I noticed for the first time that the Coast Guard had someone manning the .50 caliber gun on the bow of a boat patrolling the Alameda Estuary.

Since 9/11, we have seen Homeland Security dollars squandered on a variety of police and military toys, and now insult joins injury. We should not tolerate threats — implied or overt — embodied by a Coastie's hands touching the grips of those guns. We mariners are using the inland waterways of the country most of us grew up in, and there is no reason for the Coast Guard to treat us like criminals or hostile combatants. Please, *Latitude* readers, make some noise about this. If nothing else, our Congressional representatives should hear that we do not like how the Coast Guard is treating us.

Brian Ebert
Absolute Saidee (ex-*Absolute 80*), Wylie 33, Crew
Alameda

Brian — For the record, it's Congress who approved Homeland Security, oversees Homeland Security, and funds Homeland Security. We suspect complaining to Congress would be like complaining to a wall.

↑↓ THE BLUE LIGHT SPECIAL

If you've sailed in the Delta much, you may have come across the *USS Black Hawk*, a government vessel that comes in to port at Port Chicago from time to time. She must have some very important stuff onboard to warrant four Coast Guard gunboats being on patrol when she's docked.

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LETTERS

While crewing on Sam Dameron's Hunter 30 *Epiphany* in last year's South Tower Race, we picked up a couple of blue lights while we were going by the *Black Hawk*. We were then hailed on the radio, told that we were too close to the ship, and instructed to bear away to the required distance of 500 yards.

This may not seem like much of a task, but when it's after dark, you're already tired, and you're not even halfway done with an overnight race, it can be a little unnerving. Particularly since you know the .50 caliber guns are tracking you even



LATITUDE / LADONNA

The Coasties very aggressively — yet politely — patrolled Port Chicago during last month's Delta Doo Dah.

If you get close to the ship, you'll have a very big weapon pointed your way. Don't get butt-hurt and think things like 'What a waste of taxpayer money' or 'Do I really look like a terrorist?' Just move along as they ask.

I'm sorry to say that I didn't get to see the *Black Hawk* while on this year's South Tower Race — nor did I get to see the gunboats, the 'Ghost Fleet', or even the Golden Gate Bridge. What I did get to see — and experience firsthand and up close — was the dismasting of the sailboat that I was on. I'm sure glad that I've gotten that off my list of things to experience.

Dan Dallas
Sir Leansalot, Hunter 40, Crew
Stockton Sailing Club

Readers — Based on these and similar letters we have received about hands on .50 caliber guns, our readership isn't very happy with the way Homeland Security is being administered.

And as much as we dislike being skeptical once again, does anyone really believe the Homeland Security measures are anything but a wildly expensive 'feel good' fool's errand? If even a half-assed terrorist organization wanted to bring this country to its financial ankles — as opposed to its financial knees, where it currently rests — it wouldn't be hard. They'd just need 100 virgin-hungry suicidal maniacs, of which there seems to be an endless supply, plus a few homemade bombs — directions for which can be found on the internet — plus some automatic weapons purchased at local gun shows.

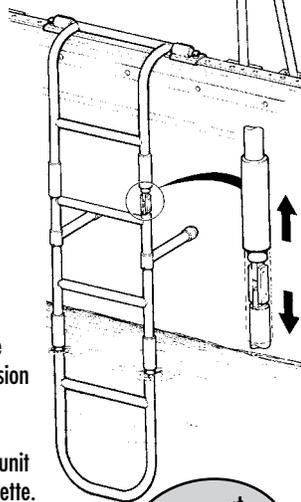
If they were so inclined, 15 such terrorists could set off backpack bombs at the 15 biggest subway stations in New York, 15 of them could set off backpack bombs at the biggest subway stations in Boston, Washington, D.C. and Philadelphia, 20 of them could create 'carmageddons' by bringing down the 20 most trafficked freeway overpasses in our 10 largest cities, and 50 more could station themselves with AK-47s at the end of runways at our busiest airports. Heck, if you're standing in the Hertz parking lot at LAX or on the top floor of the parking garage at Laurel and Kettner in San Diego, you're so close to the landing passenger jets you could probably bring one down with a Super Soaker.

The Port of Long Beach has spent well over \$1 million a month since '02 for what is supposed to be additional security.

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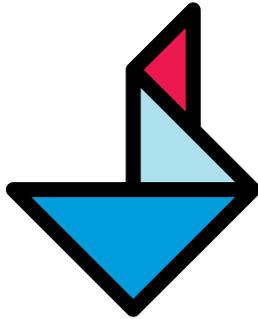
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LETTERS

But has it really done any good? After all, we all know that people and drugs are being smuggled across the border and/or up the coast in pangas from Mexico with impunity. It's as if we've got tons of security guards watching the front door and the garage door of our house, but nobody watching the windows or the back door. Real effective.

We realize providing security for the United States is a very difficult — let's face it, impossible — problem to solve. But does anybody really think that the current Homeland Security measures have any effect other than pissing off law-abiding citizens?

↑↓ TRUCKING A BOAT BACK FROM BAJA

The August letter inquiring about having a boat trucked back to the States from La Paz or Cabo brings back memories of when we did it. So the answer to the question of whether it can be done is that it's been done at least once that we know about.

It happened after our Pearson 385 *Daydreams* was damaged when Hurricane *Marty* swept through La Paz in September of '03. We were left with some tough decisions after the hurricane, as we had a great boat that needed to be repaired, but our insurance company was denying our claim. So should we have her repaired in Mexico, or bring her home where I could find the cheapest labor — me! — to repair her? We decided to truck the boat home to Nevada City from La Paz.

It was a crazy idea, but I found just the right guy — Jim, who became my new best friend — to do the job. All I had to do was get a trailer to La Paz, and Jim would tow her home. I found the trailer in the *Latitude Classy Classifieds*, and the quest was on. I modified the trailer to fit our Pearson 385 — which has an 11-ft beam — then towed it to La Paz. Once we arrived, we loaded the boat and towed it to a friend's yard, where we made final preparations for the long trek up Baja.

I would pilot for Jim and his semi as we made our way through all the military checkpoints and searches. But it turned out not to be hard, as Jim had made the trip over 60 times with lots of heavy equipment, so he knew everyone. We completed the trip home in four days, so not only did we pull it off, we did it in what seemed to be record time.

Once *Daydream* was home, it took me about a year to rebuild her. As a result, we were ready in time for the '05 Ha-Ha and several more seasons in Mexico.

Would I trailer the boat home again and repair her myself? No way! But we did get the last laugh, as our lawyer kicked the insurance company's ass. We got all our money, plus the recovery costs, plus our attorney's fees. Our guy whopped the insurance company so badly that they even waived our deductible!

A special thanks to *Latitude* for keeping our cruising dreams alive. We're still cruising, although just closer to home for now.

Joe, Melinda, Joseph & Jacque Day
Daydreams, Pearson 385
Nevada City



JOE DAY

Trucking a boat up Baja can be hair-raising, especially if you're in the pilot vehicle.

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LETTERS

Readers — It turns out that we gave everybody incorrect information last month when we reported that you can no longer have your boat trucked back to the States from Cabo, La Paz, Puerto Escondido or San Carlos. You can, although there are some restrictions.

According to Daniel Steadley of the Charleston-based Big Dog Marine, he's taken over 200 boats — mostly power — up or down the Baja Peninsula. However, because the TransPeninsular Highway is a narrow two-lane road, he and others are limited to trucking boats that weigh less than 18,000 lbs, are no taller on the trailer than 13½ feet — and here's the killer — don't have a beam of more than 11 feet. He says he can actually be sneaky and get away with a 12-ft beam, but that's the absolute limit. The charge is \$6/mile, and doesn't include the yard costs at both ends.

Wider boats have to be trucked up from San Carlos, which has a four-lane highway to the border. A couple of years ago Kiki Grossman of Marina Seca, which had been the main provider, told us that they were selling their trailer and going out of that business. It turns out they had a change of heart a few months later, and have been doing it again for the last several years. However, Jesus, who is in charge of the service, says business has been slow, as they've only delivered about 20 boats north so far this year. They have the capacity to do two a week.

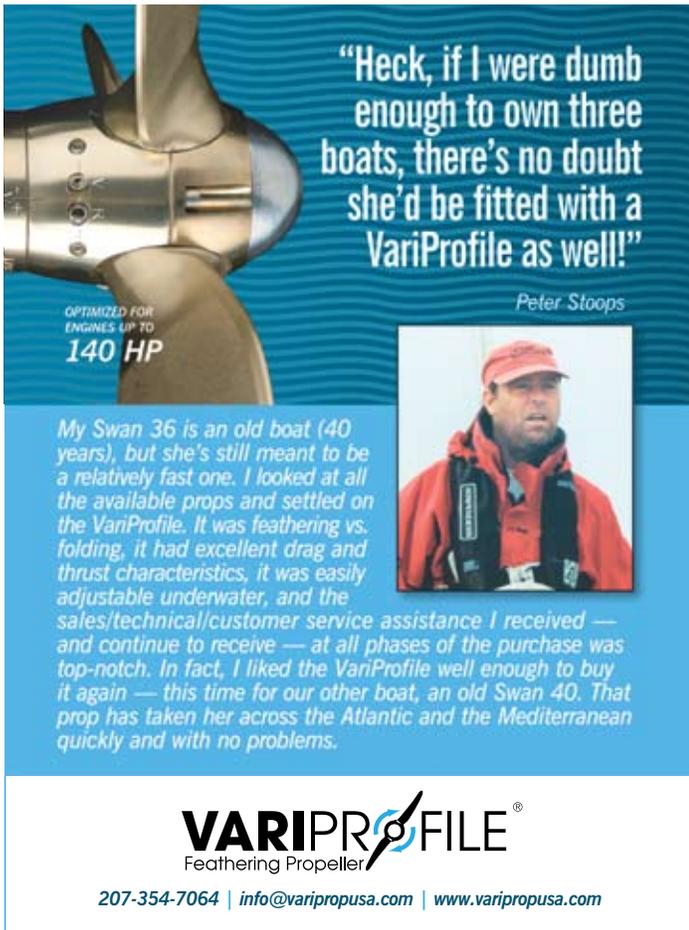
Marina Seca can truck boats up to 30,000 lbs, with a height on a trailer of 15 feet, and a beam of up to 14 feet. The service is a little complicated in that they use another company's truck and their own hydraulic trailer to take a boat to the border, where yet another truck and trailer will take the boat to her final stateside destination. Jesus said they recently had a 39-ft by 12-ft boat trucked from San Carlos to San Francisco for \$7,800, not counting the yard fees at the destination. Had the boat been wider than 12 feet, they would have had to pay an additional \$1,000 for a pilot car in California. They also shipped a 44-ft by 14-ft boat from San Carlos to Seattle for \$10,700, not counting the yard bills in Seattle.

↑↓ FIBERGLASS, A BOATBUILDER'S CURSE

When I was young, I attended the Merchant Naval Academy in Amsterdam, and during the holidays worked in my grandfather's shipyard. It was a small yard with about 10 employees. During coffee time, all the workers would gather around a long table, while my grandmother poured the coffee. Grandpa always sat at the head of the table.

On one of those occasions when I was working in the yard and had joined the team for a cup of brew, I suddenly heard my grandfather say, "I have been thinking about those plastic boats, and maybe we should build a couple." His statement was met with dead silence. Everyone thought the old man had gone crazy. Nevertheless, his yard built two fiberglass sailboats, both of them 38-ft Sparkman & Stephens designs. One of them was launched in '52 and was christened *Josephine* after one of my aunts.

About eight years ago, I was meeting a friend on Hog Island, which is just off Grenada in the West Indies. While I was waiting, I looked at the boats anchored in the bay. One of them looked so familiar that I borrowed — all right, I snatched — a dinghy that was lying on the beach to go out to the boat for a closer look. Sure enough, she was *Josephine*! She appeared to be in perfect cruising trim. The owners were not onboard, probably having gone to shore to provision. I asked around, but no one had seen the boat before, so obviously she had recently arrived from, well, who knows where? *Josephine* was about 51 years old at the time and still going strong.



"Heck, if I were dumb enough to own three boats, there's no doubt she'd be fitted with a VariProfile as well!"

Peter Stoops

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My Swan 36 is an old boat (40 years), but she's still meant to be a relatively fast one. I looked at all the available props and settled on the VariProfile. It was feathering vs. folding, it had excellent drag and thrust characteristics, it was easily adjustable underwater, and the sales/technical/customer service assistance I received — and continue to receive — at all phases of the purchase was top-notch. In fact, I liked the VariProfile well enough to buy it again — this time for our other boat, an old Swan 40. That prop has taken her across the Atlantic and the Mediterranean quickly and with no problems.

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LETTERS

Then a week ago, I had another surprise. I received an email from a friend who said that he had just spotted *Josephine* in Hawaii! Isn't that amazing? After 59 years, she's still cruising the world!

This makes me muse about fiberglass boats. The rage really didn't start until the early '70s, when Catalinas, Columbias and Cals — to name a few — started to roll off the assembly line. In the time it would take a medium-sized yard to build a steel or wood boat, each of these big companies could produce dozens of fiberglass boats. This completely changed yacht ownership, as suddenly it became affordable for those with moderate incomes, not just the wealthy.

Wood eventually rots and decomposes, steel rusts and can be recycled, but fiberglass seems to last forever. At first it was believed that fiberglass would eventually melt, or turn into powder, or that osmosis blisters would make the boat sink. None of those predictions has turned out to be true. Having been a marine surveyor for some 42 years, I have witnessed this to be a fact. By comparison, how many cars built in the '70s do we see on the road? Except for the odd one categorized as a collectible or antique, virtually none. Yet, look in the marinas, in the bays, and on the water, which are full of fiberglass sailboats built during those years.

Someday, when the earth is completely destroyed and mankind is part of history, those fiberglass boats will still be around, waiting patiently for the next intelligent species to install new machinery and rigging.

Due to the present day economy, the values of many used boats have fallen at an alarming rate. This phenomenon has been accelerated by high fuel prices and expensive moorage rates. But prices are also down because of an ever increasing inventory that exceeds demand. Marinas are already packed, and becoming more crowded as more boats keep rolling off the assembly line. Combine this with the fact that the demographics have changed. Most boats are owned by the Baby Boomers who are reaching an age where sailing no longer suits their lifestyle as well as it once did. And the newer generation is different, as they are not as interested in boating as their parents were. They are into running and cycling and, not to forget, pushing buttons on their iPads and other computer gadgets. The result of all these factors is that we are now getting to the point when there are more boats than people who want boats.

Obviously, mass production will have to come to an end. No doubt, one-offs and mega yachts will continue to be built, but the invention of fiberglass, while successful in the beginning, will soon turn out to be a curse for a large sector of the boat building industry. At least that's the way I see it.

Jan de Groot
Langley, B.C.

Jan — Actually, the first large fiberglass production sailboats in the United States were the 41-ft Phil Rhodes-designed Bounty IIs, which were built in the Bounty Building in Sausalito in the late '50s. The really big production yards were ripping by the mid- to late '60s.

Like all well-built fiberglass boats, those Bountys are still going strong. One beauty, Red Witch, is entered in this year's Ha-Ha, another that had spent a month on the bottom courtesy of Hurricane Marilyn did Antigua Sailing Week this year, and while looking at some photos of Rebak Marina in Malaysia the other day, there was the Bounty II Linda in the foreground. Some of the Bounty IIs were even built with fiberglass masts that are still in use.

We think your analysis of the boat market is reasonably

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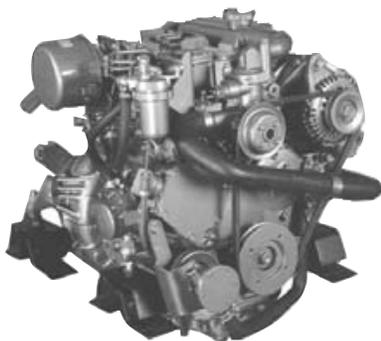


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LETTERS

accurate. Because so few of the fiberglass boats became obsolete, the supply has just kept growing — even though the big production yards mostly disappeared by the early '80s. That, combined with today's rotten economy and jobs market, means there are great bargains on sailboats. The old ones can't touch newer ones for performance, interior space, and conveniences, but they sure can be had at bargain prices. And so you see some young people going cruising on boats that cost less than cheap used cars.

So whatever happened to grandpa's yard?

↑↓ THE WANDERER MAKES ME LOOK SANE

I want to thank the Wanderer for having three boats. It makes my having two boats somewhat acceptable to my family and friends, who think I'm weird to have one boat and out of my mind to have two.

But hey, the Islander 36 is my Bay Area condo in wonderful Alameda, a great place to stay when Nana babysits the grandchildren or we decide to partake of the Bay area 'cultcha'. It also gives us a break from the Central Valley heat — although we are liking our new repo house with its nice swimming pool. Plus, the Islander 36 is a great sailing boat that we love to sail on the always-exciting San Francisco Bay.

Early each October we head off to *Harmony*, our Islander Freeport 40, which is presently on the hard — along with 600 other sailboats — at Marina Seca, San Carlos, Sonora, Mexico. We'll throw on some bottom paint and splash, then slowly work our way down the Sea of Cortez in what are usually perfect cruising conditions, as the Northers haven't started to blow and the water is still plenty warm. We end up at Tenacatita/Barra de Navidad on the mainland, where we spend the winter on our boat. Our kids and grandchildren are already making plans to come down to visit this year.

We — the lovely Miss Virginia Gleser, First Lady of Tenacatita Bay, and I — are looking forward to seeing everybody who comes south, and we'll save a place for the Wanderer at Tenacatita.

Robert Gleser, The Mayor of Tenacatita
Honey, Islander 36, Alameda
Harmony, Islander Freeport 40, San Carlos, Mexico

Robert — We think you make us sound a little bit more profligate, ahem, than we really are. For example, the *Surfin' 63* cat is not only owned by Latitude 38, she's also been the greatest editorial tool ever. In addition to being instrumental in starting all kinds of charity and other events from the Zihua Sailfest to the Banderas Bay Blast to the Revived Sea of Cortez Sailing Week, she's been the mothership to more than a dozen Ha-Ha's, has taken thousands of people out sailing for free, and has been on the scene for countless stories.

Although not currently registered that way, the Olson 30 La Gamelle is soon — if all goes to plan — to be owned by the La Gamelle Syndicate of four in St. Barth. At just over \$1,000 per share, she's been — as we've reported — quite the bargain.

The publisher of Latitude does personally own the Leopard 45 'ti Profligate in the Caribbean — but what a pleasant financial surprise she's been! In the six years we've owned her, we've enjoyed a total of nearly 12 working months on her in the Caribbean during the high season — which has a retail value of more than \$250,000 — yet after all the maintenance, fees, repairs, and the folks at BVI Yacht Charters having done a great job of taking care of absolutely everything to do with her, we're still in the black. Mind you, this does not include the initial cost of the boat.

The way we see it, both of the cats have earned and continue



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Frank Gallovich

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LETTERS

to earn their own way, and our share of the Olson should be minimal.

People have different priorities in life. For a long time ours was having a moderately nice home in a good school district to give our kids a decent start. Now that they've moved on, it's all about adventures and friends in many different parts of the world as opposed to 'thing-things'. Like Doña de Mallorca, we couldn't care less about cars — both of ours have more than 150,000 miles — furniture, jewelry, clothes, fine dining, expensive wines, tickets to sporting events or any of that kind of stuff. A sailboat in the tropics, a surfboard, a small motorcycle, high-speed internet access, and a huge variety of friends in all the different places we visit — if we've got those, we're happier than if we were staying at the Four Seasons, riding in limos, and eating at the most pretentious restaurants.

↑↓ "I'LL TAKE WHAT'S BEHIND DOOR #3, MONTY"

Holly and I were excited to read the article 'The Sea of Cortez or the Caribbean? — that you created based on our inquiry about cruising on a Catalina 34, and whether to do it in Mexico, the Caribbean — or both! Your response has made us more motivated than ever to sort ourselves out and get going.

Holly seems to like Option 3 — get a bigger boat and do both the Caribbean and Mexico. Since the idea of getting a bigger boat appeals to her, I guess we'll start poking around to see what we can find. A larger boat might mean a taller mast, of course, and I'm not sure if you can tell from the attached photo or not, but Holly wasn't exactly enjoying being in the bosun's chair working on the radar on the mast of our Catalina. But she's a real trouper, and got everything wired the way it needed to be wired.

A bigger boat would also mean putting off cruising for at least another year while we try to earn enough capital to buy a boat and have money for cruising — which is a whole other story. This being the case, we've both been following the 'cost of cruising' articles and letters closely.

MIKE SANDERSON



Mike Sanderson
Southern Cross, Catalina 34
San Diego

Holly will have to go even higher on a bigger boat.

Mike — Life is all about choices, isn't it? One the one hand, you've got the school of thought that says 'go with what you've got now', while others would tell you that even a slightly larger and more suitable boat would dramatically increase your cruising pleasure.

For what it's worth, we recently had a phone conversation with Greg Dorland of the Tahoe-based Catana 52 Escapade who, having sailed extensively in the Caribbean and Mexico, said, "Your August article about Mexico versus the Caribbean was spot on, with the differences in the people, the wind conditions and so forth. They're both great places to cruise, but very different."

Good luck!

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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rambler turtles in fastnet race

George David's Juan K 100 *Rambler 100* lost her keel and turtled shortly after rounding Fastnet Rock on August 15 at 5:45 p.m. GMT. In a report to *Scuttlebutt*, navigator Peter Isler described being at the navigation station with the boat sailing upwind toward the offset mark in 23 knots of breeze and big seas, when he "heard the big bang. The boat immediately flipped to 90 degrees, and within 30 seconds it turned turtle."

Thankfully all 21 crew aboard — 16 managed to stay aboard the up-turned hull while five floated away but remained tethered together — were successfully rescued, but that outcome was never a sure thing, and if not for a variety of factors, things could have turned out much differently.

Three crewmembers were reportedly able to do the "walkover" as the boat capsized, starting a chain reaction that led to the thirteen others having the help they needed

to get aboard the upside-down hull — no easy feat given the boat's prodigious freeboard and the sea conditions. Somehow, none of the crew became tangled in the lifelines or running rigging, another near-miracle to say the least. An intensive Safety at Sea training course attended by the entire crew was instrumental in their survival, especially the five sailors in the water — including David — who stayed tethered to each other. Isler radioed two *maydays* from the overturned boat, one from the base station and one from a handheld. Two EPIRBs were activated, and the crew's proximity to the Irish coast no doubt played a role in the Royal National Lifeboat Institution's rescue boat getting to the sailors in just 2.5 hours.

The boat has since been recovered, and David plans to put her back together again in time for the Rolex Sydney Hobart in December. The incident got us thinking of how many notable racing boats have lost keels. We put up a preliminary list in *'Lectronic Latitude*, and solicited reader responses which we're compiling for a future article. There's a recap of the race in this month's *Racing Sheet* which starts on page 128.

— rob

rolex big boat series

September is one of our favorite months here on the Bay, and not least of all because it marks the St. Francis YC's annual Rolex Big Boat Series, the West Coast's premier big boat regatta. This year's event is shaping up to be another solid one. With 48 boats signed up as of this writing, and quite a few others likely to be there September 8-11, we'd be surprised if there weren't at least 80 or even 90 boats racing.

The Melges 32s were the biggest one design class at the event last year, but won't be back as their Worlds are later this month in Palma. The venerable and ageless Farr 30s (formerly known as Mumm 30s) have jumped to the rescue with 12 boats, hailing from as far away as Germany, the East Coast and Canada, already signed up. The regatta will also function as their Worlds.

As of this writing, only six J/105s were registered, but we'd be surprised to see that total come in anywhere south of 20 boats by the time the first gun is fired. Ditto with the J/120s, which show three registered, but should produce at least seven boats in what is always one of the tightest fleets on the course.

The Rolex Big Boat Series' longest-running one design class, the

continued on outside column of next sightings page

rudi's

Mark Rudiger was one of the Bay's most successful sailors before lymphoma took his life in July '08. A navigator with a Whitbread Race win (and later a Volvo Ocean race runner-up finish) under his belt, five TransPac Barn Door Trophies and multiple overall honors in 14 of the Hawaii races, three Sydney-Hobart honors, and an OSTAR, Rudiger was at the top of his game when first diagnosed with lymphoma in '04. When the word got out that Rudiger was ill, the rallying of support from the sailing community was both welcome and overwhelming for him and his wife Lori, and son Zayle.



CARLO BORLENGHI / ROLEX

'Rambler' may have lost her keel, but thankfully none of the crew were lost.



The TP/IRC 52s will be back this year as the grand prix fleet at the St. Francis YC's Rolex Big Boat Series.

mates

And now Lori and Zayle have decided to pay that support — and some of the lessons they learned from their ordeal — forward, by starting Rudi's Mates, the first nonprofit of its kind for the sailing industry. The organization was founded to provide grants to individuals whose primary source of income is from the sailing industry and who experience a significant loss of income due to an illness or injury/death to themselves or a family member.

"Many people may not know that Mark started out in the sailing industry as a marine electrician long before becoming one of

continued in middle column of next sightings page

bbs — cont'd

Express 37s, see the return of the ever-competitive Mick Shlens and his Southern California-based *Blade Runner* crew after a year of chartering a TP 52. With only three boats registered as of this writing, we expect to see at least eight.

That's about it for one design divisions, if you don't count the TP 52s, which are sailing under IRC. With four of those speedsters signed up and the possibility of a few more, this should be the class to watch for the good old-fashioned grand prix action that's been somewhat lacking on the West Coast in recent years. Jim Swartz of *Money Penny* fame is returning to the Bay with a new ride, *Vesper*, which won the Audi MedCup in '08 as *Quantum Racing*. Also sailing an '08 boat is the Cayman Islands' Peter Cunningham with *Power Play*, formerly *Oracle Racing* and *Synergy*. Those two programs will be battling it out with Manouch Moshayedi's Southern California-based, '07 vintage *Rio*, formerly *Stay Calm*, and Ashley Wolfe's '08-vintage *Mayhem*, formerly

continued on outside column of next sightings page



The all-carbon Farr 400 will be making its West Coast debut at the regatta in the Fast 40s division, which is making its second appearance at the RBBS.

SPREAD: SHARON GREEN / ULTIMATE SAILING; INSET: COURTESY FARR 400

SIGHTINGS

bbs — cont'd

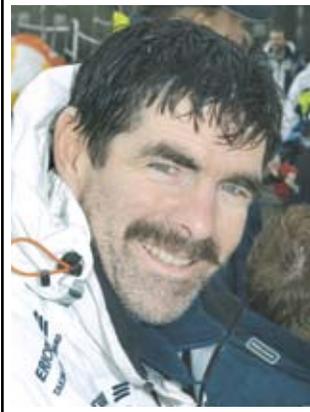
Bigmist 7. The latter has undergone significant modifications for IRC including a new keel, plus a brand new set of Hall Spars' SCR carbon rigging. There's no shortage of money being spent on these boats, and none of these campaigns is underprepared, so this should be really fun to watch.

The rest of IRC is shaping up quite nicely as of this writing. Bill Turpin's Santa Cruz-based R/P 78 *Akela* is looking to be the biggest boat in the fleet, with '09 division winner Kjeld Hestahave's *Tanton 73 Velos* next up. The Fast 40s, a class for boats with similar performance profiles that tend not to perform as well as purpose-built IRC designs in their size range should have a really awesome group. Expect four J/125s, a couple of Farr 36s and some other boats in the 36- to 46-ft size range. They will have get some stiff competition from a boat that everyone's eyes will be on, the new Farr 400. The latest offering from the Farr design office and Premier Composites in Dubai, the Farr 400 is an all-carbon speedster with a really distinctive look inspired in part

continued on outside column of next sightings page

rudi

the most well-known ocean racers in the world, bringing with him an understanding of what it is like to work at all levels of the industry," Lori Rudiger said. "The Rudi's Mates Fund is fulfilling that legacy by establishing a standing emergency



VOLVO OCEAN RACE

Mark Rudiger.



ALL PHOTOS LATITUDE / LADONNA

— cont'd

fund for all the working people in the industry, including those who are much less visible: the sail seamstress, the boat bottom diver, the boatyard worker, the marine electrician. They are the foundation of this sport."

The fund has been established as an official fund of the Marin Community Foundation in Novato, California, which has been overseeing charity funds for 25 years and currently manages approximately \$1 billion in assets as a philanthropic leader in the country. Info on how to make your tax-deductible donations of \$250, or in-kind gifts, can be found at www.rudismates.org.

— rob



Looking good on the Delta Doo Dah — (clockwise from below) "Carousel" goes for a ride; "Goose" and "Jolin" beat feet to find the sun; voila! and "Zozz's gone; the crew of "Solace" wave goodbye to the gray; "Wiggle Room" shows "Mai Pen Rai (left) and "Final Call" the way to Owl Harbor.



bbs — cont'd

by the requirement that it fit inside a shipping container. Led by project manager and Bay Area product Dee Smith, who knows the Bay as well as anyone, *Team Premier* should be the benchmark in this division. The rest of IRC is coming together, with some well-matched boats in the 36- to 43-ft range and a few outliers that should see themselves in good divisions by the time the regatta rolls around.

All in all, it should be a classic, and as always you'll find all the info at www.rolexbigboatseries.com.

— rob

commodore's call to action

Thanks to uncontrolled industrial fishing, 90% of the world's pelagic fish have been removed from the sea. This is the unpleasant fact that Warwick 'Commodore' Tompkins of the Mill Valley-based Wylie 38+ *Flashgirl* learned while cruising Micronesia. Having sailed the world's oceans for 79 years, and still at it, Commodore was incensed. Incensed enough to call us and report that not only are some people trying to do something about it with an outfit they call the World Park Initiative, but that these people will be making a presentation about it at the St. Francis YC Yachting luncheon — open to members of all yacht clubs — on September 7.

We're still a little unclear on the details, but the general idea is to "stave off marine extinctions" in the Marshall Islands, part of Oceania, and at the same time provide much-needed jobs for the islanders. Leading the St. Francis presentation will be John Ehsa, the governor of Pohnpei, one of the four states that make up the Federated States of Micronesia. Special Assistant Howard Rice and Dr. Thomas Coon of Michigan State University will also be on hand to describe a vision of sustainable economic development coupled with reversing the rapid decline in fish populations.

If you care about the oceans, you may want to attend. If you can't attend, we'll have a report on it in the next issue of *Latitude*.

— richard

guzzwell's latest beauty

When we're asked, "What makes a sailboat a yacht?" it's tough to come up with a succinct definition. But to borrow a quote from Supreme Court Justice Potter Stewart, who famously struggled to define pornography during a landmark case in the mid-60s: We know one when we see one. And master shipwright John Guzzwell's latest work of nautical art certainly qualifies.

She's the 43-ft R Class sloop *Ace*, which was recently relaunched near Seattle after Guzzwell and a team of helpers, including his son,

John Jr., completed a stem-to-stern rebuild for owner Bob Cadranell. "The original boat was in very poor condition," Guzzwell explains, "so we rebuilt the hull and used the original lead keel and many of the fittings and hardware. *Ace* is cold-molded of five 1/8-inch skins of Douglas fir with a final 5/16-inch layer of sapele mahogany." The entire hull is finished 'bright' above the waterline with a coating of West System epoxy and varnish.

Cadranell, who is a renowned racer in a variety of classes, has

continued on outside column of next sightings page



John Guzzwell's latest work of art is the 43-ft R Class sloop 'Ace', built in Sausalito in 1926.

MOLLY CADRANELL

SIGHTINGS

guzzwell — cont'd

issued a challenge to the Royal Vancouver YC for the Alexandra Cup (which that club has held for 50 years). In late October, RVYC will defend in the (39-ft) A Class sloop *Lady Van* which is of 1927 vintage.

Originally a San Francisco boat, *Ace* was designed by Charles Mower for St. Francis YC member Arthur Rousseau. She was built by the Madden & Louis Yacht Yard in Sausalito and launched in 1926. Like miniature J class vessels, R Class sloops are designed to the Universal rule and feature long overhangs, narrow beam and low freeboard.

When Cadranel found her in Southern California a while back, she was sitting high and dry in very sorry shape. He bought her and trucked her north, no doubt assuming that his good friend Guzzwell could work his magic on her.

If the name Guzzwell doesn't ring a bell, you've apparently missed out on a wonderful chapter in modern nautical history. It was 56 years ago this month that John Guzzwell,

a 25-year-old British immigrant to Canada, set off to circumnavigate aboard *Trekka*, the 21-ft wooden yawl he'd built with his own hands. The book he published about his adventures, *Trekka Round the World*, became a cult classic among would-be voyagers, and is credited for sparking the dreams of many who have circumnavigated since — a must-read, in our opinion, for both offshore sailors and armchair adventurers.

— andy

where there's a will there's a way

You might think Bay Area sailor John Thompson is a very lucky guy. After all, he occasionally unplugs from life in the mainstream to crew on extended sailing trips in exotic destinations. But we think his frequent forays are as much a result of being clever as being lucky.

Recently, for example, he crewed for the Powell family on a crossing from Mexico to French Polynesia, followed by several months of interisland cruising aboard their Tiburon-based *Jeanneau 47 Calou*. When John got the invite from Bruce and Pascale Powell — with whom he'd cruised twice previously — he was thrilled, but knew he couldn't simply walk away from his Internet-based reservation service (www.reservationkey.com). So rather than pass on such a prime opportunity, he researched at-sea communications options that would allow him to keep working online daily, even from mid-ocean. "I bought a refurbished BGAN Wideye terminal for \$940 and paid \$125 per month for 20 megabytes of data (with additional usage costing \$6.45 per megabyte). Phone calls are easy as well, and fairly reasonable at \$0.99 per minute. Thanks to the satellite terminal I have been truly able to mix work and play."

When we ran into John in Moorea a couple of months ago, he seemed to be wearing a permanent ear-to-ear grin — especially when describing his recent travels. "The Tuamotus were everything we hoped them to be: remote atolls with the type of scenery, both above and below the water, that you think only exists in postcards and on computer screensavers."

In addition to being a talented programmer, John is an accomplished concert violinist. "One of the best things I did on this trip was bring my violin along. Everywhere we go, just by practicing for an hour or so on shore, I have met many more local people than I otherwise would have. . . We happened to be in Makemo (in the Tuamotus) on a Friday night for the weekly projection of movies onto the side of

continued on outside column of next sightings page

short

CARPINTERIA — First-time sailor David Fortenbury says he'd been told by friends to hug the coast when he sailed his Columbia 22 *Destiny* from the Channel Islands to her new home in Santa Barbara but "nobody said anything about watching out for rocks," Fortenbury told the *Coastal View News* after he sailed *Destiny* onto Carpinteria State Beach on August 5.

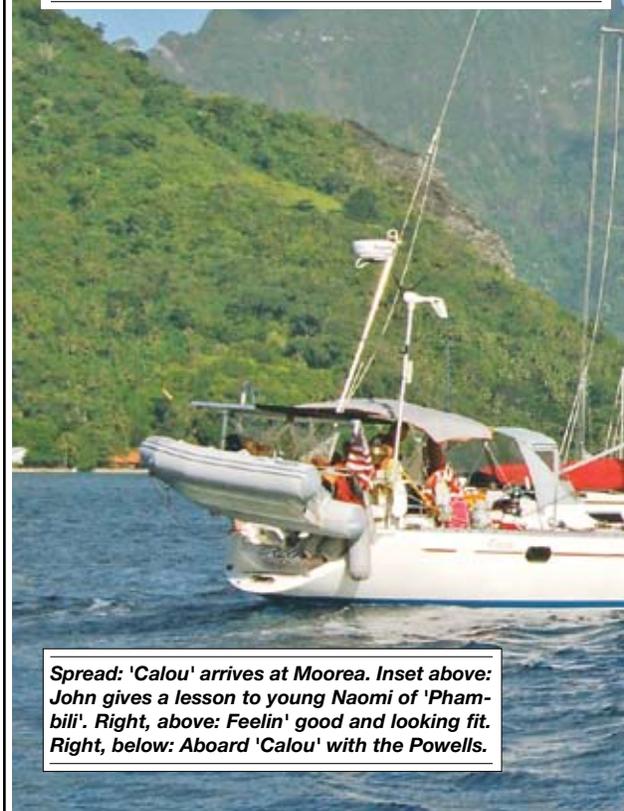
Locals worked to free the little boat, which Fortenbury had bought the previous week, but to no avail. A towing outfit was finally able to pull the wreck from the



Bob Cadranel chose well in hiring John Guzzwell for 'Ace's rebuild.



COURTESY CALOU



Spread: 'Calou' arrives at Moorea. Inset above: John gives a lesson to young Naomi of 'Phambili'. Right, above: Feelin' good and looking fit. Right, below: Aboard 'Calou' with the Powells.

sightings

beach the next day but *Destiny* was a loss. Regardless, Fortenbury was undaunted by the sad turn of events. When the reporter asked if he would sail again, he replied, "Once a sailor, always a sailor."

The bad news is that Fortenbury was unable to pay for the towing, so the State Park System — and taxpayers — footed the bill. The good news is that, according to Fortenbury's *Facebook* page, he quickly acquired another boat, this time a powerboat, aboard which he frequently

continued in middle column of next sightings page

will — cont'd

a building near the harbor. Since everyone was very interested in my violin playing, I agreed to play between the first and second movie. It was a surreal experience, playing in such an unusual place and for such an unlikely audience. Bruce Powell plays accordion and his wife Pascale sings, so along with the violin, the live music has added greatly to our parties with other cruisers. So if you're going cruising and are musically inclined, I highly recommend bringing your instrument, and not being shy about playing."

We first met John a few years ago when he wrote us about crewing in the Red Sea, and since then he's gotten passport stamps from as far away as China. Armed with his two secret weapons, a satellite terminal and a violin, we can only wonder where he'll end up next.

— andy



PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

SIGHTINGS

lucky star, lucky dog

Some people plan and save for years to go cruising. Sausalito's Tim Sell does it nearly every year. A diver by trade, Tim works for Dave's Diving for several months at a time, saves up a reserve of cash, then takes off. "I 'sailed off into the sunset' once, never to return," Tim says, "but I just ran out of money and had to come back anyway. Now Dave gives me a month off here and there, and I still get to live my dream. Besides, after a month of living on the boat, I'm usually ready to get off."

Four years ago, Tim sailed his Brent Swain 36 *Lucky Star* from Sausalito to Alaska, where he kept her for the next three years. During the summer, he would fly up periodically to explore the Inside Passage, usually with crew. But when it came time to sail *Lucky Star* down the coast to San Francisco Bay last summer, he had a tough time finding anyone to sign on, so he did it solo.

"When I got her home, she was pretty trashed," recalls Tim. He

continued on outside column of next sightings page

shorts

enjoys that special time of day — 4:20.

SAUSALITO — After storing a 20-ft plastic baby on his old Navy launch just off Pelican Harbor for a few months, Scott Diamond, 51, decided that July 3 was the day he was setting the baby free. Witnesses watched Diamond tow the big baby south of Horizons then tie its head to a mooring. According to the *Marinscope*, a witness said he then "tore off one of the baby's arms and left in a hurry."

The Marin County Sheriff's boat towed the baby to the Corp of Engineers dock, then cited Diamond with obstructing a navigable waterway. Diamond declined to explain his motives.



PHOTOS TIM SELL EXCEPT AS NOTED

— cont'd

Interestingly, the giant baby was created by artist David Hardy in the '90s while he was working in the film industry. The baby in question, along with others, was left in various locations, including San Francisco. He said he had no idea how the baby had made its way to Sausalito.

This item was so bizarre that we asked *'Lectronic Latitude* readers to supply a caption for the photo of the Sheriff's boat towing the floating baby. We received dozens of hilarious captions, but Robertta Edwards won a *Latitude 38* hat with this little *bon mot*: "Hmm, wonder what he used for bait."

— ladonna



Hot doggin' — (clockwise from above) Kim, Silvio, Tim and Inka were psyched to get underway; Silvio and Shelagh go toe-surfing in crystal blue waters; a view from the crow's nest.



lucky star — cont'd

spent the next year breaking his back — and his bank account — to give *Lucky Star* a complete refit, including a bright new paint job, for this summer's planned trip to Hawaii. Explaining his choice in paint color, Tim says, "I wanted to be really visible at sea."

In the wee hours of July 16, Tim and his crew — Sausalito's Inka Petersen, her wife Kim Marcellino and Kim's son Silvio, along with

Shelagh More from Missoula, Montana — left Richardson Bay bound for the Big Island. Inka is a well-known local boat-builder, and Shelagh had crewed for Tim in Alaska, but Kim and Silvio had no ocean experience. Regardless, Tim says everyone did pretty well, considering that much of the trip was an "uneventful" light air affair — except when the sloppy aftereffects of by-then-dissipated Hurricane Dora caught up with them about halfway across.

What the crew of *Lucky Star* wasn't prepared for though was that three of the crew suffered from seasickness for a good portion of the trip. "We had enough prescription drugs to stun an elephant," Tim notes, "but for some reason no one had thought to stock up on a couple extra packages of Bonine." There was also a threat of a mutiny when the female-laden crew found they might have to ration toilet paper. Luckily for Tim, it didn't come to that.

Lucky Star arrived in Hilo on August 2 after an 18-day passage. Tim's crew headed back home while Tim reveled in the water-centric Hawaiian culture by sailing with new friends, paddling outriggers with old friends, and generally spending as much time as he could in or on the water. "I should have moved to Hawaii 20 years ago," he says. "I'm really looking forward to going back next summer to really explore." In the meantime, *Lucky Star* is drydocked in Honokohau and Tim is back to work and living aboard his Coronado 25 until his annual winter housesitting gig starts.

So if you've been planning your 'big cruise' but keep putting it off for one reason or another, let Tim Sell — the ultimate commuter cruiser — be your inspiration and just go.

— ladonna



'Lucky Star', with her bright paint job, made it to Hawaii after 18 relatively uneventful days.

ha-ha deadline is looming

After two record-breaking years, it looks as if the Baja Ha-Ha rally fleet might actually be a bit smaller this year. But that's not a bad thing, as we've found that with somewhat smaller fleets it's a little easier to meet new friends, find slips in San Diego and Cabo — heck, there will even be shorter beer lines at the parties.

We were initially baffled by the enormous '09 and '10 fleet sizes — which, at 193 and 196 boats respectively, were the largest armadas in the event's 17-year history, despite coming right in the middle of a deep recession. But we eventually realized that those numbers were bolstered by a contingent of entrants who were short on cash flow, but long on free time, and had paid-off boats. So the question became obvious: "Why not spend some time in sunny Mexico, where livin' is cheap and easy?"

In any case, at Baja Ha-Ha World Headquarters, the Rally Committee is as revved up as ever to host another fantastic event, and our U.S. and Mexican partners are eager to offer fleet members their services.

continued on outside column of next sightings page

SIGHTINGS

ha-ha — cont'd

If you're unfamiliar with this 750-mile 'cruise to the Cape,' you'll find complete info and the sign-up portal at www.baja-haha.com.

And if you're itchin' to go, but don't have a suitable boat of your own, be sure to check out our free online Crew List (at www.latitude38.com), and if possible, attend our Mexico-Only Crew List Party, Wednesday, September 7 at Alameda's Encinal YC, 6 - 9 p.m. Boatloads of skippers-in-need are likely to be there, along with many Ha-Ha vets who'll gladly share their insights. (Skippers and First Mates are free, others pay \$7 at the door.)



LATITUDE / LADONNA

Just before the Crew List Party, Sal's Inflatables offers a chance to see what it's like to climb into a liferaft.

Both skippers and crews should be aware also that our old buddy Sal Sanchez, aka Mr. Liferaft, will be holding a comprehensive liferaft training seminar prior to the Crew Party, from 3:30 to 5 p.m. At a cost of \$39 per person, this is a rare opportunity to learn the essentials of raft operation, including in-water boarding practice in the Encinal pool — money well spent for offshore peace of mind. Call (510) 522-1824 for reservations. We'll see you there!

— andy

the new face of owl harbor

Owl Harbor has changed. We last visited the Twitchell Island marina, located just off the San Joaquin on Sevenmile Slough, in '03 and, quite frankly, thought it was a dump. Dilapidated docks, zero security, and on the island side of the levee, a cluster of crusty campers, some of which would have been considered inadequate housing for farm animals. We joked that a thousand years from now, archaeologists would wonder about the meaning behind such an expansive 'beer can midden'.

So when we heard a few years ago that Owl Harbor had new, enthusiastic owners who were making huge changes, we were intrigued. Harbormaster Devery Stockon was so excited about the inception of the Delta Doo Dah three years ago that she immediately signed on as a prize sponsor, but it wasn't until this year that the marina became an official stop on the event's itinerary (find a recap of the Delta Doo Dah 3D starting on page 92).

We were blown away by the 'new' Owl Harbor. Gone were the speed freaks and their crusty campers — in their place, a beautifully groomed lawn featuring three picnic areas (each with three picnic tables, two BBQs and a horseshoe pit), a community garden (complete with a chicken coop), and even an outdoor movie screen. The harbormaster's office offers a small patio with seating so you can enjoy a cup of tea while browsing the offerings on the book exchange shelves, and when you want a little exercise, you can either take a walk around the levee or borrow one of the marina's five beach bikes — no checking out necessary.

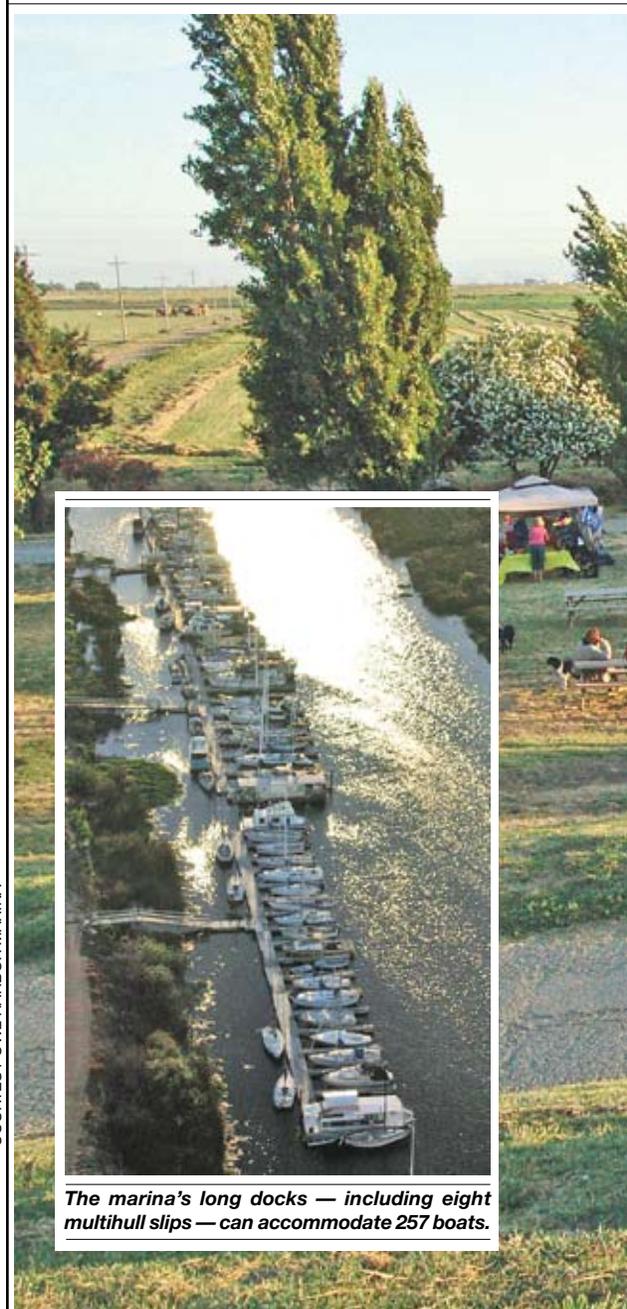
"When my husband, Casey, and his sister, Jan, bought the place in March '09, he asked if I wanted to become harbormaster," Devery explained. "He said it would be fun and that I'd only have to work three days a week. Ha!" Instead, Devery fell in love with the funky little harbor and its tenants, and wanted to create something special. "It'll never be a high-end resort, but I just wanted to make it a nicer place to visit."

Devery quickly realized that she needed to work full-time to accomplish her goals, a fact she doesn't mind one bit. "I commute 1

continued on outside column of next sightings page

doo dah

The long slog back to the Bay after the Delta Doo Dah may not be the most memorable part of a vacation for most Doo Dah'ers, but Mike and Diane Robinson will never forget their 'Delta Bash'. On August 8, the Robinsons were sailing their Cal 36 *Holiday* back to their slip at Richmond YC in 20-25 knots of wind on an ebb tide. "We'd had a good trip until we were between Pt. Pinole and the Brothers," says Mike. "It was around 3 p.m. when I noticed a Hobie 16 doing about 20 knots downwind inside the shipping



COURTESY OWL HARBOR MARINA

The marina's long docks — including eight multihull slips — can accommodate 257 boats.

— cont'd

channel. Just as I was thinking, "What kind of idiot would be out here in a Hobie 16", he pitchpoled."

Mike says they kept an eye on the guy, who was about a mile away, to make sure he was able to right the boat in the heavy wind but, after about 10 minutes, the guy was still down so the Robinsons dropped sail and changed course to offer some help. On their way, Mike alerted the Coast Guard to the situation. "When we got there, he declined our offer to bring

continued in middle column of next sightings page

owl harbor — cont'd

1/2 hours each way from Napa to come to work, and I love it," she laughed. But she readily admits she couldn't do it without the help of her crack staff — Kurtis, Luis and Javier. "I have these ideas and the guys implement them."

One such idea was to create a monthly movie night for tenants. The offer of a mystery movie, as well as free popcorn and brownies; brought in 20 people to the first movie night. Everyone was delighted when the opening scene from *Captain Ron* rolled onto the screen.

But it's not just about the fun factor for Devery. In addition to repairing the ailing docks, her crew refurbished the old bathrooms and added stand-alone heads on several of the docks. They took soundings of the channel — it averages at least 10 feet at zero tide,

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The view from the top — Owl Harbor is a great place to escape to for a few days of R & R.



The Owl Harbor Crew — (l to r) Javier, Luis, Kurtis, Luis Jr. and Devery.

PHOTOS LATITUDE / LADONNA EXCEPT AS NOTED

SIGHTINGS

owl harbor — cont'd

though your depthsounder might give negative readings due to the dense weed that's currently plaguing the Delta — as well as each of their 257 slips. "Each slip varies from six to eight feet deep," Devery noted. "We also measured their width so we can be confident that boats will fit in their assigned slips."

The marina charges a \$6/ft monthly rate based on a boat's overall length — "And I measure every boat," said Devery — and 50 cents/ft/day, which includes power and water, for transients. To find out more about moorage, or to book a cruise-in, check out their website

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heroes — cont'd

him aboard," Mike recalls. But after three failed attempts to right the now-turtled craft, he gave up and climbed aboard, where Diane presented him with a piping hot cup of coffee.

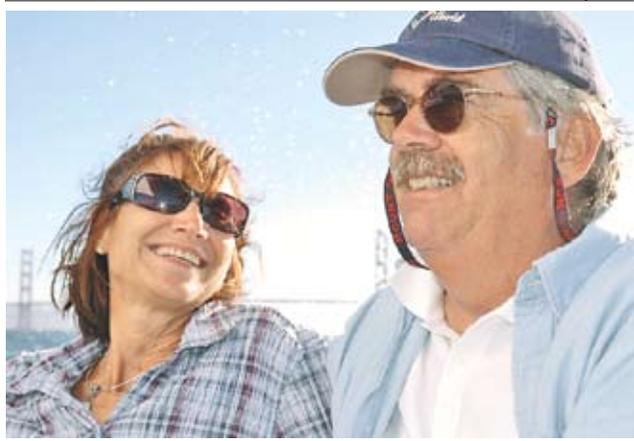
"Diane asked the guy — his name was Matt — if he'd sailed the Bay very often," Mike says. "He said, 'No, I'm from Sacramento. I've only sailed Folsom Lake and

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Sailboat turned rescue boat — 'Holiday' saved a life on her return from the Delta.



LATTITUDE / LADONNA



Heroes Mike and Diane Robinson.

COURTESY HOLIDAY

owl harbor — cont'd

at www.owlharbor.com or call Devery at (916) 777-6055.

Owl Harbor currently has a 20% vacancy rate, but we suspect that will change once word gets around that it's more than just a marina. "It's really a pretty tight community," said Devery. "I know this sounds corny, but it's a special place, and we hope everyone finds it as special as we do."

We know we did.

— *ladonna*

vaka moanas raise awareness

San Francisco Bay was honored last month by a visit from a unique fleet of historic sailing craft called *vaka moanas*, whose centuries-old design facilitated the settlement of the Pacific Basin's vast Polynesian empire.

Six replica sisterships successfully sailed thousands of miles from New Zealand to Tahiti and on to Hawaii before arriving here, primarily using centuries-old methods of navigation. As remarkable as that feat is, though, the main purpose of their visit to California is not merely to celebrate the nautical expertise of the crews' forefathers, but to spread the word about the dire state of our oceans, and to inspire people they meet along their route to take action toward positive changes.

Local paddling clubs came out to show support for the vaka moanas when they came to the Bay last month.

"During our journey thus far," writes a fleet spokesman, "we've seen pockets of floating plastic and debris, litter strewn upon our beaches, and the most heartbreaking: a fin whale just off the shores of San Francisco, struggling as an entangled piece of plastic rope took hold deeper."

"Our Polynesian ancestors respected and cared for the sea. As we follow in their wake on our journey, we carry with us *Te Mana o Te Moana* (the spirit of the sea), as we venture forth raising awareness to help heal our ocean." These ornate, hand-crafted vessels are well worth a look, their Polynesian crews are friendly and fascinating, and their message is crucially important to us all. So if you're in the San Diego area, be sure to check them out during the city's Festival of Sail Parade, September 1 (10 a.m. - 1 p.m.) or at the San Diego Maritime Museum through September 5. (The fleet's highly informative website is www.pacificvoyagers.org.)

— *andy*

sailing to nova scotia

"May is too early for Nova Scotia." That was the reaction I got from a friend in Maine when I told him my wife Miri and I had been asked to help deliver a Hylas 70 from Annapolis to Halifax last spring. He'd sailed the area and was probably right. But we hadn't, and the opportunity might not come around again. Besides, what could possibly be colder than sailing on San Francisco Bay in the summer?

The Hylas 70 *Angkor Wat* was waiting for us when we arrived in Annapolis on May 1. Our friends Alan and Holly Sawyer had run the boat for her owners since they'd bought it new in 2007.

Angkor Wat turned out to be a fast and comfortable passage maker with all the latest bells and whistles. Our personal comforts included

continued on outside column of next sightings page



LATITUDE / ANDY

SIGHTINGS

nova scotia — cont'd

our own stateroom and head, A/C, daily showers and Holly's wonderful cooking three times a day.

It was great to see the Sawyers again. We'd first met them in the '90s when they and their two kids cruised their 65-ft steel cutter, *Local Hero*, from New Zealand to Sausalito — and eventually back. Since then they've spent many years skippering mega yachts in different parts of the world. Between assignments, they cruise their Norseman 447 in the East Med.

Angkor Wat — named for the ancient Cambodian temple where



Each waterfront village was more picturesque than the last.

the owners first met — was registered offshore, and since her U.S. cruising permit was nearly expired, we had to make haste toward Canada. Despite the 'too early' advice from our friend in Maine, we departed in warm weather and light winds which took us all the way up the Chesapeake to the CD (Chesapeake-Delaware) Canal, where we anchored for the night.

The next day was a delightful run down Delaware Bay under jib alone at eight knots. As evening fell, we rounded Cape May and spent the night reaching north to Long Island within sight of Atlantic City's bright lights.

After that . . . well, let's just say our friend might have been right about it being a bit early in the season for such a passage. On the third day, the wind turned cold and hard. We anchored at Block Island and ended up staying two days as a storm blew over. Both the wind and temperatures were in the 30s. Luckily, we had brought lots of cold weather gear, which we lived in for the rest of the trip.

Each day featured varying degrees of lumpy seas and stiff, chilly breeze, but they couldn't cool our enthusiasm as we passed all the magical places where American sailing has its deepest roots: Martha's Vineyard, Cape Cod, Provincetown, Nova Scotia, and so on.

The good news at Nova Scotia was that the seas and wind calmed overnight and a beautiful dawn with sunny skies greeted us in the morning. The bad news was, we had arrived in 'lobster alley', an area stretching as far as 30 miles off the coast where, if you don't watch where you're going, you're very liable to snag a float marking a lobster pot. But we can't complain too much as lobster became a big part of our diet in the following days.

In Nova Scotia we tied up in historic Shelburne Harbor, a port of entry and one of many picture-postcard towns in the area. Originally settled by British loyalists after the American Revolution, most of Shelburne's waterfront looks like a movie set. Locals told us there are more 18th century houses here than any other place in Canada. As tacit confirmation, our wooden boatbuilder friend Paul Gartside's house was considered one of the 'newer' homes in town, and it was built in 1820!

Then it was on to Lunenburg, home of the famous Bluenose schooners, and, finally, Halifax. We arrived at the latter destination on the coldest day yet, each of us able to do 'pot watch' for only about an hour at a time before retreating below to warm up.

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heroes

Lake Natoma.' So I asked him where he'd been headed and he said he was going from Loch Lomond to Martinez. 'What?!' I cried, to which he sheepishly replied, 'It was mild in Loch Lomond.'

The Coasties took Matt the Hobie sailor, whose pride alone was injured, off the Robinsons' hands about 40 minutes later and delivered him to Vallejo, leaving the Hobie afloat in the shipping channel. Mike and Diane resumed their trip, now in 25-30 knots with "nice steep chop show-



— cont'd

eling steady green water over the boat — everything in the boat was soaked. We got in around 7 p.m., very wet and tired.”

At last word, Matt reported to Mike that the boat had washed up west of Mare Island and he had plans to clean up the wreck. He also had the grace to apologize for inconveniencing them, as well as thank them for saving his hide. “That was one of the best cups of coffee I’ve ever had,” he told them.

— *ladonna*

nova scotia — cont'd

But again, being from the Bay Area, we were used to chilly wind. What we weren’t used to were 8-ft tides each day. Luckily we had good fenders, plenty of lines, and not much wind or surge to worry about.

We enjoyed several days of Halifax hospitality, some authentic Irish pubs, and a fascinating maritime museum with artifacts from the *Titanic*. We also visited the Bay of Fundy, Mahone Bay, and several nearby towns, each more picturesque than the one before.

After three weeks and over 900 miles, it was time for me to say goodbye as Alan, Holly and Miri continued toward Montreal and, eventually, the boat’s new home on Lake Michigan. I vowed to return to sail the area again . . . but only in the summer!

— *john skoriak*



Cold shoulder — (clockwise from below) Bundled up against the Nova Scotian cold; bashing through the Atlantic; the beginning of the trip gave the crew false hope for the rest of it; ‘Angkor Wat’ at rest; a Nova Scotian fisherman returns with his haul.



ALL PHOTOS JOHN SKORIAK

AMERICA'S CUP 34

After all the build-up for the America's Cup so far, it's hard to believe the America's Cup World Series finally got underway. Eight teams and nine boats raced in Cascais, Portugal, August 6-14. Hyped as a watershed week for the polarizing new format for the Cup, the venue unfortunately largely produced "it's never like this here" conditions. Rather than the more Bay-like conditions Cascais known for, the first day of racing had light air in the 3- to 5-knot range, and even rain!

Thankfully day 2 produced the goods and *Emirates Team New Zealand* carried the opening weekend with a win in both the Preliminaries fleet racing and the 500-meter time trial. In the latter, they averaged 23 knots, setting a tone for what would prove to be a show of force nearly all week long from the Kiwis.

ETNZ picked up right where they left off in the match racing seeding series later in the week, using superior boathandling to win just about everything throughout the week. After winning nearly all of the mini events throughout the week, the Kiwis were ultimately pipped for the match racing honors on the penultimate day of the regatta by *Oracle's* Jimmy Spithill.

But *ETNZ* skipper Dean Barker and his mates rebounded in the final fleet racing championship, successfully navigating a tricky race course strewn with holes. The holes left many opportunities for passing, and on the second lap of the race, Barker found enough of a breeze advantage to slingshot around the initial leader — none other than Spithill.

"For us it was fantastic," Barker said. "It was always going to be a very difficult race, as the breeze never really established. There were big holes in the race course, so it was about being at the right place at the right time."

Terry Hutchinson's *Artemis Racing* was also able to work its way up in the pack to a second place finish, after being deep

early. Spithill had to settle for third.

"The guys did an awesome job to battle us up into the race," Hutchinson said, after climbing back from mid-fleet. "It's probably the best we've gone in the entire regatta. It's a very good finish for *Artemis*."

If anything, the event reinforced that there are three main contenders — and no, one of them is not Ron Paul — *Oracle*, *Artemis* and *ETNZ*. This fact was pretty much universally agreed upon going into the event. But it also showed that among the dark horses, British skipper Chris Draper and *Team Korea* looked a hell of a lot better than anyone expected. They ultimately proved to be close to the level of Loïck Peyron's *Energy Team*. Time will tell if this translates to an interesting Louis Vuitton Cup, but the Asian Teams' presence is vital to the success of AC 34, given San Francisco's location on the Pacific Rim. Producing credible results early will no doubt help boost the chances of the Asian teams sticking around.

The Takeaway

Boats — The AC 45 proved to be everything it was promised to be — quick and responsive, meting out punishment for errors as readily as it rewarded total concentration and output. The differences in acceleration, and demands on the crew, produced numerous lead changes — a welcome relief from Cups of years past and a real challenge for some of the world's best sailors, just as it was billed to be.

Coverage — One of the central tenets of the new-look America's Cup is breaking new ground in the way the racing can be covered by television. And while it took a few days to get going at Cascais, the option of either a split-view of graphic and live images or the combination of the two overlaid on each other did finally come

to fruition. Although it wasn't as dazzling as expected, given that it was the first iteration, it indicated more good things to come from America's Cup Television (ACTV).

As there was no TV coverage of the event here in the U.S., or apparently in much of rest of the world, it was probably a very good thing that the organizers entered into a partnership with YouTube to provide a new twist on live video footage that came from the event, allowing both overlay views and also the option for viewers to get sailing-specific commentary or more generalized sports prattle. In Cascais, the latter seemed in many cases to resemble the former a little too much, but that will likely evolve in the future. The fact that ACTV is both employing these possibilities and forging partnerships with a company owned by the Bay Area-based Google would seem like a positive sign for

From left — *Team Korea's* Chris Draper showed that skiff sailors — he's a 49er ace — aren't far behind the multihull curve; *China Team's* Mitch Booth, a two-time Olympic medallist put *China Team* on the map in Cascais before leaving the team; *Artemis' Terry Hutchinson* had his guys in the top-three at the end.



— SAN FRANCISCO BAY

the profile of the event.

In other good news, the Versus network, which broadcast AC 32 in the U.S., will be covering the next few AC World Series events in the form of highlight shows. While not the live coverage we'd been hoping for, the reality is that it's better than nothing. Also worth noting, TVNZ will be covering the ACWS live in New Zealand, in addition to the highlight shows and *America's Cup Uncovered* — the weekly promo show created by the event, which signifies that the ACTV's efforts aren't falling on deaf ears.

Crowds — As for the shoreside spectators, estimates varied widely. Claims of 100,000 people along the waterfront were debunked by those on the ground, who estimated the crowds to be in the 10,000-

Spread — *Emirates Team New Zealand kicking butt; inset* — skipper Dean Barker gives the crowd, and Larry Ellison, a bubbly shower after Sunday's race.

to 20,000-range — on the weekends. Not the turnout organizers had been hoping for, but not a flop by any means.

On the Homefront

Great — One example of how the America's Cup is already stimulating the local economy, and creating connections to the sailing community, comes from *Latitude 38 Classy Classifieds* business advertiser Sue Rosenof's *AlphaboatGraphics*. Sue

sent us this note:

"My little bitty ad got me work from Oracle Racing — that's right! The guys from Oracle saw my ad in *Latitude* when they were sailing here in the Bay Area a few months ago, and they asked for some help with boat lettering for their AC45s. They were great to work for and it was a wonderful experience. *Latitude 38 rocks!*"

Not So Great — In an August 22 op-ed on the *San Francisco Chronicle's* website *SFGate*, writer John King took exception to

part of the waterfront plan for the AC 34. In particular, the plan to turn the waterfront of Rincon Park — the stretch of open bayfront between Piers 14 and 22.5 — into a megayacht "parking lot" for the duration of the Cup, and possibly beyond. While not anti-AC 34, the tenor of King's column is pretty negative.

King pointed out that the ACEA's proposed berthing would be in the form of a floating dock with the megayachts Med-moored to it.

"Come 2013, we could be confronted by a row of floating fashion statements, a wall of wealth dropping anchor for the better part of the summer," he writes "And it wouldn't be integral to the event, a la the America's Cup Village at Piers 27-29 or the team bases that would spill into the basin south of Piers 30-32. It would exist for the convenience of the privileged few.

"All this elicits a shrug from the draft environmental report. Yes, 'temporary berthing of large spectator boats' along Rincon Park 'would temporarily block expansive public views of open waters of San Francisco Bay.' But the visual impact is judged 'less than significant' since the Cup as a whole would attract people to the bay and expose them to a unique maritime activity."

He then goes on to talk about the development rights that the dredging would automatically grant for commercial marina development at both Rincon Park basin and the Brannan Street basin, per the Host City Agreement.

At face value, his argument, especially with regard to the post-Cup possibilities has some merit. Most sailors are, by definition, all about open space. And Rincon Park is a pleasant piece of it that provides a natural antidote to the clot of concrete, glass and steel that looms above.

But King's argument against the



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AMERICA'S CUP 34

megayacht berthing seems spurious for a few reasons.

First and foremost, while Ellison and the ACEA may end up with development rights to those properties, future development of those areas is still subject to environmental review, which is in no way included with the Host City Agreement for the Cup itself.

King points out that the Rincon Park basin is the only one of 18 regatta-related sites that is "ranked 'very high' in terms of visual quality and sensitivity."

In essence, the Cup's EIR is pointing out that the likelihood of further development of those areas is about as far from a sure thing as a definitive "no!" So it would seem that his contention that "it's embarrassing that city negotiators left such a large loophole in an agreement focused on other sections of the waterfront," is just plain wrong.

If anything, negotiators have slowed it by making it come up for review as a matter of public record — *twice!* And that would sure seem to add some incentive for ACEA and Ellison to show the City its return on investment from AC 34.



ELLEN HOKE/WWW.ELLENHOKE.COM

As part of their community outreach, ACRM spent a day cleaning up beaches; here the Bay's Norman Davant gets into the act.

There are other fundamental issues with the whole megayacht hubub that will probably make the question moot long before it ever gets to that point.

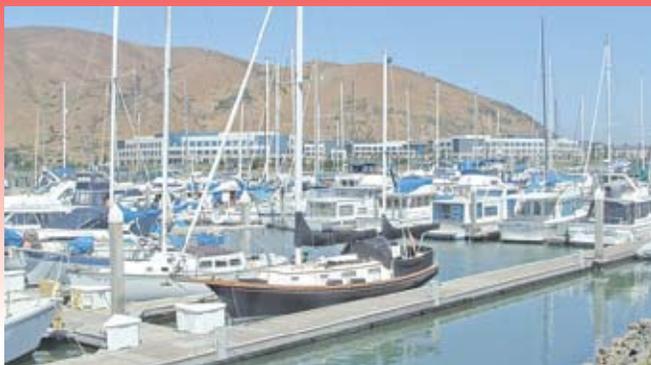
First, there probably won't be a whole

lot of floating palaces here for the Cup, compared to the Auckland and Valencia events. The Bay is in kind of a megayacht "dead zone" along the West Coast (which compared to the North Atlantic and Mediterranean is a dead zone to begin with), roughly halfway between the Pacific Northwest and San Diego and Mexico. There just isn't much in the way of megayacht-type cruising grounds between these two areas. Even as Southern California's only offshore "destination," Catalina Island, for example, doesn't get much megayacht traffic.

And the Bay?

Well let's just say it's not very conducive to megayachting as its practiced in other parts of the world. As anyone who has sailed here knows, the larger the boat the smaller the Bay. There's very little navigable water for the various "destination" spots here like Tiburon and Sausalito. The Delta is not megayacht country, and once you're outside the Gate, there are few moorage options and cruising grounds in either direction. The Bay is gray and practically freezing

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much of the time — unfortunately not so much of a bikinis and martinis climate for people accustomed to the caribbean. And there isn't any big game fishing.

With the exception of Pier One on Treasure Island, there isn't much existing berthing, not to mention dry-dockage to accommodate these boats for service and/or staging. ACEA is rumored to have looked at the Graving Docks in Richmond as a part of the solution, but just sail by them sometime, and judge for yourself how likely that is to happen.

If anything, King's op-ed should have focused on the absolute necessity of cold-porting the megayachts — which use tremendous amounts of electricity — that do end up on the temporary floating dock during the Cup (rather than making them rely on running their diesel generators 24/7). Another huge issue? blackwater management — getting the effluent straight to wastewater treatment rather than resorting to dump runs that might comply with the MARPOL treaty, but be at odds with the sensitive marine habitat in the Gulf of the Farallones and

down-current splendors of Monterey Bay.

There's also an entirely different aspect to the topic. If somehow wealthy individuals do bring large vessels here, the reality is that it might prove to be quite the attraction for both Bay Area residents and tourists alike.

That's if Larry Ellison and the ACEA were able to develop a harbor for the "ballers." A well-planned development could mitigate the impact on sightlines toward the Bay Bridge and Yerba Buena Island.

If it gets a breakwater, part of that



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ACRM volunteers with the fruits of their labor.

structure could be a concourse or other pedestrian-friendly feature that would allow people to take in both the spectacle of the megayachts and the beauty of the Bay. And a new marina would likely have a decent economic impact by generating jobs for its construction, operation and usage.

— latitude/rg

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