

Latitude 38

Latitude 38

VOLUME 413 November 2011

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NOVEMBER 2011

VOLUME 413



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A Golden Opportunity

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Golden Moon*

Express 37 *Golden Moon* won her one design class in September's Rolex Big Boat Series. And that makes it three years in a row. The very fact her picture is on this page lets you know she was using Pineapple Sails. What did she have that the rest of the fleet didn't have? *Golden Moon* had height and speed up the wind. Enough to win the class with seven points to spare.

In the interest of full disclosure, *Golden Moon* is a partnership between Kame Richards and Bill Bridge. They met as college roommates at Cal in the late '60s. The crew used the very same sails this year that they won with last year. The very same sails that did every one of the Express 37 One Design races in YRA this year. The sails are made of GPL Carbon, the most durable high performance material available.

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Cover: Soren, Dana, Drake and Carter (front to back) go in search of pirate treasure in the South Bay aboard the good ship *Hypothetical Destination*.

Photo: Mike Reed

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

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47'	Vagabond 1983	185,000	37'	Beneteau 373	2005	137,000	32'	West sail	1976	64,400
45'	Island Packet 1998	235,000	37'	Pacific Seacraft	1984	129,000	32'	Valiant	1978	43,900
44'	Norseman 447 1984	225,000	36'	Beneteau First 36s7	1998	93,900	32'	J/32	1997	87,500
42'	Cascade 1971	39,900	36'	Beneteau First 36s7	1998	99,500	30'	Beneteau 305	1988	35,000
41'	Tartan 4100 1996	219,000	36'	Beneteau 361	2000	105,000	25'	Cal 2-25 w/trailer	1979	11,950
41'	Dehler 1998	175,000	36'	Hunter	2004	110,000	24'	Corsair 750, trlr, AirDock	2008	55,000
40'	Beneteau 2009	209,000	36'	Pearson II	1985	57,900	POWER			
40'	Beneteau 2008	185,000	36'	CS sloop	1988	62,500	61'	Mikelson SFPH	2001	990,000
40'	Sea Wolf ketch 1968	68,000	35	Dehler	1996	82,000	53'	Navigator CPMY	1998	259,000
39'	Cal Mk II 1980	57,000	34'	Catalina	1986	44,900	42'	California	1987	99,500
39'	Beneteau 393 2006	149,000	34'	Tiffany Jayne	1982	29,000	38'	Pearson True North	2007	327,500
38'	Ericson 1988	69,000	34'	Aloha sloop	1984	48,500	30'	Skipjack, flying bridge	1999	100,000
							29'	Shamrock	2001	120,000

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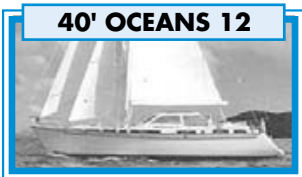
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Latitude 38

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CALENDAR

Non-Race

Nov. 1 — Downwind Marine's Cruisers' Seminar Series continues with 'Power to the Cruiser' by Barry Kessler at 7 p.m., \$3. More seminars at same time and location. **11/2:** Health & Liability Insurance for Travel Abroad (DeAnne Amancio & Arno Chrispeels); **11/3:** Prep for Heavy Weather Sailing (Bruce Brown); **11/8:** Staying Friends with Your Diesel Engine (CF Koehler); **11/9:** A Pressure Cooker: The Vital Galley Tool (Paul Moore & David Berg; \$5); **11/10:** Life at Sea (Capt. Dale Parshall). Info, www.downwindmarine.com.

Nov. 1-6 — *Lady Washington* and *Hawaiian Chieftain* return to the Bay Area and will offer tours. For dates, times, and details on booking passage, see www.historicalseaport.org.

Nov. 2-30 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$20. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Nov. 5 — 'Wanna Crew on a Sailboat?' discussion on how to find a ride for the '12 racing season at San Jose West Marine, 1-2 p.m. Free. Owners welcome. RSVP, (408) 246-1147.

Nov. 5 — Pegasus Project Celebration with speaker Karen Thorndike, silent auction and dinner at Berkeley YC, 5:30-9:30 p.m. Tickets \$35-50. Info, www.pegasusvoyages.org.

Nov. 5 — Jumbo Squid Soirée at Randall Museum in the City, 7-9 p.m. Presented by the Gulf of the Farallones National Marine Sanctuary and the Farallones Marine Association, this evening of inky fun features squid expert Dr. William Gilly and costs just \$15. Info, (415) 561-6622 ext. 308.

Nov. 5 — Cruisers' Kick-Off Potluck at Downwind Marine in San Diego, 12-4 p.m. Info, www.downwindmarine.com.

Nov. 5, 12, 19 — 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/sajf.

Nov. 6 — Daylight Saving Time ends.

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

Nov. 10 — Howl at the full moon on a Thursday night.

Nov. 10 — 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.

Nov. 10-12 — Trawler Fest boat show at Kona Kai Resort in San Diego. Check out the boats, seminars and a variety of other activities. Info & tickets, www.trawlerfest.com.



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Nov. 11 — Take a veteran sailing today!

Nov. 11-12 — Corsair Performance Sailing Clinic at Shelter

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Catalina 400 MkII, 2001	164,000
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Catalina 36 Tall Rig, 1985	51,000
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Catalina 30, 1984	NEW LISTING!	29,000
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Hunter 41 DS, 2005	185,000	
C&C 41, 1984	59,000	
Beneteau Oceanis 373, 2005	137,000	
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C&C 32, 1980	32,000	
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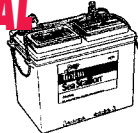
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CALENDAR

Cove Marine (San Diego). Learn to get the most out of your Corsair trimaran. \$395. Info, kurt@westcoastmultihulls.com.

Nov. 12-13 — 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.

Nov. 14, 1792 — Captain George Vancouver, during his four-year surveying expedition of the West Coast of America, sailed *Discovery* into San Francisco Bay before continuing on to the Sandwich (Hawaiian) Islands. His secondary mission — to discover the at-the-time fabled Northwest Passage — was a failure. He died in obscurity at the age of 40 six years later.

Nov. 17 — Welcome to La Paz Party at Stella's Restaurant (ex-Papas n Beer) on the Malecon, 4 p.m. Live music, folk dancing, food and more. First 50 Baja Ha-Ha skippers & crew are free!

Nov. 18 — Reception at Jim DeWitt's Pt. Richmond gallery featuring new works, including paintings of the AC45s on San Francisco Bay, 5-8 p.m. Info, (510) 236-1401.

Nov. 19 — SF Maritime National Historic Park's Sea Music Concert Series aboard *Balclutha* at Hyde St. Pier featuring Holdstock & Macleod, 8-10 p.m. \$14 (\$12 for members). Info, (415) 561-6662, ext. 33.

Nov. 24 — Work off all that turkey and pumpkin pie on a hearty Thanksgiving daysail with the family.

Nov. 24 — Thanksgiving Cruiser Party hosted by El Cid Marina at Plaza Machado in Mazatlan, 5-8 p.m. Tickets \$20. Info, marinaelcidmazatlan@elcid.com.mx.

Nov. 29, 1520 — Ferdinand Magellan's fleet sailed out of the Strait of Eleven Thousand Virgins — now known as the Strait of Magellan — and into the Pacific.

November, 1981 — It Was Thirty Years Ago from the *Sightings* piece 'J.R. probably pushed him':

Early in October, actor Steve Hudson — who is a frequent stand-in on the infrequently outstanding *Dallas* television show — was knocked off his sailboat by a 'huge' wave. J.R. didn't push him; he wasn't even on the boat.

It all happened at 3:30 in the afternoon while Hudson and a companion were sailing back from Catalina to the mainland in what was reported to be 35-knot winds and 6- to 8-ft seas. Hudson's companion did not know how to sail the boat, and it rapidly sailed over the horizon, leaving him alone in the ocean. Almost an hour passed before the remaining crewmember was able to figure out the VHF and contact the Coast Guard, who eventually had two helicopters and seven other boats vainly search a 40-sq-mile area. Luck was with Hudson, however, as *Rodeo Drive*, a 40-ft racing machine, miraculously heard his cry for help at 9:30 that evening — some six hours after he'd gone in and long after dark. Hudson had swum and drifted 10 miles from the point at which he'd gone over.

As fortune would have it, we just happened to sail by that area earlier in the day, having a pleasant spinnaker and blooper ride downwind. We couldn't help noticing how virtually every single boat heading back to Marina del Rey from Catalina was carrying no sail, and how each was getting rocked all to hell. It appeared that setting any sail, even a double-reefed main, would have stabilized the boats and made the rides more comfortable — and possibly even safer.

At any rate, the incident serves as yet another reminder that everyone on your boat should know the basics of sailing and how to operate the VHF.

Dec. 1 — Angel Lights Countdown Benefit, a fundraiser for the Angel Island Association, at Corinthian YC, 6-9 p.m. \$125. Info, angelisland.org/angellights.

Dec. 3 — 35th Annual Lighted Yacht Parade on the Oakland/Alameda Estuary. Starts at 5:30 p.m. Presented by

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CALENDAR

Encinal YC, Oakland YC and Marina Village Yacht Harbor. This year's theme is 'Cartoon Christmas'. Find out more and enter your boat at www.lightedyachtparade.com.

Dec. 3 — South Beach YC Lighted Boat Parade from McCovey Cove to the Ferry Building, 5-7 p.m. Chili and hot buttered rum at the YC after. Info, www.southbeachyc.org.

Dec. 3 — Vallejo YC Harbor Lighted Boat Parade. Info, www.vyc.com or (707) 643-1254.

Dec. 3 — Stockton SC Lighted Boat Parade. Info, www.stocktonsc.org.

Dec. 3 — Santa Cruz YC Lighted Boat Parade in the south harbor, 5:30 p.m. Info, www.scyc.org.

Dec. 10 — Sausalito Lighted Yacht Parade along the waterfront, 6 p.m. Info, www.syconline.org.

Racing

Nov. 5 — Summer's Last Gasp Race. HMBYC, www.hmbyc.org.

Nov. 5 — Fall #3. SSC, www.stocktonsc.org.

Nov. 5 — The Running of the Bulls (El Toros) at Moss Landing. Elkhorn YC, www.elkhornyc.com.

Nov. 5 — Red Rock Race (rescheduled from 10/29). TYC, www.tyc.org.

Nov. 5-6 — Appleton Youth Regatta. SFYC, www.sfyyc.org.

Nov. 5-6 — Perry Cup/Kelp Cup (Mercuries/Shields). MPYC, www.mpyc.org.

Nov. 6 — Jack & Jill + 1, the woman-skipped triple-handed race on the Estuary. IYC, www.iyc.org.

Nov. 15 — The Big Sail: Stanford vs. Cal in J/105s. More fun than football! StFYC, www.stfyccom.

Nov. 15 — YRA Year End Awards Party at Berkeley YC, 7 p.m. Info, (415) 771-9500 or www.yra.org.

Nov. 18-20 — ICSA Sloop Nationals. StFYC, www.stfyccom.

Nov. 19 — Lake Washington's annual Turkey Shoot Regatta. Info, www.lwsailing.org.

Nov. 20 — Commodore's Challenge. IYC, www.iyc.org.

Nov. 25 — Wild Turkey Race. TYC, www.tyc.org.

Dec. 3 — Fall #4. SSC, www.stocktonsc.org.

Midwinter Regattas

BERKELEY YC — Midwinters: 11/12-13, 12/10-11, 1/14-15, 2/11-12. Bobbi, (925) 939-9885 or bobbi@jfcbat.com.

BERKELEY YC — Chowder Races: Sundays through March except when it conflicts with above.

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

CORINTHIAN YC — Midwinters: 1/21-22, 2/18-19. Michael, racing@cyc.org.

ENCINAL YC — Jack Frost Series: 11/19, 1/21, 2/25, 3/24. Info, rearcommadore@encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 11/5, 12/3, 1/7, 2/4, 3/3. Gary, (916) 363-4566 or grsalvo@pacbell.net

HALF MOON BAY YC — Midwinters: 12/18, 1/22, 2/26, 3/18. Info, www.hmbyc.org.

ISLAND YC — Estuary Midwinters: 11/13, 12/11, 1/8, 2/12, 3/11. John, (510) 521-2980 or iycracing@yahoo.com.

OAKLAND YC — Sunday Brunch Series: 1/15, 1/29, 2/5, 2/19, 3/4. John, (510) 366-1476 or j_tuma@comcast.net

REGATTAPRO — Midwinter: 11/12, 12/10, 1/14, 2/11. Jeff, (415) 595-8364 or jzarwell@regattapro.com.

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55' Tayana, 1988, <i>Samadhi V</i>	\$249,000	40' Summit, '08, <i>Soozal</i>	\$579,000	33' J/100, Hull #9, '05, <i>Brilliant</i>	\$84,900
53' J/160, '01, <i>Mandalay</i>	New Listing \$579,000	40' Olson, <i>Elka</i>	SOLD	33' Back Cove, '08.....	\$279,000
52' Santa Cruz, '99, <i>Renegade</i>	\$495,000	38' Sabre 386, '08, <i>Kual</i>	SOLD	32' J/32, '02, <i>Tango</i>	SOLD
52' Santa Cruz, '98, <i>Hula</i>	SOLD	38' Sabre 38 Mkl, '84.....	SOLD	32' Catalina 320*.....	\$59,000
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....	\$499,000	36' J/109, '03*.....	\$189,000	30' Olson 911S, '89, <i>Halcyon</i>	SOLD
50' Bakewell-White, '02, <i>Brisa</i>	\$615,000	36' Islander 36, '72, <i>Absolute</i>	Reduced \$40,000	30' Olson 30, '79.....	\$12,000
48' J/145, Hull #9, '03*.....	\$675,000	35' J/105, '01, Hull #400, <i>Lulu</i>	\$105,000	30' Peterson Half Ton*.....	\$27,500
48' 1D48, '96, <i>Chaya</i>	\$125,000	35' J/105, '02, Hull #520, <i>Sea Room</i>	SOLD	29' MJM 29z, '07*.....	\$269,000
47' Valiant, '81, <i>Sunchase</i>	\$90,000	35' J/105, '01, Hull #463, <i>Trickster</i>	SOLD	28' Alerion Express, '06*.....	\$99,000
44' Kernan, <i>Wasabi</i>	SOLD	35' J/105, '01, Hull #405, <i>Swoosh</i>	SOLD	28' Alerion Express, '02*.....	\$72,500
44' Wauquiez 43 Pilot Station*.....	\$299,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$99,000	28' Islander, '79*.....	\$16,900
43' Saga, '99.....	New Listing \$179,000	35' J/105, '00, Hull #343, <i>Nirvana</i>	\$94,900	26' J/80, '01, <i>Whiplash</i>	\$32,000
43' J/130, '96*.....	\$184,000	35' J/105, '99, <i>Life Is Good</i> *.....	\$74,900	26' J/80, '01*.....	\$32,900
43' Custom C&C, '73.....	\$299,000	35' J/105, '92, Hull #44, <i>Orion</i>	SOLD	26' J/80, '04, <i>Heart Attack</i>	SOLD
41' J/125, '99, <i>Double Trouble</i>	New Listing \$319,000	35' J/35C, '93*.....	\$89,000	20' Melges, '09*.....	\$45,000
40' Pacific Seacraft, '99, <i>DreamKeeper</i>	\$314,900	34' J/34, '85, <i>The Zoo</i> *.....	\$29,900		
40' J/120, '00, <i>Dayenu</i>	New Listing \$174,900	34' MJM 34z, '05*.....	\$334,000		

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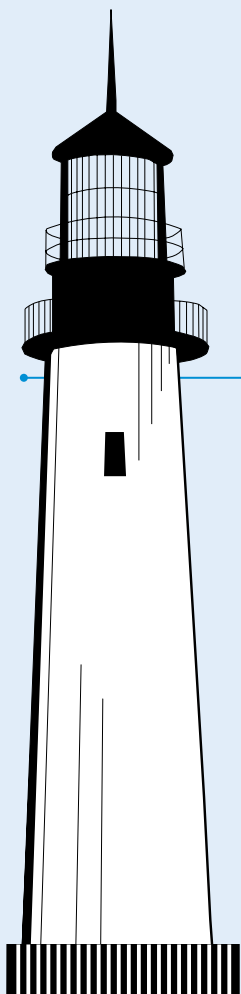
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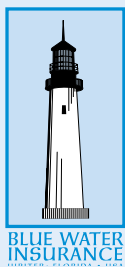
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CALENDAR

RICHMOND YC — Small Boat Midwinters: 12/4, 1/8, 2/5, 3/4. Opti Midwinters: 12/3, 1/7, 2/4, 3/3. Bob, bbranstad@gmail.com.

SANTA CRUZ YC — Midwinters: 11/19, 12/17, 1/21, 2/18, 3/17. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 11/6, 12/4, 1/8, 2/5, 3/4. Dave Borton, (415) 302-7084 or race@sausalito yachtclub.org.

SEQUOIA YC — Winter Series: 11/19, 12/10, 1/21, 2/11, 3/17. Redwood Cup: 11/6, 12/18, 1/15, 2/5, 3/11. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever Midwinters: 11/19, 12/17, 1/21, 2/18, 3/17. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 1/21, 2/11, 3/10. Rob, race@tyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 11/5, 12/3, 1/6, 2/4. Info, www.vyc.org or (707) 643-1254.

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.

November Weekend Tides

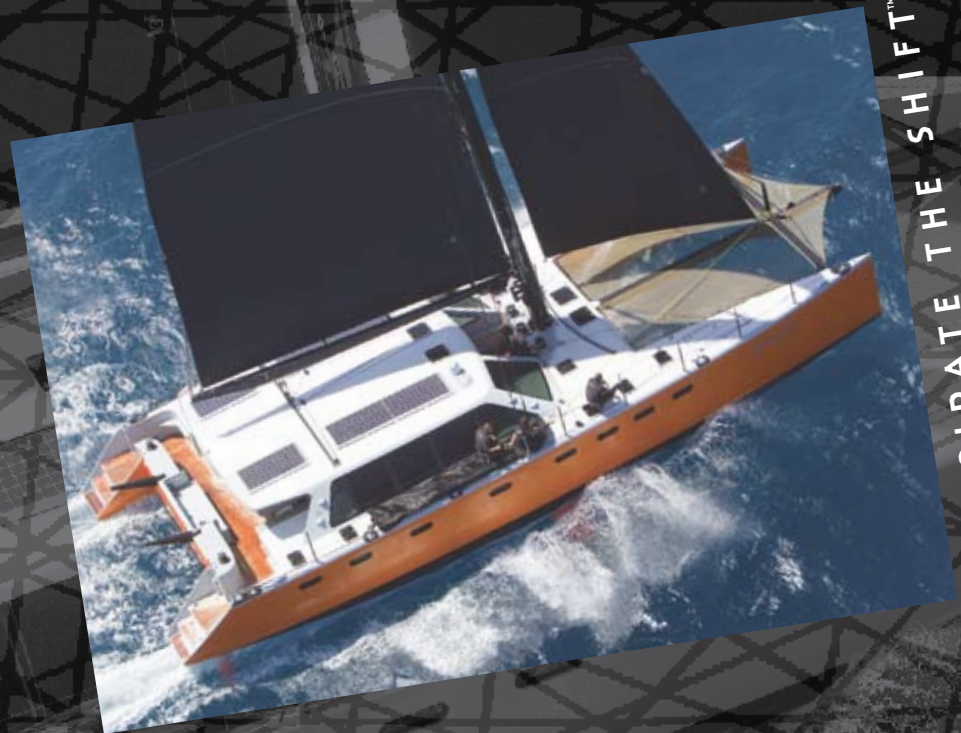
date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
11/05Sat	0203/1.1	0900/5.5	1510/1.3	2115/4.5
11/06Sun	0148/1.4	0832/5.6	1453/0.8	2114/4.5
	HIGH	LOW	HIGH	LOW
11/12Sat	0101/4.5	0526/2.9	1125/5.9	1816/-0.5
11/13Sun	0144/4.5	0603/3.1	1201/5.8	1854/-0.4
11/19Sat	0621/5.3	1219/1.9	1805/4.4	2359/0.9
11/20Sun	0701/5.7	1317/1.1	1927/4.4	
	LOW	HIGH	LOW	HIGH
11/24Thu	0327/2.2	0948/7.0	1634/-1.6	2344/5.0
11/25Fri	0417/2.4	1033/7.0	1722/-1.7	
	HIGH	LOW	HIGH	LOW
11/26Sat	0038/5.1	0509/2.6	1120/6.9	1809/-1.6
11/27Sun	0130/5.1	0603/2.7	1208/6.6	1858/-1.3

November Weekend Currents

date/day	slack	max	slack	max
11/05Sat		0042/2.8E	0424	0734/2.9F
	1026	1336/2.9E	1710	2008/2.5F
	2248			
11/06Sun		0139/2.6E	0411	0715/2.8F
	1004	1312/3.3E	1656	1958/2.8F
	2245			
11/12Sat	0236	0442/2.0E	0751	1041/2.2F
	1323	1650/4.5E	2048	2348/3.2F
11/13Sun	0320	0524/2.0E	0825	1121/2.1F
	1358	1732/4.4E	2128	
11/19Sat	0127	0435/3.2F	0756	1036/3.1E
	1426	1704/2.3F	2000	2250/3.2E
11/20Sun	0221	0527/3.2F	0839	1131/3.8E
	1524	1810/2.8F	2114	2350/3.1E
11/24Thu	0025	0241/2.8E	0549	0844/3.3F
	1134	1455/5.8E	1852	2157/4.6F
11/25Fri	0121	0334/2.7E	0640	0933/3.2F
	1221	1545/5.9E	1942	2248/4.6F
11/26Sat	0214	0425/2.5E	0731	1023/3.1F
	1310	1634/5.8E	2033	2340/4.4F
11/27Sun	0307	0517/2.4E	0825	1114/2.9F
	1401	1724/5.4E	2125	

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LETTERS

↑↓ IT'S HARD WORK, BUT IT'S GOOD FOR YOU

Crikey! We just have to write about *Latitude's* comments on how difficult it is to clean a boat bottom when using a snorkel as opposed to scuba gear. How do you think any of us keep our bottoms clean? We do it with a snorkel.

I've personally kept the bottom of *Toujours*, our Amel Mango 53 with a seven-foot draft, incredibly clean since we bought her in '93. Yes, it was hard work. But yes, it was good for me, too.

Alas, we sold our beautiful girl in June, and are now homeless — although living in a small RV. We're looking for something like a Cal 34 to keep in the Sea of Cortez.

Get in the water and get to work!

Tom & Bonnie Steinhoff
ex-*Toujours*, Amel Mango 53
Incline Village, Nevada

Tom and Bonnie — Almost 20 years of keeping the bottom of a 53-ft-with-seven-foot-draft boat super clean by free diving? Excuse us, but we're mighty impressed. How many other Latitude readers clean their boat bottoms free diving?

On the other hand, you have to admit that there's a bit of difference between your free diving to clean your boat's bottom every month or so, and the Mexican guy who cleans several bottoms a day, every day, for a living. We're impressed with what you did, but this guy is off our graph of impressive.

↑↓ ONLY OFF BY ABOUT 10,000 NAUTICAL MILES

I have a correction to last month's *Changes in Latitude* about *Tamara Lee Ann's* summer voyage to Hawaii and back. The first words are "Fifteen thousand miles in five weeks . . ."

I've covered those tracks a bunch of times, and you are only going to get about 5,000 to 6,000 miles for the trip to Hawaii and back. It must have been a typo.

Sheri Crowe
School of Sailing and Seamanship
Orange Coast College

Sheri — It was indeed a typo, one immediately noticed by Doug Thorne, who submitted the piece. Even more shocking, that wasn't the only typo in the last issue. In the letter from



COURTESY TAMARA LEE ANN

As hardcore as Doug Thorne (right) is, he didn't

anytime past 18 knots on the open ocean" aboard a Beneteau 51.5, there was another typo. It was supposed to read "anytime past 8 knots." Bless Marianne's ocean-loving heart, but for once it wasn't our mistake. Although we suppose we should have known better and contacted her for a correction.

↑↓ FULLY ORCHESTRATED VERSIONS OF SONGS

I'm a bit late in responding to your request about hearing voices at sea, but well . . . I was at sea. Crewmember Marianne Wheeler responded last month about her recent experiences — Gregorian monks chanting — aboard my Beneteau 51.5, and I can vouch for her Bavarian folk songs — with yodeling, if enough wine is involved.



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LETTERS

But to clarify her comments, we did not sail at 18 knots with the Beneteau. I'm pretty sure she meant eight knots. Although I have enjoyed several 200+ mile days with this boat, my top speed to date has been 14.4 knots. I was broad reaching and surfing around Brazil's Cabo Frio at the time. But that was only for a few hours, and I had 30 knots of wind chasing me.

After leaving the boat in Fortaleza for six weeks, and approaching the first days of the southern spring, I then singlehanded from Fortaleza to Buenos Aires, Argentina. It was a total of 2,900 miles, and took me 20 days. Although I never heard voices or saw phantom crew, on occasion I did hear music. And I'm not talking about the wind 'singing' in the rigging, but completely orchestrated radio versions of songs I had no idea I even remembered. It was truly like listening to a CD. I would then find myself humming the songs for hours after 'hearing' them for the first time. It was a thoroughly enjoyable trip.

For those who are curious, I was bringing my boat from the Caribbean to my home in Buenos Aires. I wanted to explore the local waters for a while during the southern spring and summer.

David Kory
Ambassador, Beneteau 51.5
San Francisco / Buenos Aires

LOOK AT THOSE WHALES!

In my 35 years of sailing on the big ships, I can recall two instances of t-boning whales. There was another instance of two whales 'being otherwise engaged' who swam into the side of our ship. Looking down from the bridge wing, I believe the comment at the time was, "Look at the f--king whales."

Based on my experience, I seriously doubt that a ship's speed would have any impact on the number of incidents with whales, as they are, by and large, chance encounters. I think the proposal for a 10-knot speed limit for ships off the coast is just another sop to offer folks who don't want the ships off their coast — but who still want all the goods that the ships bring for their consumption.

Gary M. Schmidt
Syzygy, Beneteau First 345
Bainbridge Island, WA

DAD SET ME ON THE RIGHT COURSE

Start Sailing Right! is the title of the book my father set in front of me when I was 10 years old. I remember reading the title out loud. I spent that summer in sailing camp at the Inverness YC on Tomales Bay, where I learned to sail a 'bathtub' — an eight-foot El Toro dinghy — in a 20-knot breeze.

I spent the next five summers sailing on Tomales Bay. When I was in the 7th grade, my sister and I purchased a Flying Junior that we christened *Sister Ship*. While it was my first 'project boat', it was my father's thousandth. My father had found her for us in *Latitude*, his Bible. He always kept a fresh copy in nearly every room of the house.

My father taught me how to work on the boat and how to race. The Hog Island Race — from the yacht club to Hog



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LETTERS

Island and back — tested our restoration efforts. I still have the photograph of *Sister Ship* crossing the finish in front of IYC, the two of us sitting on her stern, soaked and stoked.

After spending my childhood on Tomales Bay, I graduated to high school sailing on San Francisco Bay. My father chaperoned regattas, trailered our FJs, and gave words of encouragement to my team.

At the end of my freshman year, my dad purchased an Olson 30, christening her *Daddy O*. My sailing team was his crew for the Friday night races out of Tiburon YC. We raced *Daddy O* through high school, lining our walls with plaques, filling our kitchen with TYC mugs, and earning my father his prized fleece for the H.O. Lind Series.

After college, sunny summers on the boat and the docks were replaced by days in an office illuminated by fluorescent lights. My father had sold *Daddy O* in hopes of getting a cruising boat more suitable for empty-nesters.

My father, Thomas Simms, unfortunately never got his cruising boat. In October of last year, he lost his brief and courageous battle with brain cancer.

Upon his death, I knew it was my time to keep our family name thriving in the sailing world. So I tailored my father's XL foulies to fit my frame and networked through the St. Francis



ERIK SIMONSON

Chelsea, on the bow, pays tribute to her dad's memory by wearing his foul weather gear.

YC. I earned the spot for the season on the bow of the *J/105 Walloping Swede*.

In the July *Latitude* there was a two-page photo of me, in my father's foulies, on the bow during the Sperry NOOD regatta. I took it as a tribute to him to appear in his Bible.

As I write this story of our sailing journey, I'm surrounded by dad's trophies — first place in the '73 Long Beach to La Paz Race on Barry Berkus' Ericson 46 *Warlock*; first place in the Cal 20 Nationals on his *Buckaroo* — and a few of my own.

The '11 racing season closed with the Rolex St. Francis Big Boat Series, my biggest event yet. It was an eye-opening and amazing experience. As long as I'm out on the water, my father's memory will sail along with me.

Chelsea Simms
San Francisco

↑↓ "BARBARA TAUGHT ME MANY LESSONS"

I was saddened by the passing of Barbara Campbell in September. I met Barbara in '05 after a re-power to my Ingrid 38 at Nelson's. I took out my anemic Volvo 25-hp and replaced it with a Yanmar 44-hp I had found on eBay. When I walked into Golden State Diesel and saw Barbara, I wondered where the owner was. Upon learning she was "chief cook and bottle washer" of the place, I thought to myself how useless this experience was going to be. Well, don't you know that within 10 minutes, I was over my head with information and direction.

I have used Golden State many times since and never once was it about sales. Barbara always provided a genuine service and had many great suggestions on saving money. I last spoke with her in July about an engine I'm rebuilding on another of my boats. Again, she gave me information I'm sure most dealers wouldn't.

She taught me a serious lesson about judging a business

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LETTERS

by its gender. I hope Golden State continues in the same spirit Barbara left it.

Martin Wade
Joli' Elle, Ingrid 38
Alameda

↑↓"IT'S A DIESEL!"

I was sad to learn that Barbara Campbell of Oakland's Golden State Diesel had passed away. I'd like to share my favorite 'Campbell'.

We were attempting to leave Noyo early one morning aboard our Pathfinder diesel-powered Sceptre 36 *Solar Coaster*. But all of our engine alarms went off — low oil pressure, high water temperature, low alternator output and so forth. I found a diesel mechanic right there in the boatyard, but he was of no help, so I called Barbara on my cellphone and explained the situation.

"Light it off and hold the phone next to it so I can listen," she instructed.

"You've got to be kidding," I replied. But she was serious.

After listening to the Pathfinder rattle and purr as they are wont to do, she said, "You're good to go! Furthermore, if I were you, I'd just pull the sensor wires and forget about it. After all, it's running, it's got oil, you've got water pumping through the exhaust, and for God's sake, it's a diesel!"

Needless to say, we made it back to Santa Cruz — and on and on — from there. Nonetheless, I'll never forget her not-too-soothing "You're good to go!" Farewell Barbara; we're going to miss you.

The AC45s featured in last month's *Latitude* are fast. But I worked with the Hyannis YC race committee last month when they hosted the Formula 18 (F-18) North American Championships, I can tell you those little cats are also f-a-s-t! Each



STEPHEN REED

Formula 18s are speed demons.

of the 53 boats in the regatta was equipped with a third-party GPS tracking device — very, very cool technology, allowing graphic boat-by-boat tracking of each leg of each race, speed logs, polars, etc. The winds for the first race were in the mid-20s with gusts to the low 30s. The fastest speed recorded was 22.01 knots.

The top speed, by the way, was posted by Brooks Reed, a former *Latitude 38* 'Junior Sailor of the Year', who is now studying Ocean Engineering in a PhD program jointly sponsored by MIT and Woods Hole Oceanographic Institution. I can't wait to see the AC45s and the big cats once they arrive in San Francisco!

Stephen Reed
Solar Coaster, Sceptre 36
Santa Cruz

Stephen — We love diesels and share Barbara's inherent faith in them, but we don't want to leave readers with the impression that warning alarms can be ignored with impunity. We're pretty sure that if you'd told Barbara just the oil pressure alarm had gone off instead of all of the alarms, she would have insisted that you find the source of the problem before carrying on.

Most sailors assume that because diesel engines are heavier

THE BOAT YARD AT GRAND MARINA

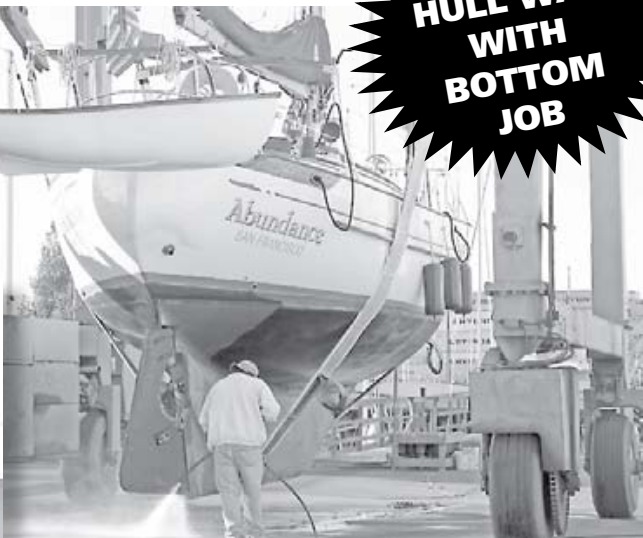
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LETTERS

and more powerful and can last much longer than gas engines, they are more rugged. But that's not really true. Diesels are much more susceptible to severe damage from even brief periods of overheating than are gas engines. It's also more critical that diesels have maintenance performed according to schedule. So unless you know diesels as Barbara knew diesels, please don't ignore any warning lights.

↑↓ MEXICO REALLY HASN'T CHANGED THAT MUCH

My wife and I have been coming to Mazatlan since '73, and have been living here as full-time residents for the past six years. We love our life here. In our opinion, the people of Mazatlan are by far the friendliest, most helpful and caring people in Mexico. They go out of their way to help those in need. Mazatlanecos are hard-working, and most are honest and trustworthy.

We have seen many changes here over the years. Some good, some not so good. The recent narco gang violence in Mexico has impacted all who live here. But it is not the actual violence, but rather the exaggerated negative publicity that has caused the tourist industry to virtually dry up. Without the money coming in from tourism, it is very difficult for the locals to find work.

We live by the rules we made over the years when we ourselves were tourists: 1) Always be cognizant of activities around you. 2) Although the Plaza Machado and Golden Zone are relatively safe both day and night, be vigilant and travel in pairs, especially at night. 3) No walking on the beach at night.

For all of you in the United States and Canada, please don't be wary of coming to Mexico. This country really hasn't changed that much. The gangs only target one another — much as back in the States.

We feel as safe here in Mazatlan as we did living in the States, if not safer. The big difference between the two countries is the people. The Mexican people are gracious, kind and caring. ¡Bienvenidos! Welcome to Mazatlan and relax. We don't live here because we have to, but because we love to.

George & Jackie Krakie
Aimee Sean, Tayana 37
Residents of Marina El Cid
Mazatlan

↑↓ MAZATLAN IS OUR CRUISING BASE

Once again we are hearing that cruisers are being warned against coming to Mazatlan. We've been cruising in Mexico for five years, so we have a pretty good idea of what life is like in this beautiful Mexican city. Marina El Cid is our home base because we believe it is safe not only from bad weather, but also from crime. The people in Mazatlan are friendly and extremely helpful to cruisers.

Peter has spent a lot of time walking the streets in Old Town and the areas where cruisers can obtain boating supplies and equipment from small businesses that are not listed in the local marine guide. It does take some effort to find what you're looking for, but most things are available, and the people you meet along the way are worth the walk. Peter has never had any issues with personal safety. Mazatlan is also an excellent place to have work done on your boat.

We obtained our FM3 visas, which allow us to stay in Mexico for a year at a time rather than the six months you get with a tourist visa. The Immigration office in Mazatlan is the most efficient one we've visited, too. In fact, we were able to get our FM3s ourselves, without having to pay an agent, which is what most people have to do in other cities.

Mazatlan restaurants are terrific, and the cost of living is



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much less than back in Canada. The Old Market downtown, and the modern supermarkets such as Mega, Soriana, Sam's Club, Walmart and Ley's have everything a cruiser could require and more. We take the bus to the market, then catch a wonderful *pulmonia* taxi cab back to the marina for about \$5 USD. You don't need a car to get things done and enjoy Mazatlan.

If you want to see the Copper Canyon, Mazatlan is a great jumping-off point. The inter-city bus service from Mazatlan is excellent, and you'd be amazed at the comfortable, reclining seats, the free movies and, in some cases, snack service and his-and-hers restrooms.

Christmas in Mazatlan is not to be missed, as the historic Angela Peralta Theatre stages excellent musical and dance programs, making the season truly special for cruisers and their visiting guests. Mazatlan's carnival in February is another don't-miss, the highlight being the big parade, with an audience of thousands. We've never seen one problem at that event.

Our nights out often involve dinner with friends at one of the great restaurants where we can listen to live music. On New Year's Eve we generally do go out to a place where we can dance and party, but most of our entertainment involves exploring the many shops and galleries in Old Town. The weekly Art Walk is great fun, too.

Naturally, we use common sense. We don't invite trouble by flashing expensive jewelry or lots of cash. Hopefully, our thoughts will encourage others to enjoy some time in our favorite city in Mexico, cruiser-friendly Mazatlan.

Marni & Peter Siddons
2 Pieces of Eight, Beneteau First 42
Vancouver, B.C.

PHOTOGRAPHIC EVIDENCE REQUIRED

I'm at Captain Lynn Campbell's 100th birthday celebration here on Bainbridge Island, Washington, where I met up with ex-Bay Area sailors and Mexico cruisers Bob and Bonnie Fraik of the Santa Cruz 52 *Impulse*. They say hello.



We wonder if the girl who popped out of Capt. Campbell's cake looked anything like this.

Capt. Campbell was an early tour boat skipper in Seattle, who eventually sold his business to a larger tour company. Anyway, his 100th was a Champagne event complete with bagpipes, a drive-by of an Argosy tour boat with whistle blasts — and even a girl popping out of a cake! Capt. Campbell has many friends here.

Ray Catlette
Bainbridge Island, WA

Ray — Congratulations to Capt. Campbell on hitting the century mark and hello to old friends Bob and Bonnie. But a girl pops out of a cake and you don't even get a photo. And you call yourself a sailor?!

MORE BOATS DIE OF NEGLECT THAN OVERUSE

Talking about boat partnerships, I've been in a great one — thanks to the *Classy Classifieds* — for seven years now. But based on his short letter in the August 22 edition of *'Lectronic Latitude*, I would have some reservations about going into a partnership with Peter O'Connor. I strongly suggest that he do many sails with his prospective partner(s) so



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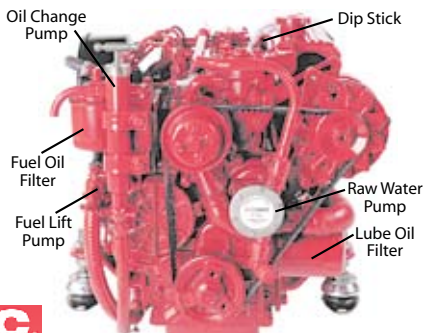
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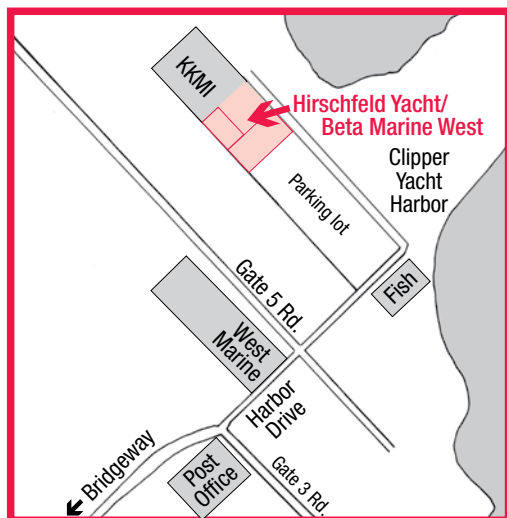
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LETTERS

each person can see how the other sails and treats the boat. Each can learn from the other. The new partner can see how Peter wants the boat cleaned up and put away. Most of all, they can build trust. I sail with my partners a lot.

Once Peter trusts his new partner, he needs to quit blaming. It doesn't matter how the gooseneck broke, it simply broke. The sail simply ripped. Shit happens on a boat. The new partner won't last long if he/she is being questioned or blamed for everything that breaks. Treat new partners as co-owners, have them build emotional equity in the boat, and they'll stay around a long time. But if you treat them like renters, they'll feel free to leave at any time.

Absolutely build a balance in the boat account based on set monthly payments from each partner. Be clear what that covers. The haulout and scheduled expenses should be covered by the monthly payment. But will the non-equity partner have to pull money out of pocket for unusual expenses such as new rigging, engine problems or other items that go beyond what's in the boat account?

Then come the related issues of boat usage and time spent working on the boat. I feel that a partner who sails a lot should also do a proportional amount of work on the boat. A partner who rarely sails but always pays the bills shouldn't have to spend too much time working on the boat. In our partnership we have scheduled 'partner work days', where we all show up and work on the boat together. We get a lot done and drink some beer — it's much better than working on the boat alone.

Here's an interesting question: Which type of partner is more desirable, one who sails a lot and maintains the boat, or one who never sails but pays the bills? Personally, I think more boats die of neglect than overuse, so I would prefer the active partner. Someone like Peter would probably want the opposite.

P.S. Thank you, *Latitude*, for a great, great magazine.

Paul Miller
Addiction, Newport 30
Emery Cove Marina

↑↓ ESTABLISHING VISITATION RIGHTS

Another way to divide up partnership time on a boat is to choose the beginning of a week, then alternate each weekend. The next year the other owner starts with one week, then alternates again. That way each owner gets the boat for the Fourth of July every other year. I do like the idea of the checking account/slush fund. Very ingenious.

Tom Anderson
Nonpareil, C&C 32
Marblehead, MA

↑↓ SPELL OUT EVERYTHING TO THE LETTER

I had a quarter share of a partnership in a boat for three years. Our group researched and purchased the boat together, and we had a detailed contract that we pulled off the web. We split costs fairly, and drafted a use calendar 12 months in advance, making sure the weekends and long weekends were evenly split. Once a month, all four owners met at the marina, took everything out of the boat, wiped her down, and conducted inspection and maintenance. Then once a year, we'd haul the boat in a do-it-yourself yard to pressure wash the hull and paint the bottom.

The joy was that all partners became very good friends, and even tended to sail together most of the time. You always needed an extra hand. There was a dedicated amount of dues money that went into an account, so that repairs could be

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LETTERS

paid for if something broke on your weekend. Non-emergency repairs over \$100 had to be approved by the ownership and were split evenly. If anybody damaged something because of carelessness, they had to pay for it.

We had a simple checklist for returning the boat after use. She was always returned to her mooring with full tanks of fuel and water. The galley and head had to be cleaned. Failure to meet the simple standards resulted in fines for twice the cost of the fuel if the tank hadn't been refilled, and a 'wine penalty' for failure to clean. The wine penalty was a bottle for each of the other owners, the type and brand having been specified in the contract. Marina fees were paid in advance in full at the beginning of every quarter.

Sale of a share had to be approved by all the other owners. If an honest effort to sell the share was made by an owner and the remaining owners did not approve of the sale, the remaining owners would agree to buy the share, therefore not leaving someone in an untenable position.

Finally, there was a 'spirit' clause, which outlined the intent of the group, and stressed the importance of personal communications, adult attitudes, and the safe conduct and security of each other's investment. The spirit was in the enjoyment of sailing plus the camaraderie of boat ownership. It was the spirit that framed the conduct of the group, and it really worked out well.

I was an American in a foreign country when we purchased the boat. The memories of those three years are some of the fondest of my life. After many adventures, we are all still the closest of friends, even though we have all drifted around the world. The boat partnership was the only way any of us could have afforded to own a boat.

If you can find a group of like-minded people, a partnership should be enjoyable for all.

Kelley Fulton
ex-One Life, Triton 24
Formerly Sydney, Australia
Currently Folsom

↑↓THEY JUST HAVE TO AFFORD TO PAY THE BILLS

I once read in *Latitude* that in order to work, a boat partnership should be between old friends, and that each partner must be somewhat affluent. I tried to put a partnership together on my Beneteau 40, but I couldn't find anyone willing to put up the required amount of cash. I finally sold her in December, after three years on the market. Cheers.

Larry Watkins
ex-Moondance, Beneteau OC 400
Long Beach

Larry — The letters we've gotten on the subject would seem to dispel the notion that members of a successful partnership must be old friends. But we take it as a given that you want to avoid partnerships in which members would have a hard time paying their share of the bills.

↑↓MAKING PEOPLE NERVOUS

I was fortunate to go out on the Bay on Saturday, October 8, for Fleet Week and to watch the Blue Angels perform their magic. We found our spot at the end of the security zone next to the *Jeremiah O'Brien*, one of only two remaining fully functional Liberty ships out of the 2,710 built during World War II. We were drifting with the engine on near many other boats and correcting our position once in a while as needed.

Everything was great except for a few idiots who were actually trying to sail through all those stationary boats, creating

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LETTERS

chaos and making everyone nervous. There was one guy on a big old Columbia sailing with only the main up who totally lost control of the boat and missed us by just a couple of feet. What is it that makes these jerks feel compelled to create potential crashes?

Marc Johnstone
Ragnar, Catalina 36
Alameda

Marc — It's impossible to guess at their motivation but there could be any number of explanations, valid and otherwise. For example, if they lost the use of their engine, they may have been forced to sail. Of course they also could have simply been trying to show off a little. But it's also possible that their comfort zone is much smaller than yours. Sailors with lots of racing experience think nothing of passing within 10 feet of other boats while at speed, and continuously monitoring the courses and possible abrupt course changes of a dozen or more other boats in close proximity. Non-racers think this is complete insanity, of course, and prefer much larger comfort zones. Then again, maybe those folks just wanted to go sailing.

↑↓ FISHING IN THE FLEET

On the Saturday of Fleet Week, I took my Potter 14 out with a friend to indulge in the event. What a perfect day! Even with the forecast calling for 5-10 knots, we reefed, so we were not surprised by the nice 10- to 20-knot breeze we saw. After we motorsailed through a washing machine flood off Angel Island, we entered the spin cycle of boat wakes approaching Alcatraz. It was my friend's first Blue Angel show and Pottering experience — he wasn't disappointed.

He noticed we were the smallest boat out there . . . until I looked at my photos later saw this guy and his 'old lady' trolling in the lee of Alcatraz in his aluminum boat in the midst of everything. Oblivious!



GOOSE GOSSMAN

Even boats with motors — and fishing lines in the water — make people nervous.

Then when the huge fleet of spectators scattered after the finale, a container ship just had to get in on the action. We had a great time weaving through the crowd under

main only (with motor running in neutral just in case). The sail back to Richmond was blissful.

Goose Gossman
Gale, West Wight Potter 14
Benicia

↑↓ FOUND: ONE RUDDER

My wife and I were drifting with the throngs of Fleet Week partiers on the windward side of Alcatraz last month, and happened to notice a rudder making two knots toward the Gate. We maneuvered into position for our first man overboard drill aboard *Firefly*, our newly purchased 46-ft Fountaine Pajot Bahia. With deft precision, my lovely wife pulled the pickle from the brine and secured it aboard. The rudder was most definitely broken free to starboard due to overstress. Whoever lost it was most likely headed north on a reach aboard a 42-or-so-ft boat. If this sounds at all familiar, please drop

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LETTERS

me an email at cschmieding@gmail.com.

We would love to reunite the wayward rudder and its captain.

Chris Hatch
Firefly, Fountaine Pajot 46
Folsom

↑↓ATTACK OF THE BOATS

On Sunday, October 9, the Blue Angels had tried to do a show but it was cancelled early because, well, you can see



MARCUS CHOY

The 'Ultimate Cypher' crew thought they'd been dropped into a scene from 'Waterworld', but they survived to sail another day.

why. All the spectator boats scattered for their home ports. We were heading south on the east side of Angel Island, and directly into them. Everyone survived but it was like a scene from a bad movie!

Spencer Nassar
Ultimate Cypher, Hunter 410
San Francisco

↑↓THE TRUE EFFECTS OF JOVA

I know that Puerto Vallarta is the center of the universe for mainland Mexico in the minds of *Latitude*, but I have no idea where you got your information for *Lectronic* about the effects



ELIKE GAZVODA

Barra de Navidad certainly sustained damage from 'Jova' but it could have been much worse.

of Hurricane *Jova* on other areas of the mainland. Rest assured Barra de Navidad and Melaque were not spared by *Jova*.

I live in Santiago just to the north of Manzanillo, and we had tremendous flooding — as did Melaque and Barra. In fact, there were a number of oceanfront restaurants that were destroyed in Barra. And down here in Mazanillo, there were more than 11 inches of rain in 24 hours.

So while Puerto Vallarta was spared, it was never threatened either.

For the record, I sailed down here from Long Beach aboard my Valiant 40 *SolMate* in '03. I sold her in '07 and, two owners later, I believe she's on the East Coast. As for myself, I live in Santiago, and I can't imagine living anywhere else. I did my annual three-week visit to the States in August, and while there all I could think of was how much excess there is. I couldn't wait to return to my simple life in Mexico.

If you get this far south this season with *Profligate*, give me a shout, as I monitor 22. I normally have a couple of par-

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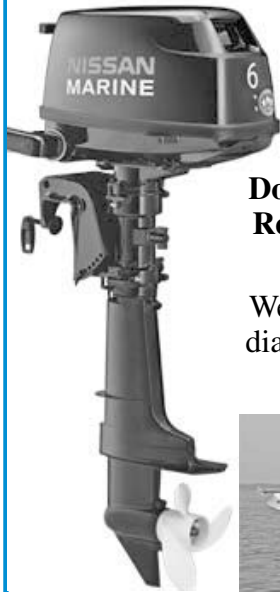
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LETTERS

ties a season at my house, where I invite everyone from the anchorages.

Stan Burnett
ex-SolMate, Valiant 40
Santiago, Mexico

Stan — We're sorry if our 'Lectronic report disappointed you or came across as insensitive, but the truth is that Puerto Vallarta and the Banderas Bay area are the center of the mainland Mexico sailing universe, particularly in the late summer when there are no cruisers on the Gold Coast. And according to the National Hurricane Center, at different times both P.V. and Banderas Bay were seriously threatened by tropical storm- and even hurricane-force winds.

Perhaps we've covered so many hurricanes and storms over the years that we've become a little callous, but the extensive flooding at Barra and Manzanillo was both what was forecast and what we expected. Yes, photos show several of the waterfront restaurants — not the sturdiest structures to begin with — undermined. Trust us, if there had been a serious storm surge and the hurricane surf had been directed at Barra, not one of those beachfront restaurants would have survived. And had there been really strong hurricane-force winds, the full palms you see in the post-hurricane photos would have been denuded.

Eleven inches of rain in 24 hours is admittedly a lot, and there was tremendous flooding. Two years ago Puerto Vallarta got 24 inches of rain in 24 hours, which brought down entire hillsides, knocked out the main highway bridge, and created tremendous flooding. But in just weeks, the resourceful and hard-working Mexicans had cleared most of the debris, re-worked the traffic on the remaining highway bridge, and with the sun out, visitors could hardly tell anything had ever happened.

It was our point — and is our firm belief — that when the mainland cruising season really gets going in mid-December, cruisers are going to be hard-pressed to find that much difference in Barra from last year. As for the marina in Barra, we've yet to be able to reach the harbormaster as we write this, but we'll bet you a nickel there was little damage and they were ready to welcome guests soon after, and will be completely ready for the season. As a result, we certainly haven't changed our plans about visiting the Gold Coast in January. In fact, the best thing cruisers can do to help the Barra area recover is visit and patronize the businesses of the wonderful folks there.

↑↓ TAYANA 55 OWNER SEEKING HELP

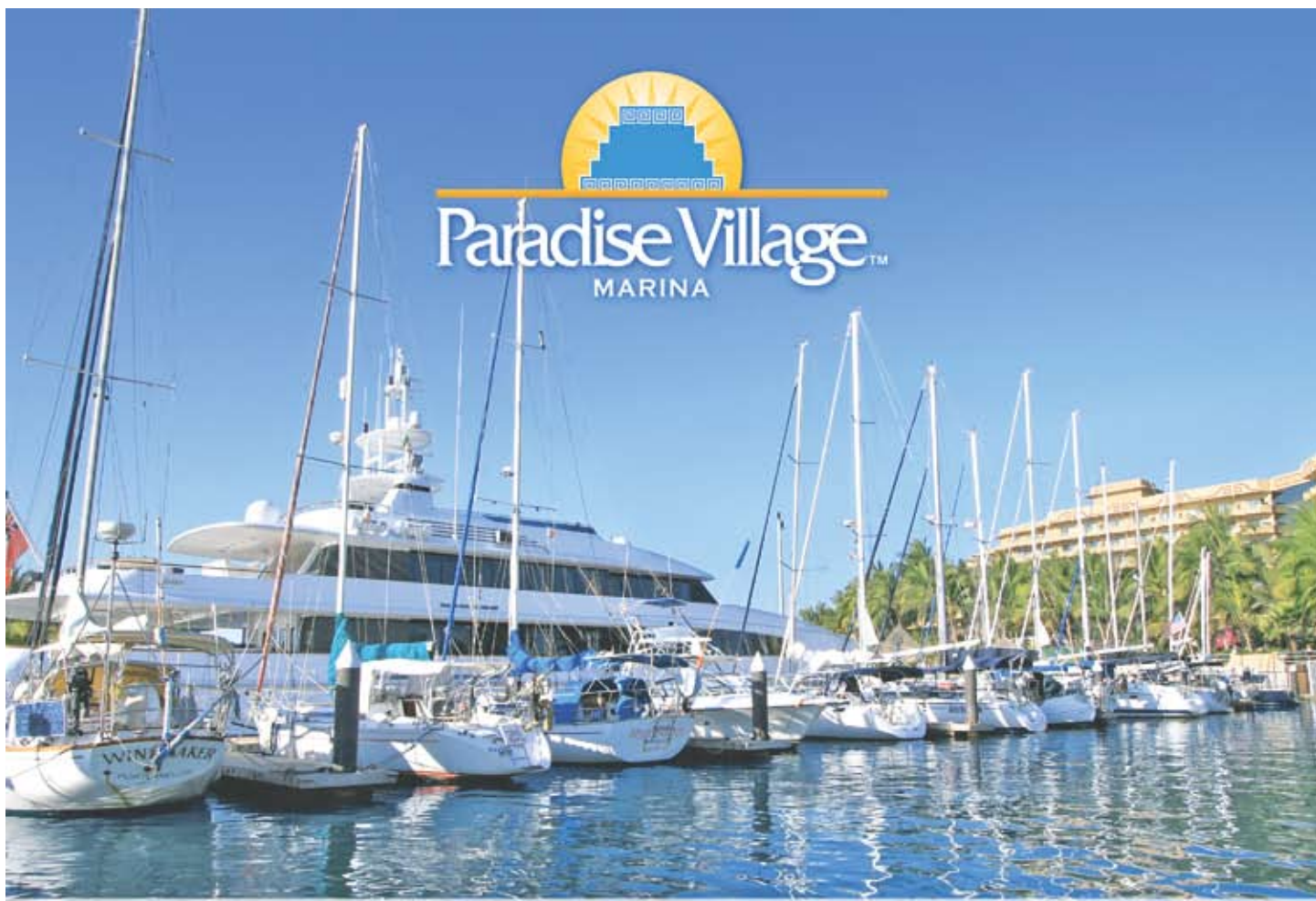
We own a Tayana 55 sailboat with a centerboard. After refitting her, we decided to head north to Alaska. During that trip, we found that, in swells or heavy chop, water would come up the tube that houses the centerboard cable, not only leaving water in the bilge, but spraying it on the engine. We were able to stop it with towels and plastic bags. After a more careful inspections, it appears that there used to be a protective housing around the winch and motor. We're trying to locate someone who owns a sistership who might be willing to send us photos of their housing around the winch and motor so we can fabricate a new one. Any help would be appreciated.

We will be wintering in Bellingham, WA. People can email me at mcronin@sailawayadventures.com.

Michael Cronin
The Jessica E, Tayana 55
San Francisco / Wintering in Bellingham, WA



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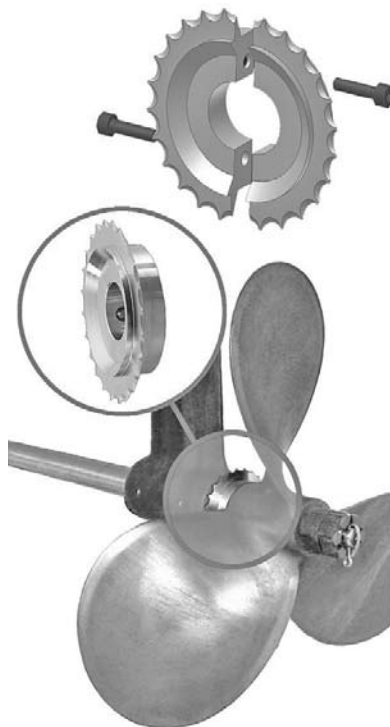
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LETTERS

↑↓ THEY WOULDN'T SELL IT, BUT THEY MADE A COPY

I'm am not sure if you've seen the accompanying art work, or would even like it, but it's one of my favorites. I saw the original hanging in the Hopkins-Carter Marine store in Miami, Florida, and told my girlfriend about it just before we started on our circumnavigation in '88. When we returned four years



DAVID MORGAN

Darrell McClure sounds like he was a hard case himself.

later, she remembered it for my 50th birthday, and tried to buy it. But they wouldn't sell it! However, they did allow her to have a copy made, and it now hangs in our home in the Sierra Foot-hills, a long way from the sea.

I believe the artist's name is Farrell McClure. I hope your readers appreciate it as much as I do.

For the record, Barbara and I started our trip from Miami in '85 on the Amel 36 Kirk Saravah, and sailed to Mexico, Belize and Guatemala. We then sailed back to Texas and had the boat trucked to Sausalito, as Barbara's dad needed help with his business. We left again in '88, sailing first to Hawaii and then doing the Milk Run around the world via Australia and South Africa (where I was born and have family) and arrived back in San Francisco in '92.

David Morgan & Barbara Dresslar
Saravah, Amel Kirk 36
Sonora

David and Barbara — We'd seen the cartoon before and loved it for the humor and the over-the-top cartoonish art. According to Wikipedia, the artist was Darrell McClure, who was born in Ukiah in 1903. He later moved to San Francisco with his family, where he went to art school at night and got his first professional gigs at age 14. He studied at the California School of Fine Arts, but also worked in logging camps and as a sailor on commercial vessels, eventually landing in New York City.

He took a job at King Features Syndicate in New York in '23, and became a contributor to Yachting in '24. From '30 to '66, he worked on the nationally syndicated comic strip Little Annie Rooney. McClure served in the Coast Guard during World War II. In the '50s, the widower remarried, and with his new family sailed their yacht from Fort Lauderdale to Connecticut. The family later relocated to San Francisco, where he spent time sailing and painting, before retiring to Talmadge.

McClure's paintings and drawings are in galleries, private collections and museums, including the Maritime Museum in the San Francisco Maritime National Historical Park. McClure never lost his love of the sea, living at times on his 45-foot yacht Small Wonder while illustrating for Yachting.

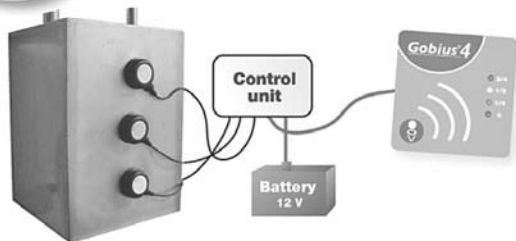
We never had the pleasure of meeting McClure, but we're sure there are some old hands around who did.

↑↓ EXPATS GETTING A "FREE RIDE" IN PANAMA

The September 26 *Lectronic* story about extremely low medical costs for expats in Panama reminded me of the complaints we heard from native-born Panamanians when

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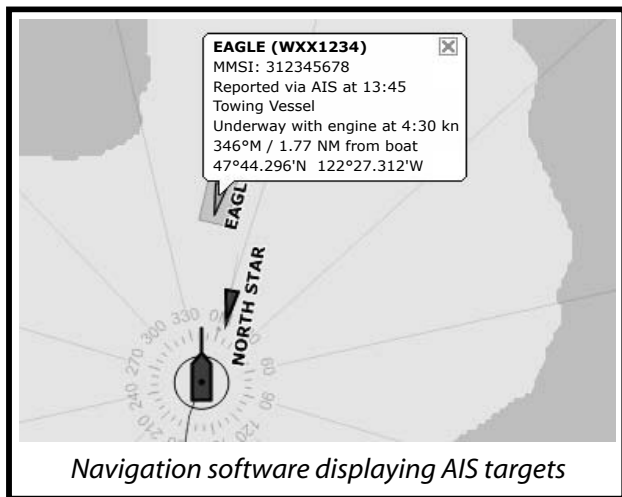
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LETTERS

we visited there for two weeks in April. The locals we heard from complained that their government is subsidizing foreign investment on the backs of the ordinary people, who must provide goods and services at a discount to the expats. The subject first arose when we asked about gated communities we saw in the mountains.

A cab driver in Boquete and a water taxi operator in Bocas del Toro told us the same thing: Panama is trying to become the next Costa Rica, so it has offered these incentives to lure primarily U.S. and Canadian citizens. While I cannot speak to the accuracy of their beliefs on the subject, the handful of people who raised the subject with us were consistent in their concern that the out-of-towners are getting a free ride.

Brian Johnson
Sazon, CT 38 Fast
Berkeley

Brian — Just so everybody can know what we're talking about, we've reprinted that 'Lectronic in this month's Changes.

But a "free ride?" Correct us if we're wrong, but we think the Panamanian government is telling Americans and Canadians, "Come get your hip replaced here because we can do it as well as in the States or Canada, and at a fraction of the cost." To the best of our knowledge, they aren't making Panamanian doctors perform surgeries at below cost or at lower prices than they would charge the locals. Nor do we think they are making cab drivers or water taxi drivers charge tourists less. In fact, just the opposite is almost always true.

Medical tourism tends to bring huge bucks as well as better medical skills and equipment to areas that otherwise wouldn't get them. We think that's a good thing. The devil can be in the details, of course. If medical tourism interfered with normal medical care in Panama — such as it is — we'd be against it. But we don't think that's going to be the case.

When it comes to attracting new residents, which country do you think is smarter: Panama, which is going out of its way to attract legal, educated and affluent new residents, or the United States, which has thrown its doors open to an unlimited number of uneducated poor who are in desperate need of money, food, jobs, housing and education?

As for Panama trying to become more like Costa Rica, what would be wrong with that? As you'll read in this month's Changes from Zeppelin, Costa Rica has a lot of things going for it.

WADING THROUGH THE PHOTO ARCHIVES

I was wondering if you have an archive of photos from the Master Mariners Races in the early '80s. I'm looking for a photo — any photo — of the 62-ft staysail schooner *Sleeping Dragon*. She wasn't an official entry, but I remember seeing a two-page spread of her in *Latitude* showing her in all her glory.

I grew up aboard *Sleeping Dragon* many years ago. Her owner, Capt. Bud Setnik, my father, has long since passed away, and so, it is my understanding, has the schooner. It seems that I'm the only one left with fond memories of *Sleeping Dragon* literally sailing circles around the *Rendezvous*, mooning Senator Gary Hart, who was lunching at the Spinaker Restaurant, and having other such fun.

Micah is welcome to come wade through our 30-year archive of negatives.

I realize that it may be a pain to try to find a photograph,



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LETTERS

but I would be eternally grateful for any photos you might have of the old girl. In fact, I would be more than happy to sort through any old prints that you might have.

P.S. Thanks for all the years of great reading.

Micah Sean Setnik
Norpac Yacht and Ship Brokerage
Pt. Richmond

Micah — While we don't have a bunch of prints lying around, we do have an archive with more than half a million negatives. We covered every Master Mariner's Regatta that we can remember — back in the day some of them were wild! — so there's a good chance we have a negative of Sleeping Dragon. The negatives are all in binders, and in somewhat reasonable order. Call in advance to arrange a time, and you can look through them.

↑↓ TRYING NOT TO BE EMBARRASSED FOR FRIENDS

Goodbye. Just a note to point out that when the Ha-Ha (or any other) boats arrive in Mexico, they will be "entering," not "clearing in," as you often write. When they depart Mexico, they will be "clearing."

I know it's a small point, and I also know that languages change. Some of my American friends insist on calling the saloon the salon. Because they are good people, I try desperately not to be embarrassed for them. What's next, larboard and starboard?

Hello.

Peter M. Heiberg
Scaramouche, Palmer Johnson 49
Victoria, B.C.

Peter — You couldn't be more correct, and you couldn't have made your point in a more humorous fashion. We're still rolling around on the floor laughing at the "Goodbye" start to your letter.

But we have an excuse. When attending the great university over in Berkeley so many years ago, we briefly and inexplicably became enthralled with Ordinary Language philosophy, the idea of which is that many traditional metaphysical and epistemological problems are only illusions brought on by misunderstandings about language.



BEN RICHARDS

We're sure Wittgenstein would support cruisers' use of 'clearing in'.

Ludwig Wittgenstein, a giant in the theory of language, described his work as bringing "words back from their metaphysical to their everyday use." His idea — unlike that of the Analytic philosophers who preceded him — was that there is nothing wrong with ordinary language as it stands, and if we pay close attention to language in its normal use, many philosophical problems "dissolve" and therefore need not be solved at all. It was Wittgenstein who gave us the famous dictum "the meaning is the use," which is why he's such a revered household name.

Given the fact that it's long been normal for sailors to use the word 'clearing' when entering a country, and we all understand what they mean by it, we're not going to be any more embarrassed by our non-Analytic usage than any other person who

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LETTERS

went to Berkeley is about anything else.

↑↓ THE POLITICS OF SAILING

The sociopolitical references that so frequently find their way into *Latitude's* responses to letters from readers reminds me of how Bay Area-universal are both the aging '60s Berkeley dogmas and the assumption of their universality. Mercifully, sailing is typically pleasantly apolitical — even if somewhat elitist after all.

Don van Sicken
San Francisco

Don — If you briefly summarized our sociopolitical references or dogmas from the '60s, as you perceive them, perhaps we and our readers could better understand the point you're trying to make.

"Pleasantly apolitical — even if somewhat elitist"? What next, a pregnant woman who is still somewhat a virgin?

↑↓ GOING FOR THE GOLD

For a long time I had intermittent trouble with my Raytheon autopilot. There were gold tabs on the unit itself, but the cables had ordinary tinned lugs. Rewiring the cables with gold-plated lugs solved my autopilot problems.

If anyone is interested, Orchard Supply Hardware stocks a line of gold-plated crimp lugs made by CalTerm of El Cajon. The 0.110-inch female spade lugs are stock #65623. The 0.187-inch female spade lugs are stock #65624.

Bob Wilson
Bobcat, Crowther 38
Pittsburg

Robert — Thanks for the heads-up. About 18 months ago, we reported that the Autohelm 6000 autopilot on Profligate goes berserk for the first hour or so of operation. Then, it inexplicably settles down to work perfectly — until the next time we turn it on. We're working on a couple of potential fixes this month. If they don't pan out, we're taking your information down to Orchard Supply and buying some gold-plated lugs.

↑↓ WHAT'S THE OPPOSITE OF RADAR LOVE?

In '08, I purchased a new Raymarine C70 radar unit. The cable from the radar dome to the display has not been removed since it was first installed, and the unit has been kept in the cockpit under a canvas cover.

I recently had to remove the cable connection from the display to refeed the radar cable to the dome, which I now have mounted on a radar arch. When I went to reconnect the display cable, I noticed that the 1/16-inch thick, raised gray-plastic connection guide at the back of the display unit was broken/missing, and would not align the 13-pin connection properly. To make matters worse, the pin connection hole is set deep within a plastic housing, making it impossible to view the proper alignment. The only option for me was to blindly try to align the 13 pins onto the 13-pin receptor by feeling for the proper alignment. After several dozen frustrating attempts to align the pin-to-cable connection, two pins broke off.

I took my display unit to my local marine repair shop. I was told they were familiar with the problem, but that it's impossible to repair since the display pin connector is directly wired onto a motherboard, and would thus be very expensive. I called another marine electronic repair outfit and the service guy just laughed when he heard what happened. "There is no repair when pins are broken," he said, "but you might send

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NICK SEBASTIAN

LETTERS

the unit directly to Raymarine in Merrimack, New Hampshire, where their repair services are located." He also warned me that I would be better off just buying another display unit.

I phoned Raymarine, and to my surprise, Linda in tech support said she was familiar with the problem. She didn't have any suggestions about how to replace the broken gray alignment guide, so alignment would still remain a problem. And replacing the two missing pins was going to cost over \$320.

I sent my display unit to Raymarine so they could look at it themselves. It's been almost a month, and I've gotten no response. So I currently don't have radar, and can see no solutions other than to pay for the cost of the repair or purchase another unit. I'm not very happy about it. I think they need to design this part of their radars better, and I think they need better customer service.

If anyone else has had a similar problem, or an alternative solution, please contact me at jimannmarie@yahoo.com.

Jim Barden
Martes, Iroquois 32 Cat
Marina del Rey

Jim — Have you tried gold-plated lugs? Just kidding.

↑↓ REMEMBERING THE USS LIBERTY

I want to personally thank *Latitude* for publishing the letter from my wife, Jean Garst, in the September issue, as well



COURTESY LIBERTY

as for your own comments about the USS *Liberty* incident and about my voyage to pay tribute to those who died in the attack on their vessel.

I am back home in Texas now, with my Freya 39 *Liberty* tucked away on the hard in Turkey. I expect to return next May if nothing pressing intervenes. At that time I will decide whether to go to the site of the attack on the *Liberty* once more, before sailing home.

Like the publisher of *Latitude*, I vividly remember being at the Berkeley campus in '64. I was not an active participant in the demonstrations then, but I always admired what those young people were trying to do and, to a large degree, succeeded in doing.

By the way, I am very happy with my Freya 39, a sistership to what the publisher once owned. As far as the boat went, we had no serious problems of any kind.

Larry Toenjes
Liberty, Freja 39
Galveston, TX

Larry — You'll no doubt be interested in the following responses we received to the account of your adventure.

↑↓ SETTING THE RECORD STRAIGHT

While I like what Larry Toenjes is trying to do with regard to the USS *Liberty* incident in 1967 by sailing his Freya 39 *Liberty* across the Atlantic and across the Med, I can set a few facts straight for him.

I was a Damage Control Petty Officer aboard the carrier USS *Saratoga* CVA-60 at the time. We had just left a bay near Spain for the Eastern Med after relieving the carrier USS

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LETTERS

Roosevelt CVA-42 for our six-month Med Cruise. Those of us in R Division slept in the fantail area over the prop shafts, and one night we heard the four 20-ft diameter props wind up faster than we'd ever heard them run. It was followed by the captain on the 1MC announcing, as best as I can recall, "The USS *Liberty* has been attacked in the Eastern Med [we were in the Western Med]. Our jets can't get there and return. I have launched a squadron of propeller planes to counter-attack for this reason. We are proceeding at flank speed in convoy to the area with all liberty ports cancelled until further notice."

When dawn broke, I went up to the hanger deck and looked out to see what looked like a shot out of the television show *Victory at Sea*. All around us were navy ships hauling butt in the same direction as we were. Shortly thereafter

Israel apologized for the incident — there are news articles to confirm this.

At the time of the incident, the *Roosevelt* was on her way back to Mayport, FL, which was our homeport also. So, 1) The two carriers I mention were



Other U.S. assets went to the aid of the USS 'Liberty' after she was attacked.

not "nearby"; and 2) the *Saratoga* did not launch a rescue flight, but initially an attack flight. When viewed in this light, I hardly think the men on the USS *Liberty* were abandoned by the U.S.

In my opinion, in the 'old days' society didn't make such a big deal out of such incidents, at least compared to today, though 'government bashing' is always fashionable to some. And while I'll admit our system is not perfect, you can try to fix it or leave for greener pastures. Personally, I think we all should concentrate our efforts on reducing the nation's unemployment problem, for all the obvious reasons.

Mike Sands
Planet Earth

↑↓ GONE BUT NOT FORGOTTEN

My summer was ruined after I spent it reading *Body of Secrets* by James Bamford. In the chapter called 'Blood', the whole USS *Liberty* story is finally told in detail, thanks to documents released as a result of the Freedom of Information Act.

The National Security Agency was spying during the Six-Day War in '67 to see if the Soviets were helping the Egyptians. Indeed, I saw the USS *Liberty* in Rota, Spain, prior to the attack on her, and noticed all the antennas and dishes on the superstructure.

What was missing in the article was why the USS *Liberty* was attacked. The NSA intercepted and relayed Hebrew to translators on U-2 spy planes overhead to the headquarters in Langley, Virginia. The orders to kill all prisoners of war at the El Arish prison camp in the desert, and to bury them and leave no traces, was no longer a secret and the *Liberty* paid dearly when Israel learned of this. An ally meant to help us monitor transmissions out of the Soviet Union now became our attacker. While deadly accurate in their attack, the Israelis were unable to sink the ship as they intended, which would have removed all evidence of the transmissions.

It was an election year, so President Johnson didn't want to rile the powerful Israel lobby. He had the crew sequestered, and threatened to court martial any of the crewmembers who

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LETTERS

dared to speak the truth about the incident. Medals of Honor were later awarded to the captain and crew, but it was kept out of the press and public notice. According to Bamford, that was a first.

As a Navy vet who saw this ship weeks before the incident, and wondered "what the hell kind of ship this was," I now know the answer 44 years later, thanks to the release of formerly classified information.

I want to thank Larry Toenjes for his compassion, and for his bravery in standing up to the powerful Israeli government. Hopefully the truth will set us free, and Toenjes will not share the fate of the *Liberty* crew, who are now gone, but not forgotten.

Steve Rudzinski
 Santa Cruz

↑↓ AMERICANS CAN BE SO UGLY

When it comes to disputes between American service providers in foreign countries such as Mexico, I think I know the reason that they come about. I say this based on having lived and traveled abroad for most of my life, and cruised aboard my self-completed 20-ton Westsail 41 ketch *Sirius* for nearly 20 years and 80,000 miles. I found that the basic problem was the fact that too many Americans — particularly those from the United States — found it difficult to be anything but 'Ugly Americans' when in foreign lands. And when they go into business, they become abrasive, self-assured and fallaciously superior even — or particularly — when dealing or competing with each other. It tends to spoil what otherwise might have been nice places, or a nice day in the life of a traveler. By the way, I say this having not cruised in Mexico since the late '80s.

Earl Gale
 ex-*Sirius*, Westsail 41
 Now living ashore in Malaysia

↑↓ WOW. JUST . . . WOW.

I just finished reading the Wanderer's Baja Bash story in the September issue and would like to comment. I've been traveling Baja for about as long as the Wanderer, meaning since the '70s. A lot of things have changed on the peninsula since then. I've spent the majority of my time in La Paz and points farther north, as I prefer the isolation of the islands north of that city. When I finally visited Cabo again after 30 years, I was blown away!

The accompanying photo is one that I took in December



CURT SIMPSON

The harbor at Cabo San Lucas looked much different in '77 than it does today.

of '77 as we were flying out of the area after a fishing trip. The streets were dirt and the Hacienda Hotel — now gone — was the only big hotel. When I returned this year for more fishing, I actually got a chance to walk around Cabo a bit. "Wow!" is all that I can say. After the insanity of the cruise ships, Jet Skis and basic tourism at Cabo, I'll be keeping my butt in La Paz and points north.

P.S. Please keep up the great work — my sanity depends on it.

Curt Simpson
 Palm Desert

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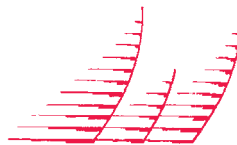


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LETTERS

Curt — Thanks for the kind words. But how is this for irony? While Los Cabos has changed more than any place we've been



CURT SIMPSON

in the last 30 years, the rest of Baja — with one or two exceptions — has probably changed as little as any place we've been. No matter if you're on the Pacific Coast or heading north of La Paz, so much of Baja is just as it's been for thousands of years. We West Coast sailors are lucky to have something that special so close.

Looking at Cabo Marina today makes the old-timers shake their heads in wonder.

↑↓ALMOST THE MOST FUN YOU CAN HAVE

We sat in the marina in Port Angeles, Washington, from mid-August until the second week of September watching boats heading south. Some of them were flying burgees for this year's Ha-Ha, and others we knew from the list of Ha-Ha entries.

We departed Washington on September 11, and five days later arrived at Catalina — where we saw *Profligate* anchored at her familiar spot on Harbor Reef. We only had a couple of hours at Catalina before having to leave for San Diego.

On September 18, we headed down the coast of Baja. The sailing conditions were ideal, with 10 to 20 knots of wind from aft, and 2- to 4-ft seas. However, we were on the 112-ft motoryacht that we run the five months a year that we're not cruising.

By the time we got as far south as Banderas Bay, Hur-



COURTESY CAT 'N ABOUT

ricane Hilary was building to a Category 4 blow. So we stopped at the Nayarit Riviera Marina in La Cruz.

The folks here at the Marina Riviera Nayarit couldn't have been nicer — and the off-season rates were low.

Having taken care of all the maintenance projects, we were approached by the lovely Katarina, who does public relations for the marina. She told us that the marina manager wanted to express his appreciation for our business with an ice cold bottle of Champagne. Does it get any better than that?

September is actually a great time to be here in La Cruz, as things are slow, so there's no waiting for street tacos or a table at Philo's.

P.S. It's amazing how much fun you can have after you retire the first time.

Rob & Linda Jones
Cat 'n About, Gemini 3000
Ha-Ha Class of '04
Whidbey Island, WA

Readers — In mid-October we got the following update from Rob and Linda:

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LETTERS

"After leaving La Cruz, we had to wait in Huatulco for a T-pecker to die down. Then it was five days to Panama and our Canal transit. We did a night transit and pulled into the Shelter Bay Marina this morning. Given a good forecast, we should be in Florida soon, after which we'll fly to Cat 'n About in La Paz. We hope everyone has a great Ha-Ha, as it's still the most fun thing you can do while not using intimate body parts."

↑↓ HAVE WHARRAM, WILL TRAVEL

My dilemma is that I want to purchase a Wharram 30 catamaran, but she's located on the coast of Mexico's state of Oaxaca. Given her location, and the fact that I live in Dallas, my options are to either have her shipped to Dallas or sail her back. Given the level of violence in Mexico, what would you consider to be the best option? If it's sailing, what time of year would be best to transit the Canal and come up the Gulf of Mexico? If shipping, can you recommend any companies?



BOB THORNBERRY

Bob shouldn't have any trouble transporting his new Wharram 30, as long as it comes apart easily for trailering.

Bob Thornberry
Dallas, TX

Bob — Hiring a company to truck the cat would almost surely cost far more than the boat is worth, as would bringing her through the Canal and up the Gulf of Mexico.

It seems to us the only halfway economical option would be to find a truck and trailer and drive the cat back to Texas yourself. That's assuming, of course, she's one of the Wharram 30s where the hulls can be detached for trailering. As long as you don't fill the hulls with drugs, we don't think you need to worry about violence in Mexico.

↑↓ THOUGHTS ON THE BAJA BASH

With a lot of folks just heading to Mexico — and a few about to head back home — now might be a good time to share my thoughts on a Baja Bash. There is a lot of advice out there, and there are several different approaches to a Bash depending on your time limitations, experience and cruising style. But I agree with Harry Hazzard of the San Diego-based Beneteau Idylle 51 *Distant Drum*, who has done a lot of them, and who wrote in the August issue that you'll only have a bad Bash if you make it one.

After five months of leisurely singlehanded in the Sea of Cortez, I knew I was going to be in a different world once I rounded Cabo Falso and started my Bash. My only prior longer-range upwind sail had been a shakedown cruise from Redondo Beach to the Bay Area last summer. My plan for the Baja coast was to put safety and relative comfort first by sailing within my level of experience and endurance. That meant pulling into anchorages along the way, resting when I needed to, and carefully picking my weather windows.

I had the luxury of time, only needing to get north before the start of the hurricane season. I quickly learned that bashing into big waves and seas slowed my boat considerably, and resulted in longer passages and greater fuel consumption.

During my Bash I was fortunate to travel with two different groups of cruisers who were also doing the Bash. One was the



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LETTERS

group that Hazzard encountered in Turtle Bay. Their collective experience was remarkable, yet they were all modest about their sailing accomplishments. Despite the many adverse conditions they must have encountered circumnavigating and singlehanded to Hawaii, they all took Baja seriously. It gave me great confidence to share weather info with them, plan strategy, and keep in touch on the radio after we left.

While in the Sea of Cortez, I expected to meet cruisers and gather for sundowners and potlucks. And, of course, that happened a lot. But I hadn't expected to meet and bond with so many people on the Bash, all of whom were focused on the same goal, and all of whom were willing to help in any way they could. Cruising sailors are truly a remarkable community.

The result of my 'slow with lots of stops' approach to the Bash was the opportunity to visit a number of interesting and remote towns that I had blown past on the way south last fall. For example, the crew of six other boats and I waited in San Juanico, behind Punta Pequeña (Scorpion Bay), for four days waiting for a weather window. It's not only a good anchorage in northwesterly winds, but it's also a world-class surf spot. There was no Pemex station or bank, but we all enjoyed 10-peso tacos and beers at a restaurant/bar where we all met in the afternoon for drinks and to connect to the internet. Those days were among the highlights of my entire cruise!

Most of the legs of my Bash were uneventful, but there were some exciting moments. There was a big swell running, which resulted in surf as high as 15 feet crashing into the air off the many reefs surrounding Abreojos — a truly elemental kind of place. My plans to beach my dinghy and go ashore were quickly altered when I got close enough to realize that the waves breaking on shore were six feet!

My toughest leg was when I left Cedros Island and headed across Bahia de Vizcaino to Baja. I had a beautiful sail most of the way across, but the wind rapidly picked up to gale force as I approached the mainland about 10 miles south of San Carlos. The current was two to three knots on the nose, and my VMG was minimal. When my bilge pump light came on — and stayed on — things got exciting in a hurry. With darkness coming on and the seas building, I was a little frantic, tearing out gear to check all the thru hulls and other potential sources of leaks. None were found, and I eventually realized the switch was stuck in the 'on' position.

It was comforting to be traveling in company with circumnavigators Bob and Glenda Taylor of the 45-ft cold-molded sloop *Nero*, who were a few miles ahead when I thought my boat was taking on water. Bob acknowledged that we were in the sloop, but he calmly talked me through some things, and reported that the winds were down to about 30 knots where they were. Ultimately, we are all responsible for our own boats and our own safety, of course, but since there is no rapid Coast Guard response down there, it was nice to have some fellow cruisers that I could count on. After a long, bumpy night, I made San Carlos the next morning and dropped the hook.

Looking back, I would say I did the Bash exactly the way I'd planned to. Unlike Doña de Mallorca, who has delivered *Profligate* north about a dozen times, I'm not embarrassed that it took me 27 days to get from Cabo to San Diego. There were a lot of very windy days last June when I did my Bash.

I traveled part of the way up the coast of Baja with the Mather family of the Redondo Beach-based *DownEast 45 Blue Sky*, who had just completed their circumnavigation. Despite their obvious experience, they reported taking 25 days to do the Bash. Maybe if you have done the Bash a few times, have

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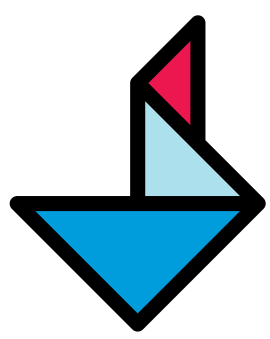


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already checked out the towns and anchorages, have plenty of crew, or just have to get back to work or reality fast, it makes sense to plow ahead no matter the weather. I knew of several boats with crew that had to get back to work that set out in weather they would rather not have. For me, the Bash was exhilarating and challenging enough, even waiting for moderate weather. I saw some fascinating places and made many friends, both Mexicans and fellow cruisers. It only made me hungry for more.

Finally, did you hear anything about a 50-ft ketch that went on the rocks just north of Cabo San Lazaro around June 1? I was north of there by then, but heard the report from a boat on the scene on the morning SSB net. Don Anderson was going to put in a call to the Coast Guard, which would probably have coordinated with the Mexican Navy. The next day we learned that the crew had safely made it to shore. Do you know the story of how they came to be on the rocks and how they were rescued?

Kelly Mantis
Simpatico, Cabo Rico 38
Redondo Beach

Kelly — In Doña de Mallorca's defense, she Bashes really hard because time is always of the essence with Profligate, and because she always has crew. Given the choice, she'd much rather take a month to do the Bash, too.

We don't know that anybody has any factual evidence to back it up, but lots of people seemed to think that this year was one of the nastiest Bashing seasons in years.

If it were up to us, we wouldn't Bash until June or July, because we believe that you have a greater chance of more and bigger windows at that time, and the Baja weather isn't so cold. But most people want to be back in California by then.

As for the 50-ft ketch, sorry, but we didn't hear about it.

↑↓ "THANKS FOR THE FREE MOORAGE, SAN FRAN!"

We're cruisers from Canada transiting through California on our way to Mexico and parts beyond. When we were preparing to leave Canada, the common refrain from British

Columbia and Washington cruisers was that they wanted to leave as late as possible in the summer to minimize their time in California because of how expensive it is.

There is some truth to those thoughts. Free anchorages exist but they are less plentiful and farther apart than they are in the Northwest. Plus, many boaters in B.C. have spent a lot of time in remote, wild, beautiful anchorages, so what some of us — ourselves included — want a taste of is California city life.

The question becomes where in California you can spend a substantial amount of time anchored out with access to a fun city.

We found San Francisco to be delightfully easy to visit dirtbagger style. We spent five weeks anchored out for free with easily obtainable permits — we anchored for two separate week-long visits at Aquatic



COURTESY ESTRELLITA 5.106

Free anchorages are plentiful in the Pacific Northwest so cruisers from B.C. skip many wonderful places on the California coast, believing they'll have to pay too much for moorage.

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Park and spent three weeks at anchor at Clipper Cove. We bought Muni passes for the month of August after realizing

COURTESY ESTRELLITA 5.10b



Carol and Livia had no trouble anchoring for free in the Bay for weeks.

that Clipper Cove is on the Muni, and zipped all over your fair city while at anchor.

In fact, with the welcome we received from various yacht clubs as an offshore, foreign-flagged vessel, we stayed a full seven weeks in San Francisco for \$130 USD moorage.

Thank you, San Francisco, for keeping anchorages accessible to cruisers in transit!

Carol Dupuis & Livia Gilstrap
Estrellita 5.10b, Wauquiez Pretorien
 Victoria, B.C.
thegiddyupplan.blogspot.com
interviewwithacruiser.blogspot.com

↑↓ CALIFORNIA ISN'T THAT TAX-HAPPY . . . YET

While passing through California waters on our way south, we wonder if our Canadian-registered boat would be subject to California usage tax if she were in a California marina on January 1.

Lee-Ann McKintuck
First Press, Beneteau First 42
 Victoria, B.C.

Lee-Ann — Here in California we call it personal property tax. If you're truly passing through as opposed to having your boat take up permanent residence in the state, you have nothing to worry about. Eh?

↑↓ "YEAH, I'M HARDCORE, BABY!"

I saw your call for expressions of interest in participating in a 'So-Cal Ha-Ha' next summer — and think it's a splendid idea. Southern California is such a rich cruising area, and we love to participate in rallies.

A couple of things to think about. One is that the annual St. Francis YC Stag Cruise — which I would never miss — is usually the third weekend of September. You mentioned possibly starting on Labor Day, but it may not be the best time to get into Santa Barbara Harbor. I think it would be great if you could hold it starting just after Labor Day. That means I could probably make it and get the boat back to San Francisco in time for the Stag Cruise, then back down to San Diego in late October because we plan on doing the Ha-Ha again next year.

In any event, count us as 'very interested'.

Doug & Tamara Thorne
Tamara Lee Ann, Celestial 48
 San Francisco

Doug and Tamara — We never realized how hardcore you are!

↑↓ "WE'RE IN!"

My wife and I would be very interested in participating in your proposed So-Cal Ha-Ha, as you described in the October *Latitude*. We would also be willing to participate in sharing some of the costs of promoting and organizing such

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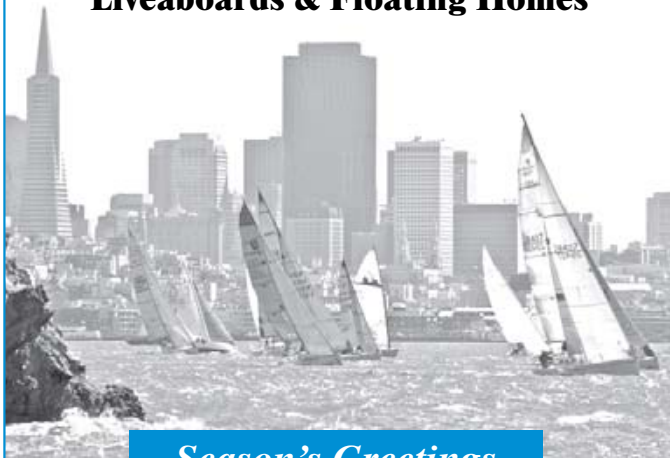


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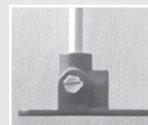
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LETTERS

an event.

We moved to Oxnard from the East Coast and bought a Hunter 450 Passage. I passed my 101, 103, and 104 sailing exams, and we are spending most of our free time on the boat — and loving every minute of it! The camaraderie of mariners, in the marinas and out in anchorage, is truly amazing. Let us know if we can assist in any way.

Charles Moyer
Big Sweetie, Hunter 450 Passage
Oxnard

STAY TUNED

Although I've never done a Ha-Ha — I hope to some day — I'd be up for a So-Cal Ha-Ha to the Channel Islands, Catalina and Newport Beach as vaguely proposed in the last issue.

Stephen Skogerson
Veritas, Cal 27
Coyote Point

Stephen, Charles, and Doug — Thanks for your interest and that of others. We're going to mull over the idea some more in the winter, then make a decision in the spring.

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COURTESY DEREK M. BAYLIS

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

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leading lady's last dance

Back in mid-August, *Leading Lady*, the old Peterson 40 that Bob 'Big Daddy' Klein owned in the early '80s, gave her last performance. Neil Weinberg from the Boat Yard at Grand Marina reported that the current owner had passed away and, since he had no family, the county was "disposing of the assets." A salvage company took possession of the aluminum boat and, just after the photo on the following pages was taken, hauled her away to be dismantled for scrap.

"It's sad to see her go," noted Paul Kamen, who sailed aboard the *Lady* many times under Klein's ownership, "but it was a design from the dark years of the IOR. In this market I can understand why she's not worth trying to save as a cruising boat." Nevertheless, Kamen recalled two vivid memories of his time aboard.

"*Leading Lady* had an all-aluminum hull and deck, which made it very noisy downstairs when things were happening above your bunk.



COURTESY CHRIS KLEIN

Mark Freitas recalls that this 'Leading Lady' broach occurred while Bob Klein waved to tourists on a ferry.

On our first Vallejo Race to Coyote Point — back when the fleet was so big they had to split it up into two different destinations — we were racing in the same IOR division as Chris Corlett, who I think was sailing the *Serendipity 43 Scarlett O'Hara* that year. We were all in our pipe berths at around midnight when, not two minutes after the last cabin light was turned off, we heard a group of sailors marching

down the dock to where we were berthed. Corlett's voice was chanting 'Hup-two-three-four' Corlett's crew climbed on board and did a full military close order drill, stomping on the aluminum deck for five minutes, then marched back up the dock!

"Another time, during the Big Boat Series, we still had some of the crew from the previous campaigns. There was some friction between Bob, who always ran a very competitive but very friendly family program, and the self-styled pros. On the way back from one race that went badly, Bob confided in me: 'Paul, never go racing with people you wouldn't also go cruising with.' Words to live by!"

Though he never sailed aboard *Lady*, Rhett Smith recalled a memorable encounter with her. "I was sailing my first ever 'big time' sailboat race aboard a Cal 2-27. We were racing up the Cityfront where a number of regattas were converging. For some reason we were rounding X to starboard while *Leading Lady* was going to take it to port. Both boats were heading across to the shore on starboard with us below the mark and them above, so we were hidden behind their massive overlapping jib. When they gybed around the mark, I was looking directly at 10 pairs of the roundest eyes I can ever remember seeing. Within five seconds, their beautiful pointy aluminum bow was halfway through our foredeck just in front of the house. End of my first YRA event, DNF.

"Bob was as gracious as anyone could be and didn't put the blame on anyone else. In hindsight, I'm sure someone in the afterguard should have been looking, as it was a very crowded mark rounding, but he never made any excuse other than 'I didn't see you and I'm really sorry.' Despite my witnessing less-than-honorable actions over the past 20 years of racing, Bob's reaction has always led me to believe that sailboat racing is a gentleman's sport."

Jim Robbins also remembers Klein's grace under pressure. "I recall a breezy Farallones race aboard *Leading Lady*. We'd been struggling with the guy working out of the pole end fitting, but it seemed to be under control. As we approached the Gate, the kite blew out the head

continued on outside column of next sightings page

ac 45s

The America's Cup show thankfully came back to the Bay last month when Oracle Racing returned for a testing program in its second pair of AC 45s. We received multiple reports of sailors getting buzzed by the wing-sailed cats as they prowled the Bay on the weekdays, which must have been a thrill for those fortunate enough to experience it.

CEO Russell Coutts — who has handed off the reins of his boat to Aussie Darren Bundock — had his boys on the water frequently, but whatever they were doing was pretty secretive, or at least understandably



VAL GILLEN



on the bay

not geared toward public relations.

The team's first AC 72 is already under build in New Zealand at CORE Builders, with work on the tooling progressing. When the tooling is finished, it will ostensibly be shipped here for the building of the hulls and beams, pursuant to the built-in-country requirements of the AC 34 protocol.

Next up is the America's Cup World Series, which runs from November 12-20 in San Diego. You can find a guide to that starting on page 78, plus more info at www.americascup.com.

— rob

lady — cont'd

panel and down both sides along the luff tapes. The crew jumped up; some of the guys recovered the carnage, others prepared to re-hoist, and someone grabbed another kite and got it on the foredeck. The new kite was up and full very quickly and we went on to win the race. Bob didn't yell, he just encouraged us to get it done."

In fact, there was a common theme in the remembrances we received about *Leading Lady* — Bob Klein was a great guy. None illustrated this more clearly than world-class sailor Matt McQueen: "I was probably 10 and spending just about every weekend at Richmond YC when I got the invitation of a lifetime. Bob Klein asked if I wanted to join him for the Great Pumpkin race. I'd spent hours marveling at *Leading Lady* as she sat in the harbor, so there was no way was I going to pass this up!

"Come race day, I walked down and stood awkwardly at the end of

continued on outside column of next sightings page



The AC 45s were back on the Bay last month, posing for killer shots in front of the Bay's most iconic landmarks. Next stop, San Diego.

SIGHTINGS

lady — cont'd

the slip. Mr. Klein called, 'Matt, can you help me out and attach this halyard to the top of the main?' Sure thing! I unscrewed the shackle that must have been as big as my hand and, as I reached up to put the giant pin in place, it fell, bounced on the deck and, to my horror, rolled into the abyss. I freaked out. I quickly looked around and realized nobody had seen my epic failure. I just jammed the remaining horseshoe of a shackle over the headboard and retook my spot on the dock.

"What felt like an hour passed as I feverishly tried to think of what I could do when I felt Mr. Klein's hand on my shoulder. 'What's wrong Matt? You looked a little worried.' I told him that I'd ruined the race for us. 'But Matt, we haven't even left yet. What happened?'

continued on outside column of next sightings page

modern-day

Since the dawn of sail, bold adventurers have set course to mysterious faraway shores. Why they do this is as mysterious as the lands they hope to explore, but it seems the need for adventure is imprinted in their genes. Two such modern-day sailors are quietly making their way around the world with little fanfare, but their voyages are definitely worth following.

The first is Maryland's Matt Rutherford. The 32-year-old set sail from Annapolis on June 11 on a planned nonstop



NEIL WEINBERG

sailing heroes

solo circumnavigation of North and South America — a 23,000-mile voyage — aboard the Albin Vega 27 *St. Brendan*. If he succeeds, he'll set a world record for his efforts.

Having crossed the Atlantic twice by himself — along with many other single-handed and crewed passages — Rutherford was looking for a new challenge. He settled on an east-to-west transit of the Northwest Passage, but then the vision

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"We're sad to see her go this way," said Chris Klein — Bob's son — of *Leading Lady's* ignominious end.

lady — cont'd

"Mr Klein, I lost the shackle pin for the main halyard."

"As I cowered from the wrath I expected, I was overcome by a roar of a laugh. 'Matt, we all make mistakes. The key is to learn from them. Why don't you go down below and look in the port cupboard marked 'spares' for a bright red box.' There I found a box with five of the exact pins I'd lost. It was probably the greatest lesson I have ever learned about sailing: preparedness!"

"Later, I sat on the rail in a long line of men. I'd kept my head down for most of the sail when I was told that Bob wanted to see me. As I made my way to the cockpit, my mind raced, wondering what I could have possibly done wrong now. I sat down being careful to avoid his eyes.

"Matt, are you having fun? That's what it's all about, you know.' It being the '80s, I answered, 'Yes, Mr. Klein, this is rad.' Then he asked me to help him again. 'I'm getting a bit tired and wondered if you could help take some of the pressure off this tiller.' Sure thing!"

"As I put my hand next to his on the giant tiller, I felt the boat pull in the puffs rolling down off Angel Island. I felt the bow jump over each wave. I felt the trimmer ease a pinch of sheet and, with a groan, the giant red hull surge forward. I felt everything in those few moments. It wasn't until somebody said we needed to tack that I looked over at Bob. He'd given up his share of the tiller and was just watching me with a giant grin. 'Thanks for the help, Matt. I needed that. Why don't you get back in position and get ready for a tack.'"

"After 25 years of racing all over the world in amazing boats against some of the best, I have never felt the rush I did that day. Thanks, Mr. Klein!"

— *ladonna*



'Leading Lady' in the '92 Big Daddy Race, named after Bob 'Big Daddy' Klein.

COURTESY CHRIS KLEIN

water is a fire hazard?

If onboard fires aren't every boater's biggest fear, they probably should be. Fiberglass boats are made up primarily of accelerant so once a fire starts, it's frighteningly tough to put out. Boaters go to great lengths to prevent conflagrations, from installing smoke detectors to automatic flame suppression systems. But not all fires start in the belly of the boat — some can start topsides, where you'd least expect it.

In the October 12 *Lectronic Latitude*, we asked readers what unusual source had burned a hole in a vinyl cockpit cushion. Dozens of people came so close we would have given it to them had Matt Satterlee of National City not guessed the exact answer: "I'm going to guess the burn mark came from a light source passing through a bottle of water and then onto the surface. This also happened in my mom's car. She had a bottle of water in the console between the seats and it burned a hole in a couple of places in the passenger seat." For his insight, Matt won a *Latitude 38* hat.

You could have knocked us over with an empty Evian bottle when we read the email from Aussie cruiser Joe Roggeveen that explained the series of photos. He sails aboard the Westerly Conway 35 *Dream Catcher*. "As friends and marina neighbors Pam Lau and Ted Berry of the San Diego-based Catalina 400 *Shuang Yu* were loading their newly purchased provisions in Apia, Samoa, they placed two six-liter plastic bottles of drinking water on their vinyl-covered cockpit cushions," Joe wrote. "The bottles sat there for most of the beautiful sunny afternoon. When Pam moved the bottles to the galley late in the day, she noticed

continued on outside column of next sightings page

SIGHTINGS

water — cont'd

two charred burn holes, through the vinyl and well into the foam rubber inside. The holes were a mystery as neither Ted nor Pam smokes.

"Later in the evening, while Pam, Ted and I were enjoying a coffee in the saloon, our attention was drawn to an intense pool of light adjacent to a water bottle on the galley floor. The source of the light was quickly identified as an LED light over the galley stove shining through the water bottle. Discussion soon turned to 'What if it were the sun?' No, surely not!

"Early the following morning, with the sun still quite low in the sky, we set one of the full water bottles on a piece of newsprint on the dock. The pool of intense light on the side away from the sun was obvious. By lifting the paper's edge and adjusting for a pool of maximum light intensity (around 1 cm diameter), it took just a few minutes to burn a hole through the newsprint. As it was still quite cool and there was a small breeze, we did not get a flame, only smoke, but in the right conditions, a full-fledged fire would have resulted. The possible consequences are frightening, especially on a boat."

As many of the answers we received to the quiz demonstrated, there's more than one way to burn a boat. Sabine Faulhaber echoed the most popular guess: "Someone's reading glasses forgotten on the seat." Susan Leaf of the Endeavour 32 *Soteria* wasn't the only one to suggest "sun magnified through the isinglass in a dodger." A couple of people even guessed a more nefarious source: "I've seen plenty of melted cushions via those darned burning seeds that seem to leap from joints at the least opportune moments," said one anonymous sailor.

But Tom Patterson of the Wyliecat 30 *Dazzler* shared a story that perfectly illustrates how sailors need to always be vigilant about fire safety aboard: "For eight years I owned *Seraffyn* (yes, that *Seraffyn*) and, as most know, she's a pretty simple boat. To brush my hair in the morning, I had one of those portable mirrors that has a flat side and a magnifying side. So as not to look too much like a liveaboard, I would drape my towel inside under the deck for drying. One sunny weekend morning, I was sitting below with the hatches open and was startled to smell smoke. My quick investigation revealed that a hole was being burnt in my towel as a result of the sun reflecting off the magnifying mirror lying on the quarter berth. It was a coincidence that the mirror had perfectly focused the sun's energy on the towel. It was a lesson learned on where not to leave that mirror!"

— ladonna

puddle jump bond exemption

Although this year's fleet of westbound cruisers won't be departing for French Polynesia for several months, we've already been peppered with questions about the 2012 Pacific Puddle Jump rally. And the most common query is about whether we'll be able to offer rally members "repatriation bond" exemptions again.

We're happy to report that we will, thanks to our association with the Tahiti yacht agency CMA-CGM. That agency's staff did an absolutely fabulous job for last year's fleet. The '12 'deal' will include clearance in and out, exemption from having to post a cash bond of roughly \$1,500 for each crewmember, and a duty-

free certificate that gets cruisers fuel in the Marquesas and Tahiti — several former Puddle Jumpers report it can also get you duty-free

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heroes

expanded. If he made it to Alaska, why not head to Cape Horn? If he survived that, it only made sense to take the boat back to Annapolis on her own bottom, right? A dream was born.

But Rutherford's expedition isn't just about fame and glory. Chesapeake Region Accessible Boating (CRAB), a nonprofit group that teaches sailing to those with disabilities, offered the use of *St. Brendan* and, in turn, Rutherford has been promoting his attempt in an effort to raise money



Pam and Ted couldn't figure out what caused this burn hole in their cockpit cushion.



COURTESY GO FOR BROKE



Andy has again worked a deal with Cindy Dittrich and Stephane Mercadal for Puddle Jumpers.

— cont'd

for the charity.

Rutherford's trip through the Northwest Passage — which earned him the record of smallest singlehanded boat to transit the infamous waterway — took a month, but by the time he'd reached the Bering Sea, equipment failure forced him to coordinate a supply drop in September. Not wanting to disrupt the integrity of his trip, Rutherford set his parachute anchor off Unalaska while the supply boat

continued in middle column of next sightings page

ppj — cont'd

beer and booze from a Papeete wholesaler.

The cost this year has increased due to the headache factor, but we feel it is still an excellent value: \$244 USD for two people or \$290 for four people. You must be a registered Pacific Puddle Jump entry to be eligible. Online registration will begin on December 1 at www.pacificpuddlejumps.com.

We should add that our excellent relationship with this agency was almost lost due to one bad apple last year. A young crewman from a Canadian boat got in a hassle with his father and jumped ship in the Marquesas. When the parents aboard this vessel — which had been bonded by CMA-CGM — reached Tahiti, they reported that their

continued on outside column of next sightings page



Like a laser beam in a James Bond movie, sunlight shining through a water bottle burned a swath across a newspaper — and Pam and Ted's cockpit cushion.

PHOTOS COURTESY SHUANG YU

SIGHTINGS

ppj — cont'd

son had flown home. They'd sailed out of the country by the time the son turned up at the agency's door in Papeete with no money and no way to get home. Because the agency had bonded the boat, they were forced by local immigration authorities to fly the young man home. To make matters worse, because the young sailor was indigent, he was not allowed to even enter the U.S. in transit — all flights pass through LAX — so the agency had to fly the stranded crew all the way around the world at a cost of more than \$4,000.

This maddening affair illustrates the need for all captains to take full responsibility for their crews, as is dictated by international law. If you take on pick-up crew, we suggest you demand that they have a (refundable) ticket home, in case the relationship sours.

— andy

heroes

handed off the needed gear, along with some very welcome goodies. "BOOZE!" he noted in a subsequent blog post.

Since then, Rutherford has been battling storms and calms, mold and bad peanuts, all of which he details in his blog. As of this writing, *St. Brendan* was about 250 miles off Cabo San Lucas, and has passed the halfway mark. Follow his progress at www.solotheamericas.org.

Linda Pasquariello is another adventurer we think deserves some attention. The 30-year-old Australian started sail-



BARRY

— cont'd

ing in '06, and says she was "contentedly hitchhiking around the world on other people's boats," when she realized she could do it on her own.

For her 30th birthday, she bought a Pearson 10M out of the *Classy Classifieds* with the intention of setting out on a singlehanded circumnavigation. Linda spent the next several months outfitting her in Alameda. "I really loved my time there," she said. "So many awesome sailors and good food, and all you need is a bike to

continued in middle column of next sightings page



VYC member Tim Dunn gave the photo shoot an air of authenticity.

MIKE NELMST



KIMBERLY SAYRE

here's looking at you

Martha Blanchfield has been an avid amateur photographer for more than a decade, so after getting hooked on sailing last summer, combining two of her interests seemed natural. "Awhile back, I started a group on *Meetup.com* called Renegade Photo Shoots," Martha said. "I coordinate learning workshops for photographers — some are professionals, but most are serious hobbyists. I just love waking up in the morning and wondering what I'm going to shoot next!"

One workshop Martha set up last summer was aboard a sailboat. The experience whetted her appetite to learn more about the sport, so she began sailing on Aaron Kennedy's Beneteau First 36.7 *Ay Caliente!*. "It's something you either love or hate," she said. Clearly Martha loved it as she networked her way onto other boats and now has a regular position aboard Mark Tishler's Presidio YC-based Catalina 30 *Willin'*. She also volunteers for Summer Sailstice and is even in the process of joining the Vallejo YC.

In fact, Martha's so enamored with the club that, when the time came to choose the location for her upcoming film noir shoot, it was her first choice. "I wanted a venue that offered loads of texture for backdrops and authentic talent in the form of some VYC members," she explained. She definitely got that, and then some.

More than a dozen photographers showed up on October 8 to test their skills and learn from each other, as well as from lighting expert Jörg Lehmann. VYC's normally mundane south dock was transformed into a moody '50s wharf with the simple addition of a fog machine and a few well-placed coils of rope. As sultry models sidled up to a trench-coated thug who could have put Bogie to shame, a flock of photogs cheerily clicked away. The final product was a portfolio of stylized photos that tells a dark tale of lust and betrayal (see the full album, and find out more about the Renegades, at www.meetup.com/Renegade-Photo-Shoots-Bay-Area.)

With so many skilled shutterbugs at hand, we asked for a few pointers for average sailors who want to take nice shots of their boats. "Any camera will do," said Jörg. "Picking the right time of day is the key. Depending on if you have a hangover — ha ha! — either early in the morning or later in the afternoon is best." Jörg also suggested framing the photo so the boat is on its own. "Anything that doesn't add to the picture detracts."

Martha agreed that the time of day really makes a difference. "Wait till right before sunset to get truly amazing shots," she said. "Tones are so much more pleasing to skin, light is softer, and harsh reflections off the water and decks are subdued."

Speaking of skin, Martha noted that proper exposure on faces always seems to be a problem for sailors. "The easiest solution is for the photographer to put the sun to her back and have everyone look at her," she said. The trick there is to watch for shadows that form below caps — they'll obscure the face. If your subject's face is shaded, just turn on the flash. It's easy to forget in sunny conditions, but it will make all the difference.

Martha pointed out that most cameras now have scene modes that will automatically change the camera's settings to fit the environment.

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Photographers gathered at Vallejo YC last month for a film noir photo shoot.

SCOTT DICKSON

SIGHTINGS

photos — cont'd

"A better photo could be as easy as switching to a different mode," she said.

If you feel a little intimidated by your camera — "All those buttons and knobs!" — your best bet is to actually give the user manual a good read. Just think of it as the beginning of a beautiful friendship.

— *ladonna*

leukemia cup blows up

The Bay's Leukemia Cup has been the most successful event of its kind in the country, outpacing all the other Leukemia Cup events combined in just about every year since its inception in '07. Although it's one of the newest kids on the block, the event has always outstripped its fundraising totals from the prior year. But it's safe to say that this year's jump was off the charts. Thanks to the efforts of fundraising director Robin Reynolds and the donors, this year's total reached \$1,020,000, nearly half again as much as last year's total of about \$700,000.

With many different ways to contribute — a VIP dinner with a live auction, individual donations, corporate and non-profit support, and boat-wide group giving — the event provides numerous opportunities for people and organizations to help. Raising \$35,055, event co-chair Anne

Feinberg was this year's top individual fundraiser. Charles Froeb, at \$29,813, and Bill Nolan, at \$25,900 followed close behind. Remarkably, 13 other people also crossed the \$8,500 threshold and received an invitation to a special weekend sailing event in New York with Leukemia Cup National Chairman Gary Jobson.

Of course a big part of the fundraising is Saturday night's silent auction and dinner. Venture capitalist and San Francisco YC

member John Doerr was the keynote speaker for a large crowd that included honorary skippers, among others.

The honorary skippers are survivors of the many types of blood cancers the Leukemia and Lymphoma Society works to combat, and many were on board boats in the fleet for Sunday's race. They included: Ian Charles, Russ Coggeshall, Douglas Holmes, Drake Jensen, Christopher Laub, Steve Johnson, Chris Kostancecki, Lois Limbauch, Sara Grace Moreno, Campbell Nolan, Bernard O'Driscoll, James "Hoody" Quill, Jameson Radu, George Rodericks, Lynn Spiller and Dave Wilhite, many of whom should be known to the Bay's sailing community.

The regatta gets sponsorship on both a national and local level. Nationally it's supported by Mount Gay Rum, *Sailing World*, John Mecray Limited Editions, North Sails, model maker Ken Gardiner, West Marine, Jobson Sailing, Offshore Sailing School and Vineyard Vines.

For San Francisco's event, support at the highest 'spinnaker' level came from the Belvedere Cove Foundation and Cromar Foundation, Blue Shield of California, Credit Suisse, Danford Foundation, Genentech/Biogen Idec, Merrill Lynch, Takeda Millenium and Passport Capital.

At the 'local' level, there were the Enersen Foundation, Forward Management, Hot Ticket Racing, Pacific Union Real Estate, PWC, and Sutter Health. At the 'local partner' level, there were Capital Pacific, Chartis, DLA Piper, Frank Howard Allen Realtors, San Francisco Oral Surgery and Implantology, Stroub Construction and Western Investments.

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heroes

get around."

On July 5, the day after her boyfriend, former youngest solo circumnavigator B.J. Caldwell, left on the Transpac aboard the 1D35 *Alpha Puppy*, Linda sailed *Yemaya* out of Monterey on a course for Hawaii. "I was surrounded by breaching whales, and dolphins guided me through the fog and becalmed days to the tropical sunshine," she effused.

Linda plans to finish her circuit in

Bow up is the call from these J/105 bowmen to their skippers at the start of the San Francisco Leukemia Cup.

ELLEN HOKE / ELLENHOKE.COM



The Cal Maritime Sailing Team enjoys a great day on the water aboard 'Recidivist' during the Leukemia Cup.



— cont'd

Hawaii, so her trip didn't officially start until late August, when she sailed out of Hanalei Bay bound for Tonga. On October 1, after 30 days and 2,500 miles, *Yemaya* dropped anchor in Vavau, Tonga. "It really is a slice of paradise here," she wrote on her blog. Look for a more in-depth report on Linda in a future edition of *Latitude* but in the meantime, follow her progress at lindapasquariello.com.

— ladonna

leukemia cup — cont'd

Numerous local and national businesses contributed in-kind sponsorship as well, including Club Nautique, Corum, Ella Vickers, FLIR, Gyro: Hsr, KINeSYS Sunscreen, The Moorings, Realm Cellars, Simon Pearce, Shreve and Co., and Spinnaker Sailing.

As far as the racing goes, Dee Smith's Farr 400 *Team Premier* was the elapsed time winner (and one of the group to cross the \$8,500 mark); while Skip and Jody McCormack's Farr 30 *Trunk Monkey* was the overall corrected time winner on a picture-perfect day on the Bay. The results are in this month's *Racing Sheet* starting on page 112, and more info can be found at www.leukemicup.org/sf.

— rob



ELLEN HOKE / ELLENHOKE.COM

SIGHTINGS

last sail / first sail

On October 15, we took the Olson 30 *La Gamelle* out for what was possibly her last sail in the United States, as the other syndicate members are demanding she be brought to the Caribbean this winter for warm-weather sailing. If it turns out to be her last Zen sail on the Bay, it was the best one in terms of weather. The wind was blowing at an easy five to 12 knots, perfect for singlehanding a little ultralight, and it was shorts-and-T-shirt warm. One of the satisfying things about the sail is that it meant we'd sailed *La Gamelle* all summer without an engine onboard. Of such modest achievements comes surprisingly immodest pleasure.

As we sailed *La Gamelle* from her summer home at Marina Village, and over to Nelson's Marine at the old Alameda Naval Air Station — from which she'll presumably be trucked to Florida — we couldn't help reflecting on what a wonderful summer we'd enjoyed with her. At various times we managed to scare the daylights out of ourselves,

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guppy

Speaking of singlehanded sailors, Laura Dekker, the Dutch teen who is attempting to become the youngest person to solo circumnavigate, is now somewhere in the Indian Ocean. To guard her safety in the pirate-infested waters, her website no longer shows her position, and her blog posts are not only delayed, but they're carefully censored to hide any clues as to her current location.

Dekker left the Netherlands in August, 2010, aboard her Jeanneau Gin Fizz *Guppy* on her quest for the title, and has spent the last year making her way around the world. This summer, she passed through the Panama Canal and success-



October saw lots of light winds, but there were a few spectacular sailing days on the Bay — (clockwise from above) Dueling off Sausalito; 'La Mer' shows her love for the sea; say 'Sea Ya' to The Rock; 'Ma's Rover' smokes toward the Gate; 'Jazzbeau' sings in the breeze.



ALL PHOTOS LATITUDE / ROB

update

fully crossed the Pacific. After a number of stops along the way to explore, she landed in Darwin, Australia, in late August. According to her blog, she departed Darwin in late September.

Dekker celebrated her 16th birthday on September 20 in Darwin and, unless she runs into trouble, she should have little difficulty in beating out Jessica Watson for the title of youngest solo circumnavigator, which the latter earned in 2010.

Last month, Dekker was nominated for the Conny Rietschoten Award, The Netherlands' most prestigious sailing honor. The winner will be announced on November 17.

— *ladonna*



last sail — cont'd

remember old sailing techniques, acquire new ones, share her with friends, and Zen sail her by ourselves. Having regularly commuted from Marin to *La Gamelle* in Alameda, one thing that repeatedly struck us was how crowded and developed the Bay Area has become — and, conversely, how uncrowded and undeveloped the waters of the Bay are. If people only knew how much nature they are missing by not taking advantage of sailing opportunities on San Francisco Bay.

When we got to Nelson's, there was a long stretch of open dock we could tie to, but also a space of about 45 feet between two powerboats. The only Zen thing to do was to 'park' her under sail between the two powerboats. While we were entertaining ourselves by gybing in tight circles to suss out the situation, a woman working on a cruising boat with her son called out to ask if we needed help. Since we were doing the Zen thing, we didn't really want help, but eventually gave in, not wanting to end the *La Gamelle* season with the wrong kind of bang.

Our approach and landing turned out to be fine. Nevertheless, our lines were taken by a woman with counter culture-colored hair and her son, a dwarf. This was a first for us. The woman commented that it was nice to see someone actually sailing a boat, which lead to further conversation

and ultimately our meeting the Willie family — Steve, Tamiko and their 14-year-old son Eli — originally from Morro Bay.

We don't know the entire Willie family story, but they told us of the situation they found themselves in a little more than a year ago. Eli, who has had a lifetime of serious medical problems, had bowed legs that made it difficult for him to walk. Tamiko, who had been shocked with 95,000 volts as a result of a workplace prank gone bad, had many painful scars and nerve damage on the left side of her body that will never heal and will require her to be on medication for the rest of her life. And Steve, the healthiest of three, has to pay three or four times as much for the same asthma medication in the United States as in Mexico. Then there was the matter of having lost their home to foreclosure.

The Willies began to question whether the United States offered their family the potential for the best quality of life. One of the considerations is that many Americans treat less-than-perfect people — such as dwarfs and people in wheelchairs — as if they were invisible. Or even with resentment and hostility. Tamiko recalled a time when a woman approached her in a grocery store and asked her — in front of her son — what she had done that was so bad to deserve a child who was "such an abomination."

Having been confined to a wheelchair for a time after her electrical accident, Tamiko knew firsthand how poorly many Americans treat those with disabilities. And how that's not so much the case in other countries — such as Mexico, where such people are a more integrated part of society. A couple of years ago, the family spent about a month in Puerto Vallarta because the warm weather reduced the pain of Tamiko's scars. "While on the *malécon*, Steve was struggling to get me and my wheelchair up over the curb, both because the curbs are unusually high due to the torrential rains and because I'd put on weight because of my medications," recalled Tamiko. "Anyway, this Mexican gentleman wearing a business suit and carrying a briefcase noticed Steve having trouble, so he immediately stopped the traffic, rushed across the street, and helped lift me and my wheelchair onto

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LATITUDE / RICHARD

Last month, the *Wanderer* enjoyed Zen sailing in company with other boats on the Estuary.

SIGHTINGS

last sail — cont'd

the sidewalk. I don't think too many Americans would have done that."

With the family's prospects in the States not looking very bright, they decided to buy an inexpensive fixer-upper cruising boat, head south to Mexico, and then continue on to other destinations. "Our goal is not to be rich in material things," said Tamiko, "but rather rich in life experiences."

Last Christmas the Willies made the final payment on hull #1 of the spacious Vagabond 39s. She was originally offered for \$99,000, but the owner ultimately accepted their offer of \$20,000. As you



LATITUDE / RICHARD

The Willies got a steal on a used Perkins engine that just needs a few repairs.

might expect, the boat needed — and continues to need — a lot of work. "The diesel was shot and all the systems needed to be redone," is the way Steve put it. Fortunately, both Steve and Tamiko are mechanically inclined. She is a Coast Guard-trained mechanic, and Steve worked on Porsche race cars for many years and even had his own shop. ("I loved working on Volkswagens, but on the Central Coast, VW owners want to pay their repair

bills in herb," he laughs. "Porsche owners paid in real money.")

The family managed to find a Perkins 4-108 diesel that needed a new injection pump in Alameda for just \$800. "We didn't rebuild the engine, but we fixed the injection pump and replaced all the seals, so it runs great," said Steve. "I'd never worked on a diesel before, but I can tell you they are much less complicated than Porsche engines." The couple also found a good deal on a 20-year-old 15-hp outboard that had just one hour on it.

The family spent the summer redoing as many of the boat systems as possible, including lots of rewiring. Knowing Eli would need to be as mobile as possible if they went cruising, they also had him 'worked on'. "Eli's legs had been bowed, making it difficult for him to walk," said Tamiko. "So we spent the summer getting his legs straightened by his doctors at Cedars Sinai Hospital in Los Angeles." When asked to show the scars, Eli didn't hesitate to raise his pant legs. He comes across both a resilient and confident 14-year-old.

Like many cruising boats about to head to Mexico, *Landfall* was a shambles when we took a quick tour. But Steve and Tamiko figure if they just finish off the basics, they can do the rest in Mexico where it's warmer, where the cost of living is lower, where maybe they can earn money helping other cruisers with engine and other mechanical problems, and where people with abnormalities are still treated like humans.

Curiously, Tamiko is the only one in the family with offshore experience, having gained that in the Coast Guard. Indeed, she was the first female member of the Coast Guard assigned to Morro Bay. Back in '94, she was among those who rescued a group of Navy Seals whose boat had been flipped on its transom by a wave at the notorious entrance to Morro Bay. "I can tell you that Navy Seals don't like being rescued by 22-year-old girls," Tamiko laughed. Steve has done a lot of small boat sailing, but within the flatwater confines of Morro Bay.

Tamiko said her family owes a ton of thanks to Carl Nelson, who really helped them out by letting them live in their camper on the

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jeanne socrates

For the last six months, Jeanne Socrates has been in Cape Town making repairs to her Najad 380 *Nereida* after she suffered a knockdown at Cape Horn this spring. Socrates was on her second attempt at a nonstop solo circumnavigation when the incident occurred, forcing her to limp into Ushuaia for temporary repairs until she could reach Cape Town. When she arrived in May, she officially completed a circumnavigation, though not the way she'd hoped.

Since she arrived at the start of the southern hemisphere winter, Socrates



Above, Eli flashes his gams. Spread, the Willie family — Steve, Tamiko and Eli — are looking forward to going where people don't judge you based on the color of your hair or the length of your legs.

to meet the queen

has spent the time until she can leave port again exploring South Africa and giving talks to local clubs. Now that spring is in full force, she has vaguely mentioned leaving port, but offers little insight into her future sailing plans. You can keep track of her plans at www.svnerida.com.

In her immediate future, though, lies quite an honor for any British subject: a meeting with Queen Elizabeth II at Buckingham Palace on December 8. "It should be interesting," Socrates said. "I'm still amazed the palace even knows I exist!"

— *ladonna*

last sail — cont'd

boatyard grounds for four months. Carl, in turn, said that dwarfs around the world owe Tamiko thanks, because she kept after doctors who said there was nothing wrong with Eli's breathing. After being pushed, the doctors not only discovered there was a problem, but that it was a problem found in other dwarfs. We're not sure how the number was calculated, but Carl claimed the discovery found by doctors pushed by Tamiko has saved more than a dozen lives.

By standards of the members of upper echelon yacht clubs in the United States, the Willies and their boat are a little rough. And while we certainly don't know the family that well, we liked what we saw, which was three people dedicated to each other, battling through countless adversities, and working hard to make the best out of their lives. We at *Latitude* wish them better luck than they've had so far.

— *richard*



PHOTOS LATITUDE / RICHARD

AMERICA'S CUP 34

It's only been a year since the Bay was announced as the venue for America's Cup 34, but it seems like it's been forever now that home bound U.S.-based America's Cup fans have had to wait to get a glimpse of the America's Cup World Series.

Thankfully we don't have to wait any longer. And West Coast AC fans don't even need a passport to get a telling preview of what we hope will prove to be one hell of a show on the Bay starting next year. That's because we don't have to go any farther than downtown San Diego from the 12th to the 20th of this month for the first AC World Series in North America.

As a venue, San Diego ticks off nearly all the boxes required for the type of show that Russell Coutts and Larry Ellison are attempting to put on; one that will not only bring exciting America's Cup racing to people who have already discovered the sport, but also to those would-be sailors out there who haven't yet.

Unlike the America's Cups of '88, '92 and '95, which were sailed so far off Pt. Loma that they were barely visible from it on a hazy day, the AC World Series will be held inside San Diego Bay, in the heart of the most heavily trafficked part of San Diego's waterfront.

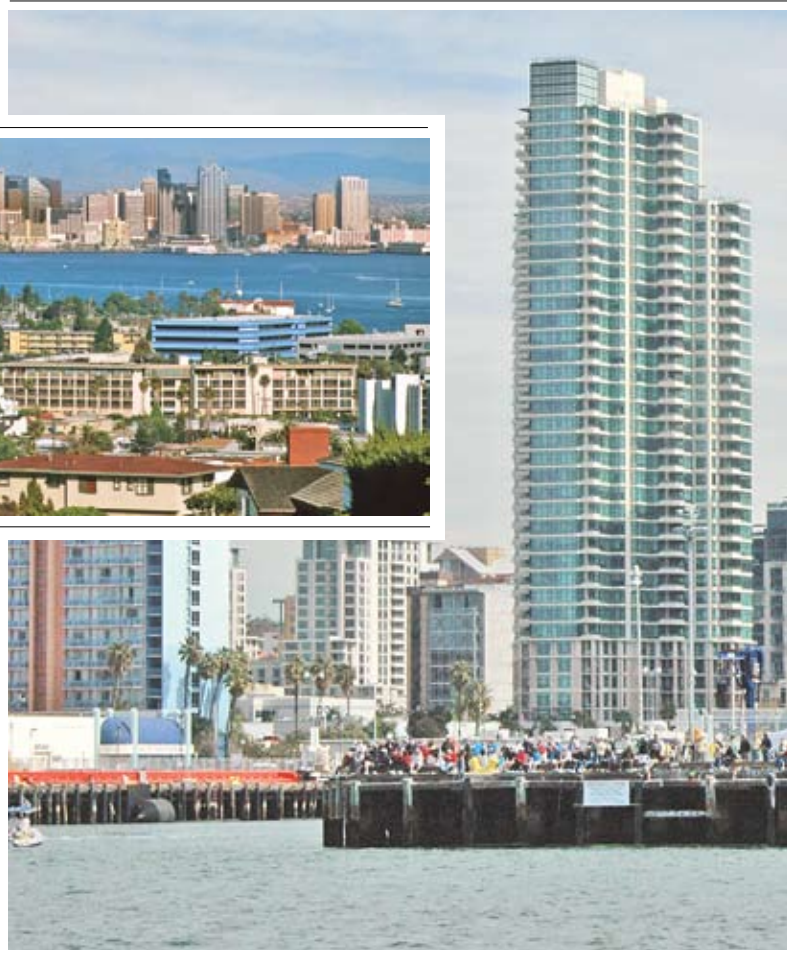
There will be vantage points galore, both for people who are there expressly to see the event, and those who will just happen upon it. The area is so



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constrained in fact, that America's Cup Race Management is asking erstwhile on-the-water spectators to watch from shore.

The main event area will be centered around the *USS Midway* and Navy Pier adjacent to the sexy cruise ship terminal on the Broadway Pier (home to the America's Cup Event Authority offices and media center) — a perfect location that's close to hotels, non-stop nightlife, and Lindbergh Field, San Diego's airport. From an event standpoint this makes for a great location, something we witnessed firsthand at the Oracle RC 44 Cup San



Diego earlier this year — essentially a much smaller version of the AC World Series.

One awesome thing about the

AC WORLD SERIES SAN DIEGO EVENT SCHEDULE

Saturday, November 12

10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open
 1:00 p.m. — Three fleet races (time approximate and according to conditions)
 6:00 p.m. — AC Village closes

Sunday, November 13

10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open
 1:00 p.m. — Three fleet races (time approximate and according to conditions)
 6:00 p.m. — AC Village closes

Monday, November 14 — non-race day

10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open

6:00 p.m. — AC Village closes

Tuesday, November 15 — non-race day

10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open
 6:00 p.m. — AC Village closes

Wednesday, November 16

10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open
 11:00 a.m. — AC Main Stage opens - Oracle Race simulator
 1:00 p.m. — Racing begins (time approximate and according to conditions)
 4:00 p.m. — Mike Halloran, radio MC
 4:15 p.m. — *LIVE MUSIC*: Battle of the Bands 4th place winner plays
 5:30 p.m. — Race highlights and athlete

interviews from the stage
 5:45 p.m. — Mike Halloran, radio MC
 10:00 p.m. — AC Village closes

Thursday, November 17 — San Diego Music Day

10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open
 11:00 a.m. — AC Main Stage opens - Oracle Race simulator
 1:00 p.m. — Racing begins (time approximate and according to conditions)
 4:00 p.m. — *LIVE MUSIC*: Battle of the Bands 3rd place winner plays
 5:00 p.m. — Mike Halloran, radio MC
 5:15 p.m. — Little Hurricane
 6:15 p.m. — Mike Halloran, radio MC
 6:45 p.m. — Athlete interviews from the stage

— AC WORLD SERIES SAN DIEGO



LATITUDE/ROB

From left — the racing area as viewed from Pt. Loma; the Broadway Pier Cruise Ship Terminal will be front and center; the RC 44s put on the kind of up close and personal show you'll see from the AC 45s.

Oracle RC 44 Cup was the legion of local volunteers who showed up to facilitate the proceedings.

In fact, at one point, it was rumored

that RC 44 Class brass requested that the volunteers leave the VIP area because the omnipresence of their signature blue shirts made the atten-

dance appear otherwise paltry during the more lightly attended, mid-day and mid-week part of the program. Under the auspices of SEA San Diego, the

7:00 p.m. — LIVE MUSIC: The Silent Comedy

9:00 p.m. — LIVE MUSIC: The Donkeys

All afternoon, local VJ Miguel Vega

10:00 p.m. — AC Village closes

Friday, November 18 – Healthy Oceans Day

10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open

11:00 a.m. — AC Main Stage opens - Oracle Race simulator

1:00 p.m. — Racing begins (time approximate and according to conditions)

4:00 p.m. — Mike Halloran, radio MC

4:15 p.m. — Earth Amplified

5:15 p.m. — Mike Halloran, radio MC

5:30 p.m. — LIVE MUSIC: Battle of the Bands 2nd place winner plays

6:30 p.m. — Mike Halloran, radio MC

6:45 p.m. — Athlete interviews from the stage

7:00 p.m. — Mike Halloran, radio MC

7:15 p.m. — LIVE MUSIC: K. Flay

8:15 p.m. — Mike Halloran, radio MC

8:30 p.m. — DJ

All afternoon, VJ Grant Davis

10:00 p.m. — AC Village closes

Saturday, November 19

10:00 a.m. — AC Village merchandise, food and beverage stands, and access to team bases open

11:00 a.m. — AC Main Stage opens - Oracle Race simulator

1:00 p.m. — Racing begins (time approximate and according to conditions)

4:00 p.m. — LIVE MUSIC: Battle of the Bands 1st place winner plays

5:00 p.m. — Awards Ceremony for AC World Series San Diego Match Race Champion

5:30 p.m. — Mike Halloran, radio MC

5:45 p.m. — Athlete interviews from the stage

6:00 p.m. — LIVE MUSIC: The Chain Gang

of 1974

7:00 p.m. — Mike Halloran, radio MC

7:15 p.m. — LIVE MUSIC: Hyena

8:15 p.m. — Mike Halloran, radio MC

8:30 p.m. — LIVE MUSIC: Diplo

All afternoon VJ Grant Davis

10:00 p.m. — AC Village closes

Sunday, November 20

11:00 a.m. — AC Village merchandise, food and beverage stands, the Oracle Race Simulator on stage, and race highlights on the big screen

2:00 p.m. — Racing begins (time approximate and according to conditions)

3:00 p.m. — Special live concert

3:30 p.m. — Awards Ceremony for AC World Series San Diego Fleet Race Champion

4:00 p.m. — Special live concert

5:00 p.m. — Mike Halloran, radio MC

7:00 p.m. — Live program closes

10:00 p.m. — AC Village closes: you don't have to go home, but you can't stay here.

AMERICA'S CUP 34



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ASA OUTSTANDING SCHOOL 2009 & 2010

— AC WORLD SERIES SAN DIEGO

event's local partner and organizer of the legion of volunteers, the RC 44 Cup really flew, attracting healthy crowds as it built momentum.

The America's Cup Event Authority has put together a full entertainment schedule for much of the last five days of the event, with headlining music acts, DJs, VJs, a battle of the bands competition, and a race simulator. On the musical front, there are some pretty relevant performers involved.

The acts touch on a wide range of popular contemporary genres and some that are pretty liminal. As far as bands go, there's *The Chain Gang of 1974*, a polished synth-pop group out of Denver. *The Silent Comedy* plays a peculiar kind of roadhouse blues/rock. San Diego Band *The Donkeys* will bring their brand of luded-out, round-the-campfire country-rock. The ultra lo-fi *Hyena* sounds a lot like their name suggests. On the hip-hop tip is *K. Flay*, a legit San Francisco-based

female MC/producer with a unique, intelligent style that people who don't like the genre can probably get into. On the electronic side is DJ/producer

. . . it will likely be the first regatta party you've ever been to that doesn't play the same old played-to-death music you hear at almost every. single. regatta. party.

Diplo, who in addition to his own work, has remixed and collaborated on tracks ranging from modern, hard-to-classify MCs like *M.I.A.* to sanctioned reinterpretations of the Verve Records catalog. Now, if you can't dance to music you've

never heard, you'll probably be S.O.L. But one thing is for sure, as long as the "special live concert" slot doesn't include any of the usual suspects in a surprise appearance, it will likely be the first regatta party you've ever been to that doesn't play the same old played-to-death music you hear at almost every. single. regatta. party.

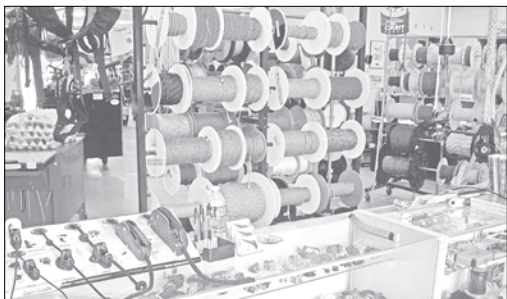
Of course, chances are, you won't spend the entire time at the event if you're down there for the whole nine days, and one of the great things about the location is that there is so much to do within a relatively short walk or drive — or cab ride as the case may be. Right there next to the event village is the *Star of India* — a genuine windjammer operated by the San Diego Maritime Museum — not to mention the *U.S.S. Midway* Aircraft Carrier Museum which you'll have a hard time missing!

Across the Bay is Coronado island home to the iconic Hotel Del and one of the least crowded beaches in the area.

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AMERICA'S CUP 34

Ten blocks to the east is the historic Gaslamp Quarter, and the funky Little Italy area is about 10 blocks north. Go a little farther inland and you'll be in the massive Balboa Park, home to the San Diego Zoo, Botanical Garden, Air and Space Museum and an awesome and often overlooked municipal golf course.

Farther west is Pt. Loma, home of the San Diego YC, where Russell Coutts first hoisted the Auld Mug back in '95. On the Point's north shore is Ocean Beach, which ends where Mission Bay and Mission Beach begin.

Farther north is Pacific Beach, one of the more hardcore nightlife spots on that side of Interstate 8. Continuing north along the coast brings you to picturesque La Jolla, one of the swankier areas in all of San Diego. Go even farther and eventually you'll end up at Torrey Pines golf course, which hosted the '08 U.S. Open and is one of the most revered municipal courses in the country.

You can keep going north and end up

in the beach communities of Del Mar, Solana Beach and Encinitas — all fun places to chill if you need a break from the sublime drive up the coast.

We know you'll be there at the event to watch the racing, and we expect that it will produce. The only question is, "will there be wind?" But with boats intended to race in five-knots of breeze, that shouldn't be a problem. There are plenty more details at www.americascup.com, in-



GILLES MARTIN-RAGET

The action may not resemble what Plymouth, England experienced, but the America's Cup World Series San Diego should be a good progress check on Russell Coutts' vision for the Cup.

cluding info on VIP packages and a chance to win a ride on an AC 45. We hope to see you there!

— **latitude**/rg

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