

Latitude 38

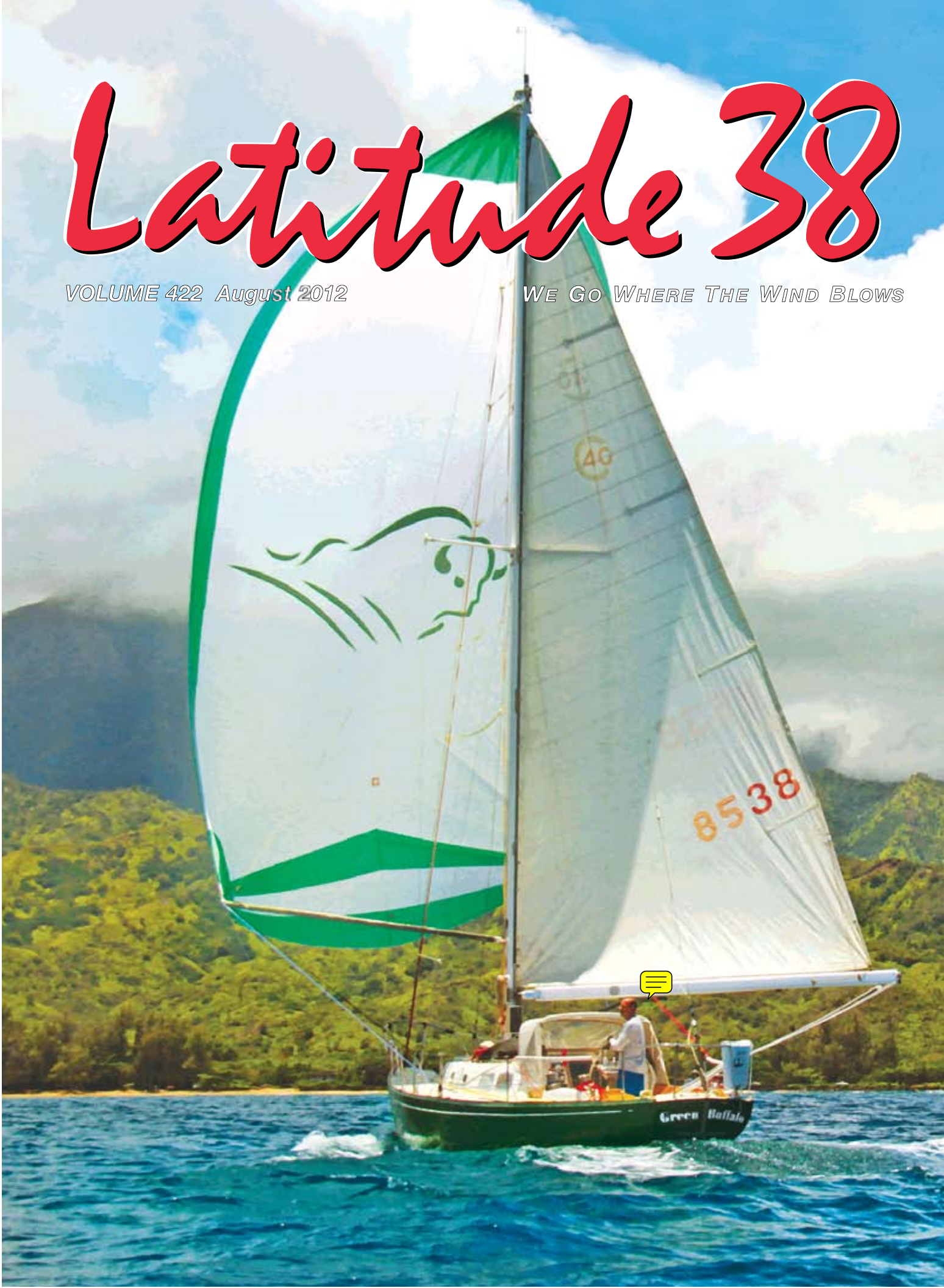
Latitude 38

VOLUME 422 August 2012

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AUGUST 2012

VOLUME 422



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*Eager**

Rob Gray's *Eager* was built in 1970, a Camp-er Nicholson 55 originally christened *Lutine* and owned by the Lloyd's Register Yacht Club of London as their club boat.

In 2009, Rob brought *Eager* from England to Rutherford Boat Works in Richmond, California, for a complete refit of the interior, the deck and the rig, plus a modern rudder, designed by local naval architect Jim Antrim. And a new set of sails from Pineapple Sails.

Last month, Rob sailed *Eager* in England's 2012 Round the Isle of Wight Race, finishing 2nd in a class of "680ish" and "got a GUN!!!" and was 58th out of 1,647 entrants.

In this year's race, the folks from the Lloyd's Register Yacht Club started 10 minutes ahead of *Eager*. And it is their photo at left, taken after being passed by *Eager* (they are talking of trying to buy her back).

The refit of *Eager* was done to perfection. The sails needed to match that standard. And they did. Pineapple Sails: fast, durable, perfect. Call us for sails for your boat.

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Cover: Jim Quanci and his Cal 40 *Green Buffalo*
trampled the competition in last month's Singlehanded TransPac.

Photo by Robbie Gabriel

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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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Island Packet 45, 1998 \$229,000



51' Beneteau Cyclades, 2006 \$260,000



39' Beneteau 393, 2007 \$149,500

SAIL

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41' Beneteau	1999	148,500
41' Dehler DS	1998	159,000
41' Newport	1983	50,000
40' Beneteau	2009	199,000
40' Beneteau	2008	185,000
40' Beneteau 40.7	2001	165,000
39' Beneteau 393	2007	149,500
38' Island Packet	1999	229,000
38' Island Packet	1999	227,000
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37' Island Packet 370 cutter	2004	288,000
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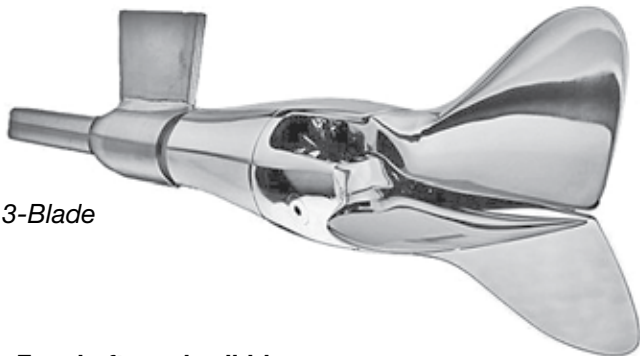
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Latitude 38

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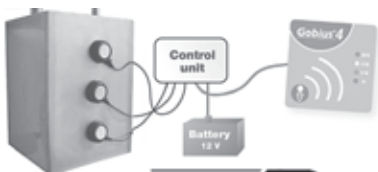
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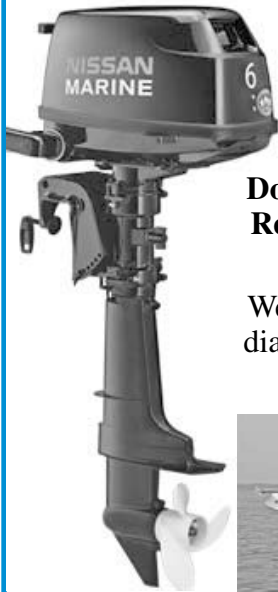
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Non-Race

July 28-Aug. 3 — *Latitude 38's* Delta Doo Dah 'Fab 4', a laid-back rally to the balmy Delta waters. Follow the event at www.deltadoodah.com.

Aug. 1 — An Insider's Guide to Yacht Chartering Worldwide with *Latitude's* Andy Turpin at Corinthian YC, 7 p.m. Free. RSVP to www.cyc.org or (415) 435-4771.

Aug. 1 & 31 — Double your pleasure this month by sailing under a full moon twice!

Aug. 1-29 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at www.stfy.com.

Aug. 1-Sept. 30 — 'Sausalito Connections' art exhibit at Cavallo Point Art Gallery. Free. Daily hours, 10 a.m.-7 p.m.

Aug. 2, 4, 9, 23-25, 30 — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, www.nps.gov/safr.

Aug. 3-5 — Beneteau Owners Rendezvous at Catalina's Two Harbors. Info, www.scyachts.com.

Aug. 4 — Maritime Day Celebration & Flea Market at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554 or www.galileeharbor.org.

Aug. 4 — Petaluma Music Festival. Info, www.petalumamusicfestival.org.

Aug. 4 — Knot Tying & Line Management seminar at San Jose West Marine, 2-4 p.m. RSVP to (408) 246-1147.

Aug. 5 & 19 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

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

Aug. 9 — Are you a single boatowner and need crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Aug. 11 — Heritage Day at China Camp. Info, www.friendsofchinacamp.org.

Aug. 11 — Boaters Swap Meet at Alameda West Marine, 7 a.m.-1 p.m. Info, mgr00127@westmarinestores.com.

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

Aug. 11 — Tour SF Maritime Historical Park's small craft collection in Alameda, 10:30-12 p.m. Free. RSVP to (415) 292-6664 or email mgardner@maritime.org.

Aug. 11 — Community Day at the Aquatic Center in Mountain View's Shoreline Park, 10 a.m.-2 p.m. Co-hosted with the Ho'oku'i Outrigger Canoe Club, the day offers seminars and hands-on outrigger action. Info, shorelinelake.com/aquatic/aquatic.htm.

Aug. 15 — Water in My Veins: How a Pauper Helped Save a President, with LTCR Ted Robinson USNR at Corinthian YC, 7 p.m. Robinson helped rescue JFK during WWII and became his tentmate. Free. RSVP to www.cyc.org or (415) 435-4771.

Aug. 16 — Sausalito YC's Third Thursday Seminar Series, 6:30-8:30 p.m. Free and open to the public. Info, www.sausalitoyachtclub.org/calendar.

Aug. 16 — Bay Tactics & Local Knowledge seminar at South Beach YC, 7 p.m. Free. RSVP at www.southbeachyc.org.

Aug. 17-19 — 25th Annual Metal Boat Festival in Anacortes, WA. Info, www.metalboatsociety.org.

Aug. 18 — Swap Meet at Ballena Isle Marina, 8 a.m.-2 p.m. in E Dock parking lot. Info, (510) 523-5528.

Aug. 18 — Spaulding Wooden Boat Center Open House in Sausalito, 11 a.m.-3 p.m. Tour the facility, take a free spin on

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Aug. 18 — Chantey Sing-a-Long aboard *Balclutha* at Hyde St. Pier, 8 p.m.-12 a.m. Dress warmly and bring a mug for hot cider. Free. RSVP at (415) 561-7171.

Aug. 18 — 'Music of the Sea for Kids' aboard *Balclutha* at Hyde St. Pier, 3-3:45 p.m. \$5 (under 16 free). Info, (415) 447-5000.

Aug. 18 — Tropical Caribbean Party at Aeolian YC in Alameda, 3 p.m. Open to everyone, call for berthing. Info, www.aeoliany.com.

Aug. 24-26 — All Islander Rendezvous & Fun Race in the Estuary. Info, www.islander36.org.

Aug. 25 — Nautical Flea Market at Vallejo YC, 8 a.m.-3 p.m. "If it's legal, sell it!" Info, (707) 643-1254.

Aug. 25 — Sea Music Festival on the Pier at SF Maritime National Historic Park to celebrate the America's Cup World Series, 9:30 a.m.-5:30 p.m. Two stages on Hyde Street Pier will feature music from around the world. Stay for a chantey sing, 7:30-10 p.m. Info, (415) 447-5000.

Aug. 30-Dec. 6 — Sailing Skills & Seamanship course by USCG Auxiliary Santa Cruz on Thursday nights. \$55. Info, www.a1130607.uscgaux.info or bsimpson@cruzio.com.

Aug. 1982 — It Was Thirty Years Ago from the article 'Cortez Catch — Free Dinner' by Charles Kurlander:

This is not an article for fishermen; it's for cruisers whose luck it is never to catch a fish, or don't even know how to begin. Some sailboats show up in Puerto Escondido trolling some monstrous assembly of treble hooks, feathers, chrome and plastic. And the crew wonders why they haven't caught a fish in over 1,500 miles. The techniques below will not catch you any record breakers, but they will put a nice dinner on the table.

Before you sail down here, go to the local swap meet and pick up a rod and reel of the saltwater variety. I prefer a two-piece sturdy spinning rod for casting from the boat at anchor, and to avoid the whiplash inherent in a conventional reel, but anything will do. In a pinch, just buy some monofilament of about 20-lb test. Mexicans have perfected a no-nonsense rig of hook, line, sinker and Tecate beer can, which works functionally with practice.

As for tackle, at the very least, buy hooks. You can always use a rusty sparkplug for a sinker. For trolling, invest in a handful of white feather lures. These should have a chrome weighted head and ruby eyes. You will also need wire leaders to protect your investment. Try to find one with a dark finish. For fishing from the boat or along shore, buy the hot pink 'scampi', and if you want to enlarge your inventory, look for rapalas, chrome spoons or candy bar-shaped lures.

Among the innumerable species of edible fish found in the Gulf, you will probably be catching three main kinds: dorado (also known as mahi mahi or dolphinfish), sierra (a more solitary member of the mackerel family) and cabrilla (an inshore member of the bass family).

Most boats reach Cabo in the winter. This is when the sierra are running heavy throughout the Cape. As boats migrate north into the Gulf during the late spring, so do the dorado. At this time, the cabrilla also become more active. If you summer in the Gulf, especially around Puerto Escondido, there should be little problem in keeping the chest full of fish.

As soon as you see the rock arch of Cabo, throw out your white feather, attached to a leader and 100-200 feet of monofilament. Sierra love white feathers, as do skipjack and bonito. From then on, whether you power or sail, no matter how slow, keep your lure in the water. You will catch fish.

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CALENDAR

Sierra are toothy creatures, and have a proclivity to hit the bright swivel on the leader, sending your \$2 lure to the bottom — thus the reason for a dark finish on your swivel. Also, after a few strikes, they leave those white feathers in tatters. Look for some white webbing often used in lawn chairs. Shredded and tied to a leadhead with sail twine, they prove a durable substitute for white feathers.

The closer you keep to shore, the better your chances of picking up a fish, especially near dawn or dusk. During the day, when the dorado are running, they will often hit anything that moves through the water, the faster the better. If you see a clump of sea grass or any floating debris, steer close to it, as dorado often lounge in the shade waiting for something to swim by.

When you're at anchor, pull out the scampi. If you're close enough to shore, just stand on your bow and cast out at sunset into the sandy shallows near the rocks and retrieve slowly, then fast, then by jiggling. Look for any turbulence in the water, then cast for it. Cabrilla find these nervous-acting lures attractive, as do many other species in this habitat.

Fishing sometimes reminds me of what Henry Miller once said about the act of communion. He acknowledged what a great joy it is to eat, but perhaps, he said, it's a greater joy to be eaten. Somehow that makes my fish taste better.

Sept. 1-3 — See Jim DeWitt's art at the Sausalito Art Festival. Info, www.sausalitoartfestival.org.

Sept. 3 — The unofficial end of summer — Labor Day.

Sept. 5 — Cruising Mexico seminars by Paradise Village Marina Harbormaster Dick Markie and Marina El Cid Harbormaster Geronimo Cevallos at Berkeley YC immediately preceding the Mexico-Only Crew List Party (see next listing), 4:30-6 p.m. Free. Stay for the party!

Sept. 5 — Latitude 38's Mexico-Only Crew List Party & Baja Ha-Ha Reunion at Berkeley YC, 6-9 p.m. \$7 (free for registered '12 Ha-Ha skippers and first mates). Info, www.latitude38.com/crewlist/Crew.html.

Sept. 6-9 — 3rd Annual All-Islander Rendezvous at Catalina Island. All Islander owners welcome. Email Don Grass at dgrass1@cox.net for info.

Sept. 7-9 — 36th Annual Wooden Boat Festival in Port Townsend, WA. "The Woodstock for wooden boat lovers." Info, www.woodenboat.org.

Sept. 12-16 — Lake Union Boats Afloat Show in Seattle. Info, www.boatsafloatshow.com.

Sept. 14 — Cruising the Panama Canal seminar and BBQ for Ha-Ha'ers, with Ullman Sails and Pacific Offshore Riggers in San Diego, 5 p.m. Free. Info, www.ullmansailsandiego.com.

Sept. 15 — Swap Meet at Alameda YC followed by an open house, 8 a.m.-4 p.m. Info, www.alamedayachtclub.org.

Oct. 28 — Baja Ha-Ha XIX Cruisers Rally starts from San Diego! Info, www.baja-haha.com.

Racing

Aug. 2-5 — Flying Dutchman NAs. SCYC, www.scyc.org.

Aug. 4 — YRA-WBRA #7. BYC, www.yra.org.

Aug. 4 — YRA #3 (short course). RYC, www.yra.org.

Aug. 4 — Singlehanded Sailing Society's rescheduled Singlehanded Farallones Race. Info, www.sfbayss.org.

Aug. 4 — Ruth Gordon Schnapp Regatta. GGYC, www.ggyc.org.

Aug. 4-5 — BAYS #5/Summer Splash. EYC, www.bayarea-youthsailing.com.

Aug. 4-5 — 49er PCCs. RYC, www.richmondyc.org.

Aug. 5 — Gracie & George Regatta, a co-ed doublehanded

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55' Tayana, 1988, <i>Samadhi V</i>	\$249,000	40' J/120, '98, <i>Jolly Mon</i>	\$165,000	33' Back Cove, '08.....	SOLD
53' J/160, '01, <i>Mandalay</i>	\$579,000	40' J/120, '94*.....	\$149,000	32' Catalina 320, '95*.....	\$52,000
52' Santa Cruz, '99, <i>Renegade</i>	\$495,000	40' Farr, '97, <i>Far Niente</i>	\$170,000	30' Columbia 30, '06, <i>Escudero</i>	Reduced \$89,800
52' TransPac w/IRC mods, '03, <i>Braveheart</i> *.....	Reduced \$395,000	40' Pacific Seacraft, '99, <i>DreamKeeper</i>	\$314,900	30' Mull custom, '74, <i>The Shadow</i>	\$40,000
50' Bakewell-White, '02, <i>Brisa</i>	\$615,000	39' Carroll Marine CM 1200, '95*.....	\$55,000	30' J/30, '79*.....	\$26,000
48' J/145, Hull #9, '03*.....	\$675,000	38' Alerion, '07*.....	\$269,000	30' Peterson Half Ton*.....	Reduced \$14,900
48' 1D48, '96, <i>Chaya</i>	\$60,000	36' J/109, '03*.....	\$189,000	30' Scout 30, '80, <i>Zelda</i>	\$60,000
47' Valiant, '81, <i>Sunchase</i>	SOLD	36' J/36, '82.....	\$59,000	29' MJM 29z, '07*.....	\$269,000
45' Jeanneau Sun Odyssey, '08*.....	\$319,000	35' J/105, '92, <i>Vim</i>	\$85,000	28' J/28, '87*.....	\$32,000
44' J/44, '90, <i>Phantom</i>	\$239,000	35' J/105, '02, Hull #581, <i>Business Time</i>	\$99,000	28' Alerion Express, '02*.....	\$59,500
44' Wauquiez 43 Pilot Station*.....	\$299,000	35' J/105, '01, Hull #400, <i>Lulu</i>	\$105,000	28' Islander, '78*.....	\$16,900
43' J/130, '96*.....	\$184,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$89,000	26' J/80, '06, <i>J Hawk</i>	New Listing \$48,500
43' Custom C&C, '73.....	Reduced \$230,000	35' J/105, '99, <i>Life Is Good</i> *.....	\$68,900	26' J/80, '01, <i>Nimbus</i>	SOLD
42' Beneteau 423, '07*.....	\$204,500	35' J/35C, '91*.....	\$89,000	26' J/80, '01*.....	\$32,900
41' True North 38, 2002, <i>Ricochet</i>	Reduced \$184,900	34' J/34, '85, <i>The Zoo</i> *.....	\$29,900	26' J/80, '00*.....	\$29,000
41' J/124, '06.....	SOLD	34' MJM 34z, '05*.....	Reduced \$259,000		
40' J/120, '02, <i>Alchera</i>	Reduced \$179,000	33' Synergy 1000, '99.....	\$59,000		

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CALENDAR

race featuring 'Gracie' on the helm. EYC, www.eyc.org.

Aug. 5 — Jack & Jill Race. MPYC, www.mpyc.org.

Aug. 6-7 — El Toro Worlds at Pinecrest. Info, www.eltorogra.org.

Aug. 6-10 — Chubb U.S. Junior Championships for the Sears Cup, Bemis Trophy and Smythe Trophy. SFYC/TYC, www.sfytc.org and www.tyc.org.

Aug. 11 — YRA-OYRA Approach Buoys. Info, www.yra.org.

Aug. 11-12 — Franks Tract Regatta. Andreas Cove YC (Owl Harbor), www.andreascoveyc.org.

Aug. 12 — Summer Series #3 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

Aug. 12 — Baxter Judson #5. PresYC, www.presidioyachtclub.org.

Aug. 17 — 4th Annual Zongo Yachting Cup, a 20-mile fun race from Morro Bay to Avila Beach with two classes: PHRF and Cruising. Followed by a massive party/concert. Info, Paul Irving at (805) 441-3344 or paul@zongoallstars.com.

Aug. 18 — North Bay #5. VYC, www.vyc.org.

Aug. 18 — H.O. Lind #7, 8 & 9. TYC, www.tyc.org.

Aug. 18 — Small Boat Summer. EYC, www.encinal.org.

Aug. 18 — Summer #5. SeqYC, www.sequoiayc.org.

Aug. 18 — Fall One Design #1. SCYC, www.scyc.org.

Aug. 18-19 — SF Melges Race Week. SFYC, www.sfytc.org.

Aug. 19 — Jack & Jill Race. MPYC, www.mpyc.org.

Aug. 21-26 — America's Cup World Series Season Two kicks off on San Francisco Bay, as AC45s take on one of the area's most challenging sailing months. See www.americascup.com for details.

Aug. 23-26 — Melges 24 NAs. SFYC, www.sfytc.org.

Aug. 25 — YRA-WBRA #8. EYC, www.yra.org.

Aug. 25 — Singlehanded Sailing Society's Half Moon Bay Race. Info, www.sfbayss.org.

Aug. 25 — Double Angle Race, from Monterey or Santa Cruz to Moss Landing. Info, www.elkhornyc.com.

Aug. 25 — Santa Cruz Fall Big Boat Regatta. SCYC, www.scyc.org.

Aug. 25-26 — 5th Annual Sarcoma Cup fundraiser, hosted by BYC. Info, www.sarcomacup.org.

Aug. 25-26 — West Marine Fun Regatta for junior sailors. SCYC, www.scyc.org.

Aug. 26 — Fall Series #1 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

Aug. 26 — Fall SCORE #1. SCYC, www.scyc.org.

Aug. 27-Sept. 1 — International 18 Skiff Regatta, including Ronstan Bridge to Bridge, a mad dash from the Golden Gate Bridge to the Bay Bridge for 18s, boards and kites. StFYC, www.stfytc.com.

Aug. 31-Sept. 1 — Windjammers Race. Pop the chute and head for Santa Cruz! SCYC, www.scyc.org.

Sept. 1 — 24th Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, www.southbeachyc.org.

Sept. 1-2 — BAYS #5 at TYC. Info, www.bayarea-youthsailing.com.

Sept. 2 — Labor Day Luau Cup. VYC, www.vyc.org.

Sept. 2 — 21st Annual Day on Monterey Bay Regatta to benefit Big Brothers-Big Sisters. SCYC, www.scyc.org.

Sept. 6-9 — 48th Rolex Big Boat Series, a highlight of the local racing season. StFYC, www.stfytc.com.

Sept. 8 — Fall Series #1. SSC, www.stocktonsc.org.

Sept. 8 — Singlehanded Sailing Society's Round the Rocks Race. Info, www.sfbayss.org.

Sept. 8 — Singlehanded #4/Commodore's Cup. SeqYC, www.sequoiayc.org.

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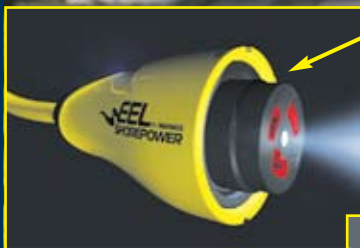
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CALENDAR

Sept. 8-9 — Millimeter Nationals. EYC, www.encinal.org.

Sept. 9 — Baxter Judson #6. PresYC, www.presidioyachtclub.org.

Sept. 15 — YRA-WBRA #9. Info, www.yra.org.

Sept. 15 — YRA #4/long. SYC, www.yra.org.

Sept. 15 — Totally Dinghy. RYC, www.richmondyc.org.

Sept. 15 — Jack & Jill. SCYC, www.scyc.org.

Sept. 15-16 — SF Perpetual Challenge. SFYC, www.sfyj.org.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 8/10, 8/24, 9/7. Matt Schuessler, (925) 785-2740 or race@bbyc.org.

BAY VIEW BOAT CLUB — Summer Monday Night Madness: 8/13, 8/20, 9/3, 9/17, 9/24 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights through 8/23, 9/6-9/27. Grant, (510) 230-3649 or harlessgrant@sbcglobal.net.

BERKELEY YC — Every Friday night through 9/28. Paul Kamen, (510) 540-7968 or pk@well.com.

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 — Every Friday night through 9/7. Michael, racing@cyj.org.

COYOTE POINT YC — Every Wednesday night through 10/17. George Suppes, (650) 921-4712 or regatta@cpyc.com.

ENCINAL YC — Friday Night Summer Twilight Series: 8/10, 8/24, 9/14. Susan, rearcommodore@encinal.org.

FOLSOM LAKE YC — Every Wednesday night through 9/26. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 8/10, 8/24. Gary, (916) 363-4566 or gsalvo@pacbell.net

ISLAND YC — Summer Island Nights on Fridays: 8/3, 8/17, 9/7, 9/21. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through late September. Will Anderson, (678) 517-6578.

LAKE WASHINGTON SC — Every Thursday night through 9/27. Dan Clark, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night through 8/23. Tom Cooke, tcookeatty1@yahoo.com.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 10/3. Garth Hobson, (831) 915-7020 or turbogarth@hotmail.com.

OAKLAND YC — Wednesday night Sweet 16 Series 7/18-9/5. John, (510) 366-1476 or j_tuma@comcast.net.

RICHMOND YC — Wednesday nights: 8/1, 8/8, 8/15, 8/22, 8/29, 9/5, 9/19. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Wednesday Night Series: 8/1-8/29. Thursday Night Kiting Series: 8/2, 8/16, 8/30, 9/13. Friday Night Windsurfing Series: 8/3, 8/17, 8/31, 9/14. Robbie Dean, (415) 563-6363 or racemgr@stfyj.com.

SANTA CRUZ YC — Wet Wednesdays through 10/31. Corinthian sailing every Friday night: 5/4-8/24. Info, (831) 425-0690 at scyc@scyc.org.

SANTA ROSA SC — Twilight Series every Monday through 8/6. Info, www.santarosasailingclub.org.

SAUSALITO YC — Summer Sunset Series on Tuesday nights: 8/7, 8/21, 9/4, 9/18. Dave Borton, (415) 302-7084 or race@sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night through 10/10. John Graves, (408) 306-1408 or www.sequoiayc.org.

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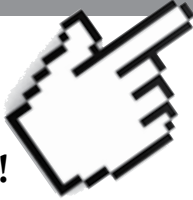
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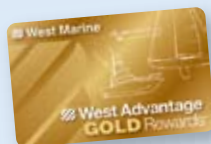


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CALENDAR

SHORELINE LAKE AQUATIC CENTER — Laser racing (BYOB) every Wednesday night through October. South Bay Cup Windsurfing Series on Monday nights through July. Info, (650) 965-7474.

SOUTH BEACH YC — Friday Night Series: 8/3, 8/17, 8/24. Info, rearcommadore@southbeachyc.org.

STOCKTON SC — Every Wednesday night through 8/29. Patrick Felten, (209) 518-6371 or regatta11@stocktonsc.org.

TAHOE YC — Wednesday Night Beer Can Series through 8/29. Dan Hauserman, (530) 581-4700 or dan@ilovetahoe.com. Monday Night Laser Series: 5/28-8/27. Rick Raduziner, (530) 583-6070 or raduziner@sbcglobal.net.

TIBURON YC — Every Friday night through 8/31. Ian Matthew, race@tyc.org or (415) 883-6339.

TREASURE ISLAND SAILING CENTER — Laser & Vanguard 15 racing every Thursday Night through 9/13, sponsored by Svendsen's. Vanguard 15 fleet: Al Sargent, (415) 742-1430, www.vanguard15.org. Laser fleet: Nick Burke, (415) 601 7483, www.d24.laserforum.org.

VALLEJO YC — Every Wednesday night through 9/26. Tom Ochs, fleetcaptainsail@vyc.org.

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

August Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
8/04Sat	0115/6.0	0731/-0.1	1425/5.6	1955/1.7
8/05Sun	0203/5.5	0809/0.4	1459/5.6	2046/1.6
	LOW	HIGH	LOW	HIGH
8/11Sat	0154/1.0	0912/3.9	1319/3.1	1924/5.6
8/12Sun	0248/0.7	1007/4.2	1420/3.1	2018/5.7
	HIGH	LOW	HIGH	LOW
8/18Sat	0008/6.1	0626/0.0	1318/5.5	1839/1.6
8/19Sun	0054/5.9	0701/0.3	1349/5.7	1925/1.3
	LOW	HIGH	LOW	HIGH
8/25Sat	0035/0.3	0750/4.2	1215/2.8	1842/6.2
8/26Sun	0145/0.1	0903/4.5	1333/2.8	1949/6.3

August Weekend Currents

date/day	slack	max	slack	max
	8/04Sat	0955 2212	0014/3.5F 1252/4.0F	0310 1602
8/05Sun	1033 2301	0059/3.2F 1328/3.6F	0358 1639	0651/4.1E 1919/3.6E
8/11Sat	0406 1540	0717/2.1F 1829/1.6F	1013 2121	1205/1.1E 0817/2.4F
8/12Sun	1113 2218	0034/3.3E 1315/1.2E	0503 1642	0817/2.4F 1931/1.8F
8/18Sat	0209 1501	0511/4.7E 1738/3.7E	0853 2101	1148/3.9F 2354/3.4F
8/19Sun	0254 1533	0552/4.6E 1818/4.1E	0926 2145	1223/3.9F 2145
8/25Sat	0250 1429	0548/2.8F 1727/2.2F	0911 2022	1113/1.7E 2342/4.2E
8/26Sun	0400 1549	0709/3.0F 1841/2.3F	1022 2133	1228/1.7E 2133



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LETTERS

↑↓ THOUGHTS ON SINGLEHANDED TRANSPAC SAILORS

The Singlehanded Sailing Society rules! And the Singlehanded TransPac competitors are the best of the best. What a show of unselfishness, dedication to our sport, camaraderie and plain old humanity for the bunch of them to join together to save fellow racer Derk Wolmuth's Vindo 40 *Bela Bartok*, which he had to abandon because of a medical emergency.

USCG LT. JONATHAN RICE



Fellow racers intercepted 'Bela Bartok' when she was about 12 miles off Maui.

They all are simply wonderful human beings, and I am damn proud to know many of

them. Cheers to all on making something like this happen even after crossing 2,120+ ocean miles. Rarely have I seen such a fine display of sportsmanship and collective responsibility.

Kristen Soetebier
Commodore, Island YC

Kristen — We couldn't agree more that the generosity of everyone involved in the recovery of Bela Bartok — from the racers who sailed her to Waikiki YC to the ones who footed the bill for the expenses — is truly remarkable. Find out more about Wolmuth's rescue and Bela's recovery in Sightings.

↑↓ OLD SAILORS RULE!

The rig on Andy Bartholomew's 50-ft trimaran *Traveller*, which I designed many years ago, came down with him and me aboard last month. We were 500 miles north of Hawaii bound for San Francisco at the time, sailing in 15 to 20 knots of wind, with 9-ft seas. We were carrying a working jib and a double-reefed main. Our boat speed was over nine knots.

The cause of the dismasting was a chainplate toggle that didn't match the turnbuckle.

It took a day for us — Andy is 76 and I'm 86 — to get the deck squared away, spars secured, and sails stowed. The carbon fiber wing mast was damaged at the leading edge below the hounds. The damage occurred in a place where it couldn't have hit the deck, so perhaps it happened when it hit the water.

We got underway with a 185-sq ft staysail. We hoisted the foot on the radar mast, which was well aft, and secured the head as far forward as possible to windward. With 15 to 20 knots of wind, which we had all the way to Oahu, we were able to make 1.5 knots. It would have helped if we could have raised the boom for a 'mast', but it was too heavy. Unfortunately, the boat didn't have a light spinnaker pole.

When we used the engine — which was more than half the time — we ran it at just 2,000 rpm to conserve fuel. That brought our speed up to four knots. We had 50 gallons of fuel, and that got us within 130 miles of Oahu, at which point we called the Coast Guard and asked for suggestions. They had the 200-ft University of Hawaii SWATH catamaran research vessel *Kilo Moana* divert to provide the 35 gallons of fuel we needed to get the rest of the way to Honolulu. The fuel transfer was done efficiently, using their 16-ft hard-bottom inflatable and 5-gallon jerry cans tied to a trailing line.

Repairs to *Traveller* are underway at the University of Hawaii nautical training facility on Sand Island, Oahu.

Andy Bartholomew is a fine seaman and shipmate, which minimized his elderly guest's shortcomings. We were pleased to have been able to make it back to Honolulu with no more

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LETTERS

assistance needed. Thanks to those who helped at sea and with electronic communications!

Dick Newick
Sebastopol . . . I think.

↑↓ SUPER PEDRO TO THE RESCUE!

The weather gods must have been watching the fun we all had during the recent Tahiti-Moorea Sailing Rendezvous in French Polynesia, and decided that they would provide their own closing ceremony. After everyone had returned to their boats in the early evening and were reflecting on what a great three days we had enjoyed, a bit of a storm started to brew on the horizon. Within a couple of hours, it was 'all hands on deck', as the rain came pouring down and the wind whistled through the compact anchorage. Chaos soon followed, as the 70 boats, which were already too close to one another, began to dance around on their anchors. The wind increased to a steady 40 knots with gusts in the 50-knot range.

We were in our foul weather gear with the engine running in gear to ease the strain on the anchor when the inevitable happened — one boat began dragging her anchor. That set off a chain reaction, as her anchor tripped other anchors as she drifted through the fleet. Fortunately, our *Red Sky* didn't get tangled in the mess that followed, but four boats ended up with their anchor chains twisted around one another. Boats banged into each other, resulting in some damage to a few boats, but nothing too serious. We could see enough to know what was going on, and the VHF radio was alive with calls for assistance.

That's where the photo becomes relevant. Of all the stories that were told in the aftermath, one kept recurring. But each time I heard it, it had become more sensational. What



JOHN HEMBROW

really happened was that Pedro, a crewmember on *Condesa Del Mar*, went to the assistance of one boat that was dragging. He helped them retrieve their anchor and relocate in a more suitable spot. That's it.

However, the story went from Pedro taking a dinghy over to help them, to Pedro jumping overboard and swimming 500 meters to their boat to help them, to Pedro swinging from mast to mast to get to the boat in trouble — and so on.

Having heard all these stories, I decided that Pedro must really be some sort of super hero. I then became concerned because all superheroes must have a costume, right? It was then that I recruited the gang from *Taka Oa* and *Condesa* to make him a cape!

Here he comes to save the daaaay! It's Super Pedro!

perheroes must have a costume, right? It was then that I recruited the gang from *Taka Oa* and *Condesa* to make him a cape!

As luck would have it, the cruisers organized a get-together on the beach the following afternoon, so it was there that we presented the cape to the hero. Everyone got a good laugh, and it was nice to have a lighthearted moment after what had been a stressful evening for many.

John Hembrow
Red Sky, Moody 54
Mount Warren Park, Queensland, Australia

↑↓ NOTHING MORE THAN LEGAL EXTORTION

I can't believe the lawsuit that was filed by Aaron Peskin, former president of the San Francisco Board of Supervisors,



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LETTERS

and other attorneys, who got the City of San Francisco to pay \$150,000 for a study to see whether America's Cup boats will scare birds. And who also got the City of San Francisco to pay for the 'work' they did to file the suit.

How could these lawyers lower their ethics to bring such a suit to court, wasting both the time and funds of an already inadequate legal system for something that strikes me as being nothing more than legal extortion? That Peskin, whom I view as a parasite of the public purse, should be characterized as anything other than a blackmailer is journalistic sin.

John McNeill
Yankee
San Francisco

John — When it comes to understanding how modern government functions, you sound as if you just fell off the turnip truck. The deal is that members of the government — no matter which party — seek to extract as much money as possible from taxpayers, under any guise that will play to the public, be it health care or preventing birds from being frightened by sailboats. The more money that comes in, the more money gov-



LATITUDE / LADONNA

Ack! That Cal 20 just scared those cormorants. Call the avian psychologist!

ernment officials and bureaucrats are able to siphon off and spread among their inner circles. It's even better than being in the mafia, because it's legal, and officials get to keep telling themselves and every fool who will listen that they're doing it for 'the kids' or the 'people' or the

'environment'. That they and their extended families get hefty Cadillac benefits in the process, while the rest of the population goes to the poor house, is just a serendipitous accident.

We don't know this for a fact, but what do you suppose the chances are that the supervisors who voted in favor of the bird study and the \$75,000 settlement with the lawyers will be getting campaign contributions from — what a shock! — the lawyers who profited from the settlement? And that they aren't all good friends in the first place?

Why don't members of the other side of the political spectrum raise a stink to fight settlements for such preposterous lawsuits? Because when they come up with their own money-making scams, they want the support of their putative opponents. You know, the old 'I'll scratch your back if you scratch my back, and we'll all get rich at the public's expense'. How else do you think the funding got approved for Governor Brown's ridiculous High Speed Beanstalk to Nowhere, which is now opposed by an overwhelming percentage of Californians, and which some legislators voted for even though they don't believe it will ever be completed? It's a beautifully lucrative system, unless you're a taxpaying chump who isn't part of government, in the inner circles, or will be one who lightly and briefly gets trickled upon.

↑↓ THE DEFINITION OF A PROPER CRUISING YACHT

I saw the July 20 *Lectronic* item about Justin Jenkins and his girlfriend getting ready to go cruising in a Columbia 34. Is a 40-year-old Columbia something that you'd consider a 'proper cruising boat'?

Mike Finkle
San Francisco

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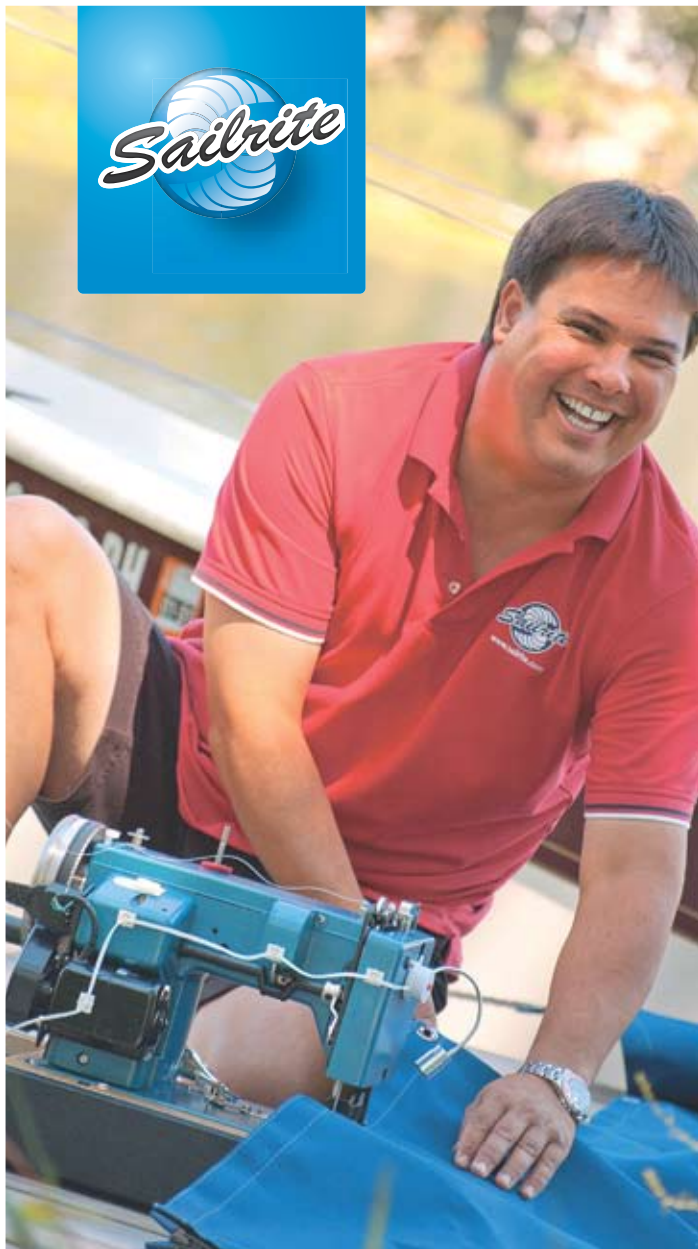
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Mike — We're going to take the easy way out and define a 'proper cruising yacht' as one that has proven it can get the job done. To that end we're going to republish a '00 Changes from the then-Santa Clara-based Roy Wessbacher, who is a member of Latitude 38's Frugal Cruising Hall of Fame.

"Having now covered 31,700 ocean miles and visited 35 countries with my Columbia 34 MKII Breta, my boat and I are back in the United States. I finished the trip as I began it, singlehanded. But while enroute I had a total of 17 crewmembers, all of them vegetarians — and all of them female. Cynthia, a Dutch girl, even lasted through the whole ugly Red Sea leg from Sri Lanka up to Israel — and that 4,400 miles took 147 days. Susanne,



LATITUDE / RICHARD

"I'm almost free," exults Justin Jenkins on the bow of 'Ichiban'.

a Swedish girl, did the Atlantic and the Caribbean with me, which was 3,400 miles and 109 days. Maus, my cat, accompanied me all the way around. I kept an exact record of all my expenses during my circumnavigation. In the 4 years, 9 months and 9 days it took me to sail from Puerto Vallarta to Puerto Vallarta, I spent an average of \$14.66 a day. That's \$445 a month, \$5,350 a year, or a grand total of \$25,300. I had budgeted \$20 day, so I completed the trip way under budget. Those numbers include every single expenditure. I did two bottom jobs, one in New Zealand and one in Thailand. I had no major breakdowns, and didn't fly home."

As we recall, Wessbacher paid \$10,000 for his Columbia 34. After his circumnavigation he purchased a LaFitte 44.

We're also reminded that Jaspar and Floerfida Benincasa not only did the '03 Ha-Ha with their Las Vegas-based Columbia 34 MKII Floerfida, but that the novice sailors had a fabulous time cruising their modest boat most of the way across the Pacific. They subsequently purchased a 44-footer and were getting ready to go cruising again. So who knows, maybe young folks save so much money by cruising inexpensive boats that they can buy bigger ones?

By the way, some older sailors — such as Roger Fitzwilson of the San Diego-based Columbia 50 Windstorm, previously owned by Columbia Yachts owner Dick Valdez — claim that Southern California boats built prior to '73 are stronger



LATITUDE / RICHARD

than those built in the years immediately following. The reason is the Oil Crisis of '73, which was created when the members of OPEC proclaimed an oil embargo on the West following the decision of the United States to re-arm Israel after the Yom Kippur War. The price of a barrel of oil quadrupled to nearly \$12/

barrel — it's about \$90/barrel now — and marked the end of U.S. drivers' paying 25 cents for a gallon of gas. Since the main component of fiberglass boats is petroleum products, the cost of the raw materials for fiberglass boats shot up. So hulls of boats, which previously had been ridiculously thick to err on



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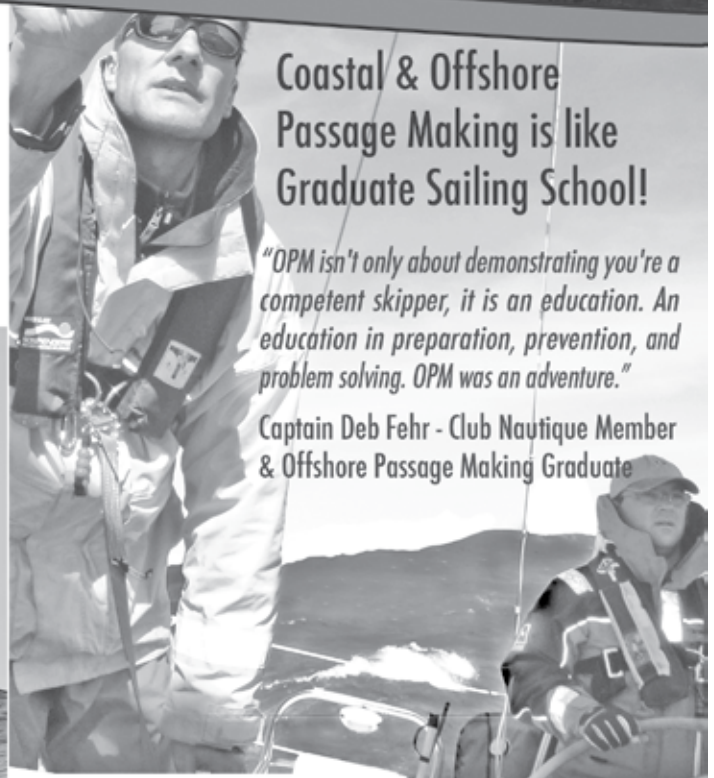
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LETTERS

the side of caution, became thinner.

↑↓ DENIAL IN THE BAY AREA RACING COMMUNITY

Now that US Sailing has done its investigation and made its recommendations relative to the *Low Speed Chase* tragedy in the Farallones Race, I'd like to make some observations about the published comments that were made immediately after the tragedy and attributed to the Bay Area racing community and yacht club officials.

By the way, I have followed the incident with more than casual interest, because much of that commentary is at odds with my experience and safety standards for offshore heavy weather and big wave racing. To me this suggests a significant attitude of denial and a huge lack of firsthand experience among yacht club leadership in what is required to mitigate, as much as possible, the risks of racing in big wave and big wind conditions. Bay Area yacht clubs are not alone in this regard, and in my opinion their experience applies to many yacht clubs. However, the San Francisco YC brought the spotlight upon itself by sponsoring and promoting an event wherein, given the prevailing attitude regarding safety issues and the inherent danger of the course, an "accident waiting to happen" was created.

More than 50 years of offshore racing experience and the accumulation of several thousand miles of gale-force racing — most of it between San Francisco and Cabo San Lucas — are my credentials. In some of those races, the course was notorious, and one expected hazardous conditions. In most of the other heavy weather/big seas incidents, while gale conditions were forecast, the races actually were sailed in light air. However, in some of those races the bad weather had already arrived, but we were sent out anyway. Some of those races should have been cancelled. For example, on the same weekend as the Full Crew Farallones Race, the Los Angeles YC sent us off around Santa Barbara Island in 22 knots of true wind, with a forecast for 35 to 40 knots — which hit well before the island was reached.

While the ultimate responsibility for the decision to go out and land in bad weather or to take on an acknowledged dangerous course belongs to the skipper, yacht club race officials need to rethink their level of responsibility relative to safety. There is no question that on some occasions races should be cancelled. Skipper's meetings should be mandatory so that critical details about the course, weather conditions, safety requirements and potential cancellation can be discussed with all participants. With race management now done almost exclusively online, these meetings have all but disappeared.

For offshore events such as the Farallones Race, boats should be inspected for PFDs, harnesses and tethers, jacklines, and fixed anchor points on cabin exits, mast and foredeck. These requirements are all in the ISAF Offshore Regulations (as well as US Sailing's), yet I didn't notice any reference to them by the yacht club officials and competitors who were quoted. The Sailing Instructions should not merely require their availability. Their use should be mandatory on courses such as the Farallones Race.

Several comments attributed to yacht club officials noted that while PFDs were mandatory, harnesses and tethers were considered optional because they are used only when conditions are exceptionally bad, and their use is further limited because they don't allow the crew the freedom of movement necessary to perform some of the sail management maneuvers. These statements can only be attributed to a serious lack of experience, and when coming from yacht club officials and so-called experienced racers, they identify a significant



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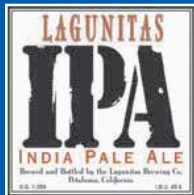
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LETTERS

part of the problem.

Conditions for this Farallones Race were characterized as "ordinary for this annual test of Bay Area sailors' mettle," and it was a "typically windy, bumpy day at the Farallones with 10-ft seas and wind 23 knots gusting to 30," according to another quote from an experienced racer. In those ordinary conditions, 42 boats started the event, but almost 50% of them didn't finish, and five sailors lost their lives.

By any realistic assessment, the Farallones Race is always a dangerous event! Under "typical" Farallones conditions, crewmembers should be anchored by a one-meter tether when sitting on the rail in the cockpit. They can use a 3-meter tether clipped to a fixed anchor at the mast or foredeck, which affords them all the freedom of movement needed for tacking, jibing, sail changes and spinnaker sets and jibes. Clipped into the jackline, they can move safely anywhere topside.

It is my perception that over the last 20 to 30 years, there has been a steady decline in the number of offshore races that have the ingredients necessary to produce and reinforce the awe, fear and respect for sailing in big wind and big seas that is required to foster the seamanship and mindset needed to make offshore racing safer. As a result, race officials have become more complacent about heavy weather safety issues, and we have a lot more "experienced racers" who have no business taking on a race like the Full Crew Farallones. Hopefully, US Sailing recommendations will be implemented and have a positive impact on improving safety.

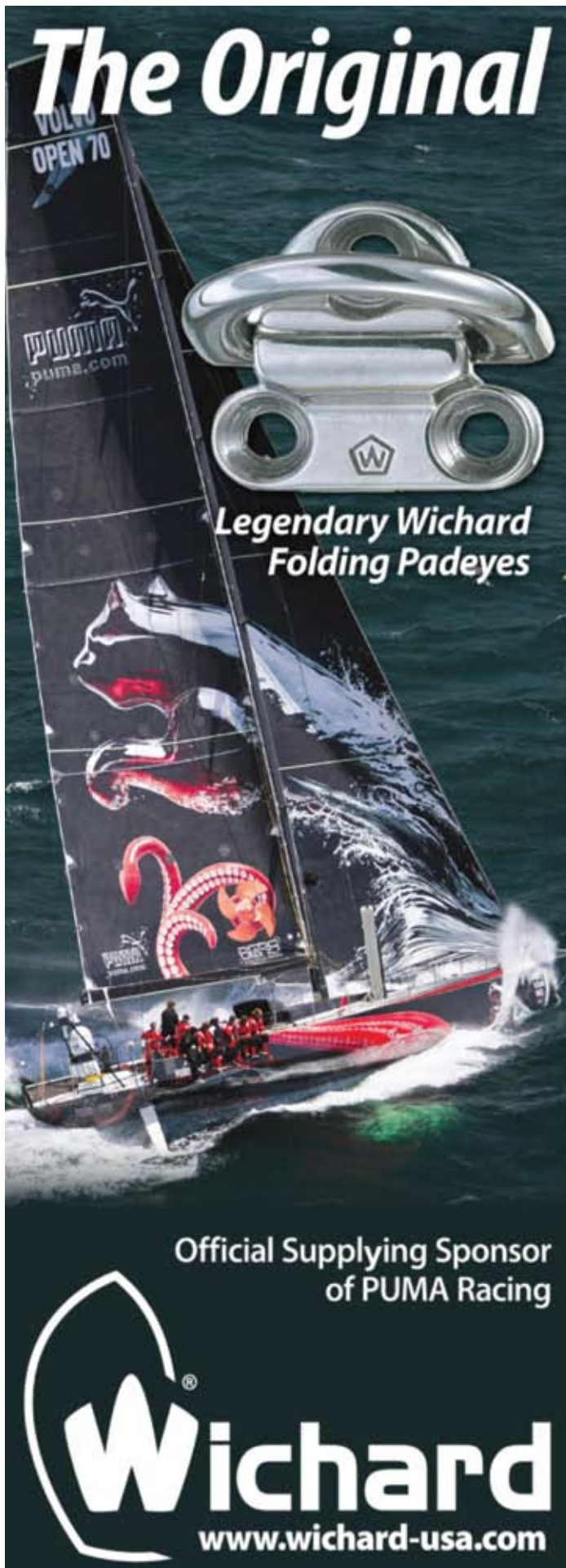
PK Edwards, M.D.
Wind Dancer, Catalina 42
Ventura YC

PK — With all due respect, what we've seen the biggest decline in during the last 20 to 30 years is people willing to take responsibility for their decisions. No matter how poor a decision someone makes in this society, they — or more likely their lawyer — are quick to try to pin the responsibility on someone or something else. It's always someone else's fault, isn't it? Personally, we're sick of everybody mouthing Bart Simpson's favorite line, and are somewhat heartened by the fact that, to our knowledge, none of the survivors of Low Speed Chase has directed blame at the yacht club or anyone else for what happened.

The fact of the matter is that all of US Sailing's recommendations — see the list below — could have been in place for this year's Full Crew Farallones Race, and they still wouldn't have prevented the Low Speed Chase crew from surfing backward down a wave and being knocked over, and most of the crew being thrown into the icy water. To our mind it's ridiculous to suggest that something like not having a mandatory in-person skippers' meeting had anything to do with the tragedy. Most of the Low Speed Chase crew knew the course well, and it seems clear that the cause of the incident was the incorrect judgment of how far they could venture into water that was too shallow for the conditions that day.

If the race management of the Full Crew Farallones has been so inadequate for all this time, perhaps you can explain how the race has been held — and sometimes in much worse weather than this year's event — without a single fatality for 100 years.

You claim that it's the skipper's "ultimate responsibility" to start or continue a race, but then you seem to contradict yourself by backpedaling as quickly as you can, bemoaning the fact that the Los Angeles YC "sent you out" in a race in 22 knots of true wind. Come on, you weren't outnumbered members of the British Cavalry being sent to death in the Charge of the Light



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LETTERS

Brigade, you were recreational sailors who had complete freedom to either accept the risks of the day or stay at the dock. Indeed, given your vast experience, you probably knew the course and what the weather conditions would be like better than the race committee did. And you certainly knew your boat and your crew better. But based on your comments, it sounds as if you would have been quick to blame the race committee if anything had gone wrong on your boat.

You noted that nearly half of the Full Crew Farallones fleet didn't finish the race, making it sound as if that was a bad thing. As far as we're concerned, the fact that nearly half the fleet decided they didn't want to take the risk of finishing the race is an example of widespread good judgment on the part of skippers who 'manned up' and took personal responsibility for their actions and decisions. We salute them for having the good sense not to have to wait for a race committee to make the evaluation for them.

Prior to the start of the second race of the '95 Heineken Regatta in St. Martin, we'd been hitting 16 knots on Profligate under main alone. Hearing that the wind in the Anguilla Channel was gusting to the low 40s, and knowing how short and steep the seas can be in the channel, we declined to start, thank you very much. A competitive Doña de Mallorca wasn't very happy about it, but as we were responsible for the lives of the people on Profligate, and felt the conditions were too risky, it was a no-brainer to us that we not start the race. Nobody was hurt during the race, although several boats lost their masts, but we still don't regret our decision not to start.

The truth of the matter is that racing in the ocean — particularly in the Gulf of the Farallones and in the Caribbean during "typical" conditions — is always going to be "an accident waiting to happen." This is true even with the very best sailors and boats in the world. For example, there was a mishap during a jibe on one of the J Class yachts in this year's St. Barth Bucket, and as a result the San Diego-based bowman was hit in the face by the end of the enormous spinnaker pole and suffered serious injuries. When we later talked to the longtime bowman on a competing J Class yacht, he was philosophical about it, saying the risk of getting hurt comes with being a bowman in the ocean. People have gotten hurt when racing in rough conditions in the past, and they are going to get hurt when racing in rough conditions in the future. That is the nature of offshore sailing.

If you want risk-free sailing, we can come up with a lot better recommendations than US Sailing: 1) No sailing in more than 12 knots of wind; 2) No boat speed in excess of five knots; 3) No racing after sunset; 4) No spinnakers or gennakers; 5) No sailing without a mothership; 6) No boats with bulwarks less than six feet high; 7) No sailing in water less than 80 degrees; 8) No sailing more than 100 yards from shore.

For the record, US Sailing's preliminary recommendations include: enhanced sailor training, including understanding of wave development in shoaling waters; once-a-season safety seminars; compliance with existing Minimum Equipment Requirements, including post-race inspections; improved race management, including better communication with sailors and Coast Guard; and consistency of protocol and requirements for all Bay Area offshore races.

We think attempts to relieve sailors of personal responsibility is perhaps the most irresponsible thing that could be done. Participants in offshore racing events need to be reminded that it's not a Disneyland-like controlled environment when racing in the ocean, and that neither the race committee nor the Coast Guard can get them out of any and all situations they put themselves into. If anything, we think two things need to be emphasized.



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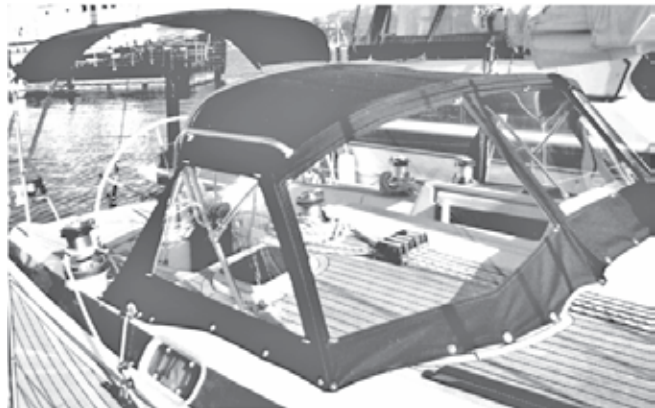
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LETTERS

First, that some offshore race courses are usually more difficult than others. So maybe it would be helpful if they were rated on a scale of 1 to 5, somewhat similar to ski runs — while noting that history is not a guarantee of future conditions. And second, that participants in offshore ocean races be reminded of the potential dangers, and the fact that they, not anybody else, are responsible for their safety and welfare.

While sailing organizations can do a few things to foster safety, PK, take it from Warwick 'Commodore' Tompkins, who has raced and sailed a lot more of the world's ocean for a lot longer than you, that there is no way anyone can outlaw bad judgment, poor decision-making, and bad luck, which are the overwhelming causes of most sailing accidents.

↑↓ RISK VS. REWARD

It all boils down to the risk versus the reward.

I'm a trader by profession, so every day I look at my charts and use my knowledge and experience to decide whether to take a position. My first concern is the risk. What could my loss be? If the risk were so huge that it could wipe me out, there is no possible reward that would be worth it.

In 30 years of racing my various boats on the Bay, I've faced this same kind of risk/reward analysis many times. For example, what is the risk of rounding Harding Rock very close when flying downwind with spinnaker on a strong ebb if it will leave you on the east side of the buoy after taking it to starboard? One time, while on the jibe from port to starboard, my running back guy screwed up, and we caught the boom. As a result, we collided with Harding and holed my boat. In retrospect, the risk of the crew error was too large compared to what might have been the possible gain.

The terrible *Low Speed Chase* tragedy at the Farallones was the result of a risk/reward analysis. The crew mistakenly evaluated the risk to be too low and the reward too high. In his June issue letter, Warwick 'Commodore' Tompkins was correct in his assessment of the tragedy. The problem was a result of a poor judgment of the risk and reward.

Rose Pearl
Formerly of a 44-ft racing yacht
Formerly San Francisco

Rose — Our lives are a never-ending series of risk/reward evaluations. Fortunately, when we screw up by making bad decisions — such as playing the lottery as opposed to other kinds of gambling where the odds are more in our favor — the downsides usually aren't fatal. But lord knows that such decisions — "Shall I drive home completely smashed?" — can be.

When sailing, and especially racing offshore, competitive sailors usually are willing to assume higher risks than normal. If people don't want to play that game, they should choose to engage in sailing activities that aren't as risky as ocean racing.

The odd thing about the Low Speed Chase tragedy is — at least as we understand it — that the crew wasn't taking an excessive risk in order to win a race. After all, they'd gotten a terrible start and knew they were far out of contention for any pickle dishes. It seems to us they got into too shallow water because they either didn't realize how shallow it was or didn't realize how dangerous the depth was for the size of the waves that day. The lesson would seem to be that inadvertent risk-taking can be every bit as dangerous as intentional risk-taking.

↑↓ LOVIN' LATITUDE IN TAJIKISTAN

I feel as if I should send *Latitude* money for keeping me out of therapy! For the last few years I've been working in Iraq, Afghanistan, South Sudan and Pakistan, and am now



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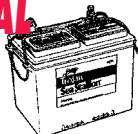


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LETTERS

in Tajikistan. I read *every* word of everything *Latitude* sends out via email — no snail mail in these places — and it keeps me sane. So thank you.

I will be home in September — to buy a boat. My first shopping stop will, of course, be the *Classy Classifieds*. Cheers, and keep up the terrific service!

Herschel Weeks
Dushanbe, Tajikistan

Herschel — We don't know what you're doing in those parts of the world, but keep your butt safe. And if you decide to do this year's Ha-Ha, we know a guy who will happily pick up the entry fee for you.

↑↓AIDING MARINERS IN DISTRESS

The publisher of *Latitude* may recall the discussion we had about a month ago in La Cruz about the responsibility captains have to respond to boats in distress. When I saw the July 13 report on the June loss of the Beneteau 42 *Rocinante* at Isla Margarita, it reminded me that she was the boat that put out the distress call that was the subject of our conversation.

We were in the Sea of Cortez when *Rocinante* went aground at Isla Margarita on the other side of the Baja peninsula, and we heard a boat anchored at Belcher's in Mag Bay, not far away from *Rocinante*, report on the SSB net that they'd heard a distress call from *Rocinante* the day before. They stated that pangas had headed out the entrance to Mag Bay and they thought they were going to provide assistance.

None of us in the Sea of Cortez knew what had happened, but it seems clear that the boats at anchor didn't provide the skipper of *Rocinante* with any assistance. Of course, I don't know the details of the situation, or if the boats in Mag Bay could have assisted even if they'd wanted. As I recall, there were pretty strong northwesterlies blowing on the outside of Baja at the time, which may or may not have been a factor.

Mike Stout
Mermaid, Aleutian 51
Redondo Beach

Mike — We do remember having that conversation with you. We don't know the circumstances surrounding the Rocinante situation either, such as if there were any boats in the vicinity that could have helped or if the weather was such that attempting to provide help might have endangered additional lives.

What we do know is that there are three international conventions — International Maritime Organizations (IMO), Safety of Life at Sea Convention (SOLAS), and the U.N. Convention of the Law of the Sea (UNCLOS), that require captains of vessels to proceed with all speed to persons in distress. Criminal penalties are possible for those who don't adhere to these conventions. For example, Indonesia is currently going after Australia for Oz's failure to come to the rescue of at least two heavily overloaded refugee boats, both of which capsized, resulting in the deaths of hundreds of people.

There is, however, no obligation for skippers to help boats in distress if attempting to render such help would endanger the safety of those on the potential rescue boats. When it comes to only moderately experienced sailors, helping other boats in even remotely bad weather is fraught with potential danger. Towing another boat, for example, can be much more dangerous than the average recreational mariner might appreciate. That said, we've rarely had more fun in our lives than when coming to the rescue of boats in distress.

Those who didn't read the 'Lectronic article about the loss of *Rocinante* can read about it in this month's Changes.



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↑↓ COULDN'T A SOLUTION HAVE BEEN FOUND?

I simply can't believe that some rational method couldn't have been devised to get *Rocinante* back into deeper water. Based on the difficulty of access, it might have cost several thousand dollars to execute a plan, but surely it wouldn't have been impossible to perform the task.

What is to become of the boat?

Christopher Jarrett
Berkeley

Christopher — Rocinante went up on the Pacific Coast of Isla Margarita, which is the remote barrier island on the west side of Mag Bay. It's our understanding that she needed to be dragged something like 600 feet in shallow water over sand to reach deep water. Bob Hoyt of Mag Bay Outfitters, the Mexican Navy, and Sheldon Caughey, all of whom have considerable experience rescuing boats, were on hand and eager to help, but the salvage proved to be impossible. No doubt the boat has been or will be stripped and the hulk will remain in place.

↑↓ "I'M FILLED WITH ANGER AND DISGUST"

Thank you for posting the story on the loss of the Beneteau 42 *Rocinante*. I fought off a tear upon seeing the photo of her in such a state, as I have many fond memories of sailing on her. My first coastal passage was aboard *Rocinante*, with the original — and as far as I'm concerned, only true — owner of the boat, Alex Malaccorto. I also sailed under the Gate for the first time on *Rocinante*, when we brought her home from Mexico.

It's my understanding that *Rocinante* has changed hands two or three times since Alex's passing, and it really crushes me to see what appears to have been the lack of respect for a vessel that means so much to me. I'm not one to cast stones, but how could a vessel that was so lovingly and meticulously maintained fall victim to such a sad fate? Really, I find myself choked up, not just for the vessel, but for the man to whom she meant so much. I pray that Alex, wherever he is, cannot see his boat today.

I could say so much more about my feelings toward *Rocinante* and Don Alex, as I called him, but I can't help feeling anger, sadness and some measure of disgust. For those who knew Alex, my feelings would make sense, as there were three things Alex Malaccorto lived for: his wife, his family, and *Rocinante*. Alex was a reserved man, quiet and stern. But if there was a smile on his face, chances are that he was aboard *Rocinante*. If there is a heaven for boats, I trust Alex is there now, sailing her into an eternal sunset.

Mauricio Astacio
Planet Earth

↑↓ LET'S TALK ABOUT FOOTWEAR!

A few months ago I invested in new shoes for sailing aboard our Hunter 41DS. But I've been frustrated by the grip — or lack of it — between the deck and the soles of my Harken and Sperry boat shoes. When I discussed this with the vendors at the Strictly Sail Boat Show in Oakland in April, the only suggestion they could give was to clean the soles with rubbing alcohol. I tried this, but found it didn't do anything to improve the grip.

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We are not racers, but if casual cruisers have an issue with slipping on deck, what do racers, who certainly put their shoes to greater demands, do?



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Cathy Kirby
Manu Kai, Hunter 41DS
Kailua, HI

↑↓ HAVE WE TRADED SPORT FOR SPECTACLE?

For the one or two of you who have been wondering why I, a veteran of the '71 America's Cup campaign aboard *Constellation*, have not been writing about the events leading up to next year's America's Cup, the principal answer is that I haven't been at them to see what's been going on. I did spend a World Series day in San Diego last November, but I found it hard to get a sense of things. I've also watched the YouTube videos of the events in Venice and San Diego, but only with difficulty, as there were so many cuts and so little story that it reminded me of MTV.

But then I spent the first part of July in Newport, Rhode Island, partly for an America's Cup crewmate's funeral, partly because it's one of my favorite places on the planet, and partly because the America's Cup World Series was going on in the old hometown of the America's Cup.

I had a terrific time. The weather was great, I spent time with lots of old friends, I made some great new friends. And I got an up-close look and sense of what the America's Cup is becoming. In six words, my view of the America's Cup is 'That was then, this is now.'

'Then', for me, was match racing, three or more hours at a time, on big, heavy, beautiful boats with white sails and spotless hulls. It was swell parties in amazing mansions and dancing, often in black tie, with debutantes. It was getting up early the next morning to sand the bottom, stop the sails and grease the winches. It was not on television and we didn't get paid, yet it was the most fun I've ever had.

'Now' is what you see, and obviously, almost everything is different. Match racing is the biggest casualty, as the nature of the catamarans — which you may have noticed don't tack very well — has eliminated the complex tactical game. The fleet races are fun to watch, though, with lots of speed and color and potential for mishap. The crews' abilities to handle these massively overpowered boats is very impressive, and the technology being brought to the television coverage is flat out amazing.

But it seems as though we have traded sport for spectacle. Fort Adams, and most of Newport, were 'happening', and sailing made it to broadcast television in a big way. There were lots of people on and around the boats, and lots of them were being paid a lot of money. But I sensed a sort of grim sense that this new America's Cup experiment must succeed. That must have taken some fun out of it.

Lest there be any confusion, I'm very glad to have been part of 'then', but I'm also glad to be around for the 'now'. And I do hope the experiment succeeds.

Dick Enersen
Bay Area
Crew, 12 Meter *Constellation*, 1971

Dick — We think you're accurate when you describe the current America's Cup as an "experiment." As with all half-completed experiments, it's hard to predict what the final results are going to be. For example, we remember that one of the early complaints about multihulls was that there weren't going to be as many passing opportunities as with monohulls. As we've all seen, there's been more passing with the multihulls than there is at a pick-up football game. Who would have thunk?

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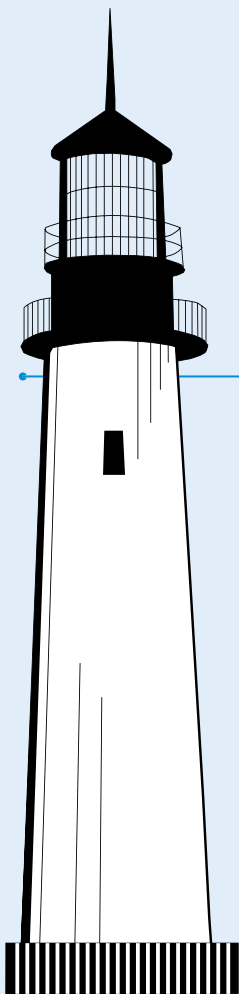
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LETTERS

Then, too, all we've seen so far are the 45-ft cats. We think it's fair to say that when the 72s make their debut next to the 45s, it's going to be like putting a monster motorcycle next to a bicycle. We don't think anybody has much of a handle on what racing the 72s will be like, so we don't think anybody has any idea how the America's Cup experiment is going to turn out. But it should be interesting.

Overlooked at Newport were the five new MOD 70 one-design trimarans from Europe, which were on hand to try to steal some of the America's Cup thunder. If readers aren't familiar with the MOD 70s, you're not alone, because they've gotten very little publicity in the United States. But they are a new one-design class by VPLP meant to replace the spectacularly fast, wild and fragile ORMA 60 trimarans. They are expected to be an improvement over the smaller tris in the following ways: 5% less sail area for greater safety in the ocean; 10-ft longer center hull to reduce the chance of pitchpoling; raised beam clearance to reduce wave impact; shorter mast; curved foils for performance and safety; low temp-cured carbon and foam construction for lower construction cost; and identical 3DL North sail wardrobes. The one-design business and just about everything else is meant to keep the costs down to increase the number of participants.

The one-design aspect of the MOD 70s is interesting, because just a short time ago the Volvo Ocean Race officials announced that the next around-the-world Volvo Race will be sailed not only in slightly smaller boats but, for the first time ever, in one-design boats, meaning Farr 65s. Officials project that campaigns will be 30% less expensive than before, and hope it will double the size of the next fleet.

As for the MOD 70 concept, it got off to a smashing start. For one thing, the French have had a long history with these kinds of multihulls and knew how to make them super sexy. And despite having soft sails instead of ridiculously more expensive AC Cup wing sails, they took off like bats out of hell. In the first day of their first official race — the 2,950-mile KRYS Ocean Race from New York to Brest, France — several of them covered more than 700 miles, which is more than any monohull has ever done. And after crossing the Atlantic, the top three boats finished within just a few hours of each other.

Like you, Dick, we at Latitude are excited about the upcoming America's Cup. On the other hand, we feel it will be simple to improve on the next edition. Specifically, by introducing much less expensive, but darn near just as fast, one-design multihulls. Why not something similar to the MOD 70s, which are capable of 40 knots and 800-mile days? To us it sounds like a recipe for an America's Cup with 15 entries instead of just three or four — which necessarily means a much more popular, exciting and competitive America's Cup.

↑↓ FRESH-TO-SALTWATER SOLUTIONS

What are the issues when transferring a freshwater fiberglass boat to saltwater, and what are the solutions?

Allen Sneidmiller
Chico / Penang, Malaysia

Allen — Fiberglass boats go between freshwater and saltwater all the time without any problem. For example, boats kept up in the Delta sail down to San Francisco Bay for a week or a couple of years. The saltwater environment is, of course, more corrosive, so boats in saltwater need to be washed off with fresh water more frequently, and all metal parts checked for corrosion.

↑↓ WELCOME TO THE 'OVER 30 CLUB'

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cutter, be inducted into the *Latitude* 'Over 30 Club'.

Scandia was built in Taiwan, self-imported, and then launched in January of '82. Fewer than a dozen of this design were built. She's a member of the post-Westsail 32 class of cruising boats that came out in the late '70s and early '80s. She has a semi-infinite displacement-to-length ratio, a nearly full keel, a canoe stern and lots of teak, and is nearly indestructible. She is at her best when the lighter boats start head-



BILL WILLCOX

'Faith' and the Willcoxes are now in 'Latitude's Over 30 Club.'

ing for harbor.

We're the original owners, and have never found another boat we like better. She's dry and sea-kindly, takes more than we can, and is amazingly fast, for her displacement.

And *Faith* has held up over the last 30 years. She still has her original diesel, which runs great. She has her original fuel and water tanks, and they don't leak. Her teak decks don't leak either. She also has her original ground tackle, mast and boom.

What's the secret to the longevity of her systems? In the case of her engine, it requires keeping the fuel and oil scrupulously clean and the tanks full. Similarly, the fresh water tanks need to be kept full and clean. Our other tip is to clean the teak sparingly. Having her laid up while I worked abroad for a total of seven years didn't hurt either.

We don't mean to imply that *Faith* has been trouble-free. We've had to do two blister jobs, re-wire and upgrade the electrical system — for more power, of course — and do an extensive refit 10 years ago when she turned 20.

Faith has taken us as far north as Pt. Conception and on innumerable trips to Southern California's Channel Islands, as well as on the '03 Ha-Ha and up into the Sea of Cortez. She is likely to outlive us both.

Bill & Lynne Willcox
Faith, *Scandia* 34
Ventura

DOUBLE DIPPING ON SAN FRANCISCO BERTHS

The City and County of San Francisco are misleading potential slipholders when they quote their slip rates. Months after tenants have agreed to the rate and signed the lease, they receive another bill from the City and County of San Francisco for property tax on the slip being rented.

When you share your thoughts about their backhanded deception, you get all kinds of ridiculous explanations depending on whom you talk to. They even like to point out that the City of San Francisco and the County of San Francisco are separate entities — as if that matters.

Basically they are telling slipholders that they are government agencies and they can do whatever they want — so shut up and pay up. If a non-municipal marina rented you a slip at \$10 a foot, and then at the end of the year levied an additional fee without previously telling you about it, you would likely be upset. In fact, I have rented a slip in another municipal marina in the past, and was *not* levied a property tax on top of my rent.

Bryan C.
San Francisco

Bryan — It is true that berthholders in San Francisco have



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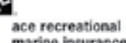
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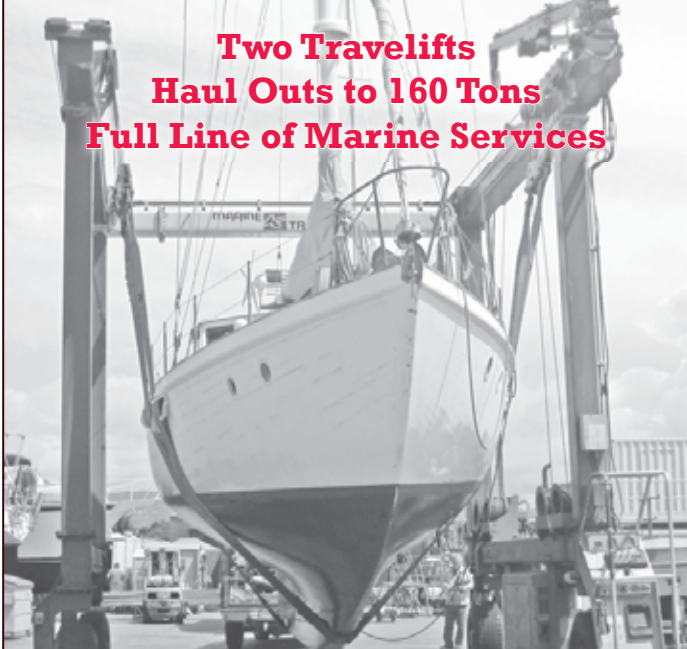
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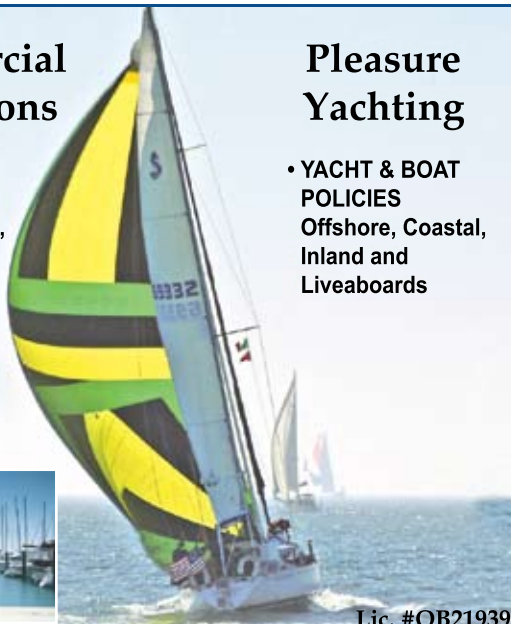
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LETTERS

to pay property tax not only on their boats, but on the berths they occupy. We're not sure how prevalent this tax on berths is, but we know that San Francisco is not alone in assessing it.

↑↓ A CLEARER LOOK AT THE 4TH OF JULY TRAGEDY

Latitude appears to have the wrong length of the Silverton powerboat that capsized and sank on Long Island Sound after the Fourth of July fireworks show, with the loss of three young lives. According to all reports here on Long Island, she was 34 feet, not 37 feet, in length.

The fireworks show is put on each year by the James Dolan family in front of their waterfront house, and is bigger than the fireworks shows at most towns on Long Island. The Dolans can afford it, because they are the ones who own Cablevision, Madison Square Garden, the New York Knicks, Beacon Theatre, and so forth.

During the day, boats from all over the area — including some very large ones — come into Cold Spring Harbor and anchor, raft up, and so forth, and the party begins. The fireworks show starts just after dark, and upon its conclusion, there is complete mayhem on the water.

Why everybody thinks they all have to leave at the same time is beyond me. The local launch service is bombarded with calls from people to be picked up by moored boats, and there are boats headed off to Oyster Bay, Cold Spring Harbor, and out into Long Island Sound. I own a Catalina 30, and we just sit safely on the mooring and wait for it to clear out.

With everyone leaving at the same time, and depending on the tide, wind, and water depth, there can be some very nasty wakes and waves coming from all directions. I've experienced it more than once on just a normal busy Sunday afternoon.

The operator of the Silverton claims that the boat was hit broadside by a large wake that he didn't see in the dark. It knocked the boat over on her side, at which time she started to sink. There was rain and lightning at the same time, adding to the chaos.

A lot of people in town and at the docks have speculated about the cause of the tragedy, and most agree that it was probably foolish to have 27 people aboard. But one theory I heard from a person whose nautical experience I respect is that there may have been water in the bilge of the boat that the operator wasn't aware of, so when the boat was knocked to the side, added ballast helped push her over.

The boat's owner had owned the boat for only one season. She was being operated by a friend who had at least 25 years' experience.

I enjoy reading *Latitude* here on the East Coast even though I haven't been in San Fran since '78. My friend who lives in Rohnert Park keeps trying to get me out there to visit with the promise of plenty of wine. Maybe soon.

J.S.

Oyster Bay, New York

J.S. — It doesn't take an expert to know there are some obvious things that contribute to the instability of a motoryacht. Lots of free-moving water in the bilge, as your friend suggested, would certainly be one of them. But we suspect an even greater factor in the Long Island case was the amount and placement of human weight. If we assume that the 27 people on the boat, apparently 11 of them children, were to weigh an average of 150 lbs, that means there were over two tons of movable human weight on a 34-ft boat. If most of that weight was on a flybridge, which is well above the boat's normal center of gravity, and much of that weight happened to be on one side

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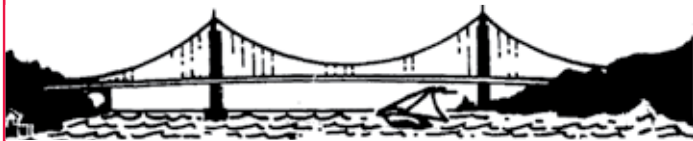
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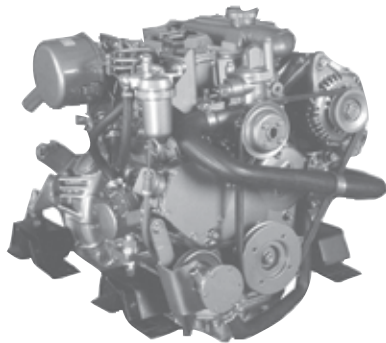
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rather than the other, one can imagine that the boat had much less stability than she was designed for.

Wakes and waves are additional variables. For the last 25 years, Latitude has owned either Bertram 25s or a Bertram 28 as our photoboat. The closest we ever came to being killed on any of these high-quality boats was on an otherwise relatively calm day inside the Bay about a quarter mile east of the South Tower of the Golden Gate Bridge. There was a relatively small area of tidal waves caused by the ebb. The waves weren't very big, but they created a rhythmic effect that tossed the Bertram from one beam end to the other with surprising speed and force. It was like a wild ride in an amusement park, and it took all the strength we had to keep from literally being pitched off the flybridge. Fifteen minutes later, with the ebb having moved on, the little patch of nasty water was as calm as a pond.

The lesson we took from that spooky incident is that a nearly empty powerboat in calm waters doesn't display any of the warning signs of the potential danger if the same boat is extremely top heavy in sloppy or rough conditions. In other words, static is nothing like dynamic.

Maybe it was a 'perfect storm' of factors that caused the Silverton to go over, but we suspect the number one contributor was having 27 people on a 34-ft boat. Even intuitively, didn't this seem wrong to the owner, who'd only owned the boat for a year, and the operator, who had decades of boating experience? Obviously not, as some of the children lost were immediate family or very close friends.

The tragedy raises a very curious question, which is why, in our otherwise overly nanny state, the Coast Guard doesn't list a maximum capacity for larger private boats, as is done for charter boats, boats less than 20 feet in length, fast food restaurants and what have you.

And yes, the Silverton was 34 feet, not 37 feet as we reported. The mistake was caused by an errant keystroke.

On a lighter subject, the Dolans are — or at least used to be — big time racers. When we did Antigua Sailing Weeks in the '90s, the Dolan clan used to charter the 110-ft trimaran Lammer Law as the base for the two and sometimes three boats they raced in those week-long events. One of the boats was the Class A maxi Sagamore, and the girls' entry was the dark blue S&S 73 Encore, which was described as a "Ferrari on deck and a Rolls-Royce down below." The latter has been completely restored and is looking good. If we're not mistaken, the Dolans also own Knickerbocker, a classic 118-ft Palmer Johnson motorsailer. Last winter we hung out a bit with the crews of these boats at — well, you know what island.

↑↓"AND NOW FOR THE GRAND FINALE . . . OOPS."

Talking about rarely used powerboats going out on the Fourth of July, I watched a powerboat — with guests, but not overloaded like the one in the tragic New York incident — leave her dock about seven slips down from mine. The skipper backed straight out of his slip to within about five feet of the slips behind him, and revved his one engine to stop himself, which created a big wave that washed over a small boat in one of the slips. He then went forward into his slip and backed up again, with the same results. He repeated this at least two more times before finally getting his boat turned enough to head down the fairway. When he got to the end and tried to turn, he couldn't make it. He ended up turning the wrong way, toward the boatyard. He finally backed into an empty slip and tied the boat off. He stomped down the dock leaving his guests behind.

As best I can figure, his boat had two engines, but only the port engine was working. Even though he had limited turning

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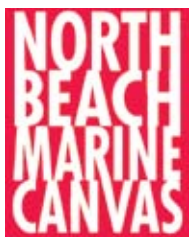
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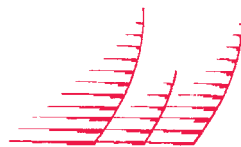
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ability, he didn't want to give up on a Fourth of July trip with friends to see the fireworks.

Don't these powerboats have wheels or something to help them turn?

By the way, I loved the San Diego Fourth of July Big Bang video on *Lectronic*. It was hilarious that all the fireworks were shot off in 15 seconds. I can almost hear people saying, "and....? and....?"

Ginger Clark
Corsair, Flicka 20
King Harbor, Redondo Beach

Ginger — Assuming twin engines are far enough apart, and both are working, they give an operator tremendous control in tight quarters. But if one engine is down, such boats can be very difficult if not impossible to control.

Take the case of Profligate. When her twin engines are working, she easily rotates on a dime and can nearly jump up and down. But when one engine is out, the working engine is close to 15 feet off centerline, which makes the boat impossible to control in tight spaces. Indeed, it takes about 100 yards of open water before the rudders are able to take over directional stability from the off-center engine thrust. Smaller twin engine powerboats may not be quite as hard to handle with one engine down, but for a skipper accustomed to two engines, just one off-center engine can be a nightmare.

When it comes to steering, you generally steer twin engine boats with the engines, not the wheel. Put one engine in forward, the other engine in reverse, leave the helm amidships, and the boat should rotate in place.

Other factors that greatly restrict the maneuverability of boats, be they power or sail, are dirty bottoms and dirty props.

We sympathize with the guy who couldn't take his friends out on the Fourth. It probably meant a lot to him, and maybe both the engines had been running fine the day before. We'd be frustrated, too. At least he didn't slam into any other boats.

Fun fact: Somebody in the powerboat industry did a study of what aspect of owning a powerboat powerboaters liked the most. We're not making this up, but what powerboaters say they like most is being seen getting off their boats at a waterfront restaurant. Must be a Florida vanity thing.

↑↓ WHAT'S THE STORY IN FRENCH POLYNESIA?

It's been a long time since my wife Liesbet and I have been in contact with *Latitude*. As you and your readers might remember, we are the couple who gave up cruising — one day out of San Francisco — after it was obvious that our two dogs were having a hard time. We gave up adventure by boat for a camper truck that we drove as far south as Panama, but then decided we'd try cruising with our dogs on a 35-ft Tobago catamaran. It worked out great, and we spent several years in the Caribbean.

Both of our dogs have passed on now — I'm sure there will be another in our future soon — and we're in Panama's San Blas Islands. We're going to continue on — maybe — to the Pacific next year, and have a number of friends who went this year.

Some of our friends who went this year sent us what seems to be some great news. We're wondering if *Latitude* can confirm it. To quote:

"It was very easy to ship in goods duty-free (yacht in transit) via DHL. As a result, I have a new camera, autopilot and sail. Yippee! I also heard there is a new minister and that she's changed the visa policy. There are no longer any 90-day visas or even long-term visas. Anybody can stay as long as they like. I guess they appreciate the money cruisers are bringing in."

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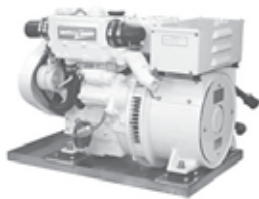


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LETTERS

So what does *Latitude* think — is it true?

Mark & Liesbet Kilty
Irie, Tobago 35 cat
San Blas Islands

Mark and Liesbet — *Of course we remember you. And we followed you a bit during the years you were in the Caribbean, specifically when you marketed your Wi-Fi signal amplifier and when Liesbet excoriated — and no doubt rightly so — the 'love to make life difficult' officials in Antigua.*

With regard to your questions on French Polynesia, we've got some good news and some bad news. First the good news: Yes, you can usually ship stuff to French Polynesia duty-free as long as it's clearly marked to be for a 'Yacht in Transit'. Mind you, the cost of shipping is very high.

Now for the bad news: In fact, it's something that Cindy Dittrich of the yacht agency CMA-CGM in Tahiti asked Latitude to help clear up. A few weeks ago there was a change in French Polynesian immigration law, which now allows citizens of Switzerland, Norway and Liechtenstein to stay in French Polynesia for more than 90 days at a time. Contrary to what cruisers may have heard via the coconut telegraph, this change does not apply to Americans or Canadians. We still get only 90 days within a six-month period, unless a Long-Term Stay Visa has been obtained in advance. You can't get such visas in French Polynesia.

⇕ **WHEN A CALIFORNIA BASH IS NOT A BASH**

People always refer to the Baja Bash, which is the 750-mile normally upwind and often rough slam from Cabo to San Diego. But for Northern California sailors, getting to San Diego isn't home yet. Not by a long shot. Sure, it may usually be easy to get from San Diego to Pt. Conception, but the 175 miles from Conception to the Golden Gate can be every bit as bad as — or worse than — the Cabo-to-San Diego Bash. Of course, if you're lucky, it won't be a Bash at all. As you'll read, we were lucky.

During my first trip along the California coast a few years ago, we didn't get very far. I was crewing on the Coastal Cup, and we lost our mast in the middle of the night 30 miles off Monterey. So when we bought our Catalina 470, *Agave Azul*, and decided to sail to Mexico, we did a lot of research to determine the best time to transit the coast.

After consulting with Commander's Weather, we left with a good weather window in September for a non-stop shakedown from San Francisco to Ensenada. We had 15- to 25-knot winds from the northwest most of the time, with a reasonable swell and seas. We made excellent time — at least until the Navy 'requested' that we take a detour away from San Clemente Island. We made the 475 miles to Ensenada in 75 hours, and averaged 6.3 knots, sailing most of the time.

Fast forward eight months, at which point it was time for us to return to San Francisco Bay. Our research told us that April wasn't the ideal time for a return trip north, but we had some retrofits to complete before we started serious cruising, and we hoped the weather wouldn't be too bad. Commander's weather preview said "it looks promising."

We and our crew left Ensenada at midnight on April 17 with clear skies, no wind, and calm seas. Within a few miles we were in thick, wet fog that stayed with us to San Diego. Thanks to AIS and radar, we were able to avoid other vessels. The sun later came out and we were able to sail into San Diego Bay.

Before departing San Diego on the 20th, we got the report from Commander's: "A high amplitude upper level trough on the East Coast leads to a steep upper level ridge on the

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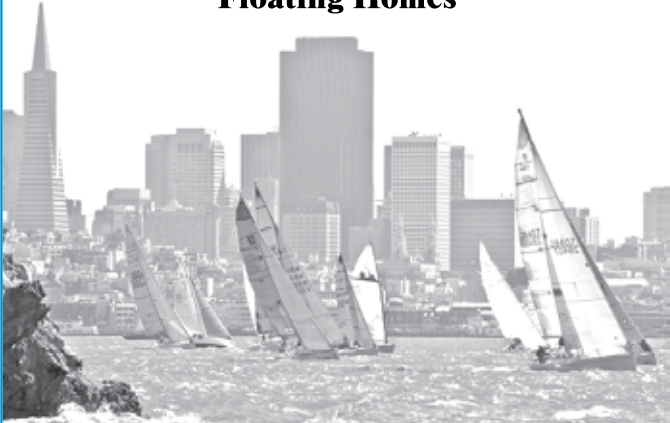
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LETTERS

West Coast . . . resulting in low clouds and light SE to SW winds." Having sailed outside the Channel Islands on the way down, we decided to sail inside them on the way north. We never saw wind over eight knots, so we motored in the same cloudy, foggy, wet conditions we'd experienced on the trip from Ensenada. We had lots of ship traffic, so the entire crew became experts at avoiding weather buoys, fishing boats, towed barges, freighters, cruise liners and mystery ships that turned their lights off as we sailed nearby. To augment our visual watch, AIS and radar were our good friends for the entire trip. The clouds lifted and the sun came out when we got close to Santa Barbara.

After 150 miles in 24 hours, we tied up at the Santa Barbara YC guest dock, got some lunch, topped off our fuel tanks, took a short walk



COURTESY AGAVE-AZUL

'Agave Azul's Bash to the Bay was anything but.

on the beach, and were on our way again by 5 p.m. One of the highlights of going both south and north was Pt. Conception. On our way down, we had 15 to 20 knots of wind from the NW, and carried the chute the entire time while passing well offshore of the point. It was an uneventful rounding. On the Bash north, we passed just four miles offshore at 11 p.m. in heavy fog, no wind, and a gentle swell with no waves. It was water-skiing conditions. This stretch of the coast was quiet all night, with no VHF communications.

The sun poked out when we were a couple of hours south of Monterey, and with wind out of the SE — what an unusual thing that was! — we set the chute in 15 knots. When the wind built to over 23 knots and we were exceeding hull speed, we decided to take the chute down. We had to keep reminding ourselves that we had a cruising boat! Dinner in the cockpit was easier without the chute up anyway. We motored into Monterey Harbor at 9 p.m., 28 hours and 210 miles out of Santa Barbara, and celebrated with margaritas and every snack in the galley.

It was odd trying to sleep without the boat moving, but we got in eight hours. After breakfast at LouLou's Griddle on the wharf to recover from the Agave Azul margaritas, we rented bikes and spent the day being tourists. We stayed in Monterey for 24 hours so we would enter the San Francisco Ship Channel at slack water.

We departed Monterey at 10:30 p.m. in calm weather, but our trip across Monterey Bay provided the most challenging conditions of our entire California Bash. The wind picked up to the teens after midnight, but we couldn't find a sail combination that would eliminate the side-to-side roll. It wasn't until we were north of Año Nuevo that the rolling finally stopped and we could get some sleep.

We had perfect conditions for our sail into the Golden Gate — bright sun and the chute up in light air. The wind picked up so we had a brisk and beautiful sail past the Cityfront, beneath the Bay Bridge, and all the way down to Westpoint Harbor, where friends from the Sequoia YC were on hand to greet us.

All in all, we had a great trip with a very unusual weather pattern. We know we'll experience a real Bash someday, but this was a nice surprise for our first pseudo-Bash up the coast. We had a great crew of Bay sailors — many thanks to Dan Lockwood, Linda Ryan, Byron Jacobs, William Levin and, on the Ensenada leg, Tom McCormick.



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LETTERS

We'll be sailing with *Latitude* on the 20th Ha-Ha in the fall of next year.

Robin & Kathryn Weber
Agave Azul, Catalina 470
Redwood City

Robin and Kathryn — Thanks for the report. Actually, we wouldn't say that your California Bash was that unusual. Ensenada to Pt. Conception is usually so mellow if you go inside the Channel Islands that you have to motor most of the time. The Bashing part is all from Conception to the Gate. While it's often rough — if not very — and sometimes for a week or more at a time, it's often mellow, too. For example, as we read your letter on July 17, there is almost no wind along the Central California coast, and the seas are flat.

No matter if you're Bashing up the coast of Baja or up the Central California coast, it's all about having time and being patient. If you have to go on a schedule, you and your boat can get creamed. If you have the luxury of time, you can usually make it north in reasonably mellow conditions. Of course, your chances of favorable weather are greater in some months than others. Except for the often bitter cold, there are usually no better months to come north along the Central California coast than November through February. Between storm fronts, of course.

↑↓ GAME, SET, MATCH — BUT NO DATE

I thought the July *Max Ebb* article gave a good introduction to various ways of setting up a watch bill, but was a little confused by the 'station bill' terminology that was seemingly used synonymously.

In my experience, a watch bill essentially lays out who will be on watch at what times, as well as what watch station they will man, which is probably the source of the confusion. A 'station bill' simply lays out who will man what station, typically without reference to time.

We all know what a watch bill is, but what would be a good example of a station bill? On a military vessel, stations are specified for various degrees of combat readiness, with General Quarters being the highest, where the stations being manned are Battle Stations. Thus the assignments for General Quarters are specified in a station bill, with no reference to time. The ship will be at General Quarters or Battle Stations whenever deemed necessary by the Commanding Officer.

A less military example of a station bill might be spelling out those assignments for entering and leaving port, often called Sea and Anchor Detail, where certain individuals are assigned to certain stations while the condition of entering or leaving port exists, once again as determined by the captain. Other examples of station bills include Fire, Man Overboard, Cleaning, and even Abandon Ship, where everyone onboard reports to a particular liferaft or lifeboat staging area.

Of course, these days when you have hundreds or thousands of men and women on a military vessel, it gets quite a bit more complicated. This is especially true when you consider that they are turning over constantly, and their individual level of training is presumably always improving, thereby enabling assignment to ever more advanced stations until their tour of duty onboard ends.

But on small sailboats, as you know, we don't really use the term station bill, although we often perform that way nonetheless. On a race boat, for example, stations for starting the race are often laid out — the owner on the helm, the best trimmers and grinders for the jib, someone to handle the mainsheet, etc, and then, at some point after the start, a watch bill might be put into effect. And on a cruising boat

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LETTERS

my wife always takes the helm while I go to my station on the foredeck to drop the anchor!

Regardless, *Max Ebb* wrote a great article, and I thank *Latitude* for such a great magazine for all these years.

Kevin Reilly
Skylark, Columbia 50
Coronado

Kevin — Thanks for the kind words. *Max* passed your letter on to *Lee Helm* and reports, "She hates to be caught in a technical error, however pedantic, so she just mumbled something about our 'pesky living language' and ran off to her next class.

"The confusion," *Max* explains, "might also arise from the practice of combining watch and station bills. A quick search shows the 'Watch, Quarter and Station Bill' or WQS to be a common form, and examples I've found combine both the watch schedule and the crew assignments. *Lee's* station bills do assign crew to 'on', 'standby', or 'off' status, but I have to side with you on this one: These are not really stations in the traditional sense of the word.

"Kevin wins the point, but it's not enough for a dream date with *Lee* . . ."

NAME THAT FUEL STOP

I saw the *Latitude* quiz in the July 18 *Lectronic*, asking readers to guess where the *Bagheera* gang managed to buy diesel for just 4 cents/gallon for their 72-ft steel schooner. My guess is *Jedda*, *Saudia Arabia*. I was there several years ago, and we purchased diesel for \$35/ton — which translates to about 10 cents a gallon.

Byron Jacobs
'Ale Kai, Beneteau 393
Sequoia YC

Readers — See the photo of the *'Bagheera gang'* in this month's Sightings.

SOUTH, NOT EAST

If the schooner was 90 years old, the original captain may have paid about 4 cents/gallon for diesel. But today? You might be able to find those prices in *Egypt* or *Saudi Arabia*, but that would be a stretch for a *Montreal-based* schooner — especially one with a load of young kids. *Venezuela* might be a good guess, but I'm voting for *Ecuador*. As for where the plastic drums came from, they were probably lying around on a beach in *South America*.

Mark Wieber
Goliard, *Slocum* 43
Emeryville



LATITUDE / RICHARD

The *'Bagheera'* crew's diapers cost more than their fuel.

Mark — We don't think there's enough *Biobor* in the world to keep 90-year old diesel from going bad. Big boats, even ones loaded with kids, get around, so being *Montreal-based* doesn't factor into where the fuel was purchased. Indeed, *Bagheera* was built in *France*, and the kids recently attended school in *St. Martin* in the *Eastern Caribbean*. In fact, the blue 55-gallon drums were going to be thrown away by the desalination plant in *St. Martin*, so the staff was happy when *Ivan Bagheera*, the schooner's owner, took the drums away for free. *Ivan* says after using them for fuel, he puts some soap and

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LETTERS

gravel in them, rolls them around, repeats the process several times, then uses them as water tanks.

↑↓ **UNCLE HUGO'S 'GENEROSITY'**

I'm guessing that the schooner didn't get the diesel from the Islamic Republic of Iran — which according to the World Bank had a pump price of 2 cents/gallon between '07 and '11 — and that they were cruising around the eastern part of the Americas. Therefore, *Bagheera* must have gotten the fuel while visiting dear old 'Uncle Hugo' who, in his never-ending quest to win friends and flummox enemies, has priced diesel sold in Venezuela at rock bottom prices. But the *Bagheera* folks should have gone last year because, according to the World Bank, diesel in Venezuela used to sell for 1 cent/gallon! So comparatively speaking, they were robbed!

Jack Alden
Cabrillo Beach

Jack — You, like the great majority of readers who responded, are correct in guessing Bagheera bought the fuel in Venezuela, where President Hugo Chavez indeed uses oil as a weapon and to buy influence. Ivan tells us that, while they paid 4 cents/gallon, Venezuelans were able to buy it for 1 cent/gallon.

↑↓ **THE INTERNATIONAL TIME TO CONSUME LATITUDE**

The June issue of *Latitude* was number 420. Celebrate!

David Demarest
Burbujas, Vanguard 15 #1004
San Anselmo

David — We celebrate surviving each and every issue. We're not sure what you think is so special about #420 — other than perhaps it's also name of a popular 4.2-meter one-design class.

Actually, it was the July issue, #421, that had special significance for us, because it was precisely 35 years before, at the end of a sailing trip back from the Delta aboard the Bounty II Flying Scud, that we decided to marshal the \$2,000 we had to our name and start Latitude 38. The first issue didn't come out until March of '77, but as of last month we've been working on the magazine for over 35 years. It's shocking how quickly time has passed. We wonder if it will seem the same with the next 35 years.

↑↓ **THOU SHALT FOLLOW ALL TEN COMMANDMENTS**

I've just returned to Southern California and sailing after a forced seven-year recess. I first learned about *Latitude 38* when I brought my J/105 to your wonderful San Francisco Bay for the North Americans, Big Boat Series, the NOOD, and the Masters a few years ago. I loved my boat and loved racing.

I just purchased a Cal 25 and sailed her last Wednesday at the Long Beach YC. What a blast!

I recently picked up a *Latitude* and read 'The Rules of Beer Can Racing'. I want more people to experience sailing, and found the 'Rules' to be helpful and right on the money. But I can't find issue in which they appeared. Can you help?

Art McMillan
Caliente, Cal 25
King Harbor

Art — The oft-imitated 'Beer Can Ten Commandments' were created by the late Rob Moore, the longtime Racing Editor at Latitude. An abbreviated version of the rules appears below but you can find the full version on our site under 'Wisdom'.

1) Thou shalt not take anything other than safety too seriously. 2) Thou shalt honor the racing rules if thou knowest

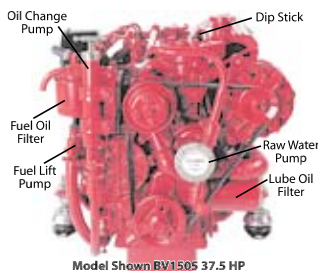
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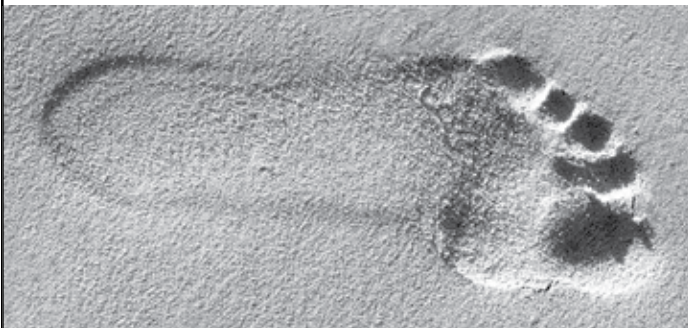
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LETTERS

them. 3) Thou shalt not run out of beer. 4) Thou shalt not covet thy competitor's boat, sails, equipment, crew or PHRF rating. 5) Thou shalt not amp out with screaming, swearing, or overly aggressive tactics. 6) Thou shalt not protest thy neighbor. 7) Thou shalt not mess up thy boat. 8) Thou shalt always go to the yacht club afterwards. 9) Thou shalt bring thy spouse, kids, friends and whoever else wants to go. And, 10) Thou shalt not worry; thou shalt be happy.

↑↓ **MORE ON CLEARING OUT OF MEXICO**

We cleared out of Huatulco, Mexico, for El Salvador in early April, and it was an easy and streamlined process. We had to go to a couple of offices, and after making an appointment a day in advance, had both *Aduana* and Immigration visit our boat. All they did was sit in the cockpit and stamp some papers I'd been given during the office visit.

The only snafu was our fault. We didn't have any paperwork proving that we paid for our original tourist card, so we had to go to a bank and pay about \$50 for the two of us.

I can't remember the fee for checking out of the country, but if it had been very much, I would have remembered.

Kate Bird
Magda Jean, Valiant 40
San Diego

↑↓ **CLEARING IN AND OUT OF ENSENADA IS A HASSLE**

Concordia, my Cape North 43, cleared out of Ensenada in November of '11, bringing to a close her year in Mexican waters that had started with the '10 Ha-Ha.

The clearing process, according to the great guys at Baja Naval, would take only about 20 minutes. To facilitate the process, a Baja Naval employee asked for and helped duplicate all the necessary papers as requested by *Aduana* (Customs). He even stacked the papers in the appropriate order, stapled the lot, and told me which window to see first.

We arrived at the Customs office, which is in the same small building as Immigration and the Port Captain, at 9 a.m., and shuffled through a great many lines until we learned — about two hours in — that we had to check into Ensenada before we could clear out of Ensenada. When I tried to use the entry papers from Cabo San Lucas, the official waved them off. To enter Ensenada, we were given another form to fill out and return with four duplicates. Fortunately, the copy lady was in a tiny one-room office outside.

After several more lines, our paperwork started going from one stamper to the next. They took my credit card and charged \$24. Then at 12:30 p.m., they said we needed to come back at 2:30 because the port captain was literally out to lunch.

After lunch aboard *Concordia*, I sent two crew to the port captain's office to collect our papers. When I paid the yard bill, the Baja Naval employee asked how it went. When I told him the sequence, he shook his head and stated: "I wish they would tell me when they change the process."

Clearing into the States at San Diego was just as joyous. We arrived at the Police Dock at midnight, and followed the instructions of calling Customs from the dock. The Customs officer took our boat information — number of crew, passport numbers, documentation number, etc. — over the phone, then said they would finish the clearing at our boat at 5 a.m. His parting words were that if the Port Police showed up and wondered why we were tied to the pumpout dock, to tell him that we were waiting for Customs.

At 4:30 a.m. the Port Police knocked on the hull and asked why we were blocking the pumpout dock. The fog was so thick that I couldn't see the far end of the dock, but I could see the

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LETTERS

charter fishing boat hovering off my stern.

Customs showed up about 20 minutes later. Standing on the dock, I reconfirmed the information provided over the phone and handed him our passports. He then asked me to roust the crew and have them assemble on deck. He checked each against their passports and informed us we were free to go after paying the fee. No below-deck inspection and no questions about fruits, vegetables, raw meat or stowaways. He needed to clear the pumpout dock.

Speaking of the \$27.50 Customs fee, either I didn't know or had forgotten that you must have a check or exact change. They don't make change, so the U.S. twenties we had were worthless. I ended up having to complete clearing in at the port captain's office — in a high rise in downtown San Diego!

I'm still rather ticked at Customs. Not for making us wait 5+ hours to clear — nearly as long as Ensenada — but for forcing us to push away from a dock in fog so thick we couldn't see two channel buoys at the same time. We ended up hailing a guy in a powerboat to ask if we could follow him to the nearest mooring field.

Craig Moyle
Concordia, Cape North 43
Carmichael

Craig — To be honest, it seems to us that your clearing in and checking out processes at Ensenada, and your clearing back into the States at San Diego were pretty normal. After all, you're dealing with government officials, not using the drive-through at a fast-food place.

As you no doubt know from a year of cruising in Mexico, some port captains are pretty formal about the clearing in processes. In the case of the port captain in Ensenada, he wants boats to check into Ensenada before they clear out for the United States. It doesn't seem unreasonable to us, but they should let you know before you stand in line for a couple of hours.

For the record, these days the Ensenada port captain's office is only open from 9 a.m. until 2 p.m., Monday through Friday. It is closed on Saturday and Sunday. That's the way it is at all the other port captain's offices we've been to in Mexico.

By the way, there used to be an old Immigration guy in that building in Ensenada who pissed off a lot of American mariners by demanding bribes. We're told that other officials and marine businesses wanted him out because he was driving mariners away, but they couldn't get rid of him because he was a federal official. The good news is that he's been gone for awhile now, the victim of a fatal heart attack while having lunch in a Chinese restaurant. In any event, we've recently heard nothing but positive things about the clearing situation in Ensenada.

As for U.S. officials not doing a search of your boat or asking about fruits and vegetables in San Diego, that's normal, too. Sometimes they check your boat, sometimes they don't. As for what food products are allowed, no two officers seem to be able to agree with each other or the written regulations with regard to what's prohibited. It's not something that inspires confidence in government.

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

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

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

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SIGHTINGS

l'hydroptere sets sights on new transpac record

The French hydrofoiling trimaran that broke the 50-knot speed sailing record in 2009, becoming the fastest sailboat in the world, is poised to break another record: the TransPac route. *l'Hydroptere* DCNS has been turning heads in Long Beach since July 18 when she began final preparations at a mooring in front of Gladstone's Restau-

rant across from the *Queen Mary*. Her topsides are embellished with a black fish-scale graphic, and when she takes to the air on her foils in winds over 12 knots, she does look rather like a flying fish.

When we went to press, the team was hoping to launch the record attempt during a revised weather window after August 1. The "TransPac" record is based on the traditional course of the biennial Los Angeles-to-Honolulu TransPac race. Start within one mile of LA's Pt. Fermin buoy on a line with Pt. Fermin lighthouse, and

then finish between Honolulu's Diamond Head lighthouse and the Diamond Head R2 buoy 2,215 miles later.

The current TransPac record is 4d, 19h, 31m and 37s, set in November '05 by Olivier de Kersauson aboard the 90-ft tri *Geronimo*, which averaged 19.17 knots for the trip. The *l'Hydroptere* team will try to do it in four days.

Or less.

The key will be the right combination of strength, stability and power in conjunction with the lifting action of the foils. Nerves of steel and a light touch on the helm are pretty important, too. You see, the boat regularly flies at over 30 knots in ocean conditions with 15-20 knots of wind. And that's why the team likes the TransPac as its first ocean record attempt. Founder and skipper Alain Thébault says, "We believe it is in our reach."

l'Hydroptere set the current world speed record for one nautical mile in November '09 when she held a sustained 50.17 knots off Hyeres, France. That speed broke the three previous records, which were all set by the same boat. It also set the 500-meter speed record of 51.36 knots, which has been surpassed only by kiteboarders on the special speed trench built in Luderitz, Namibia.

The boat's first Pacific sea trials went well on July 22 in 15-20 knots of breeze. With co-skipper Jacques Vincent at the helm and five crew and technicians aboard, they tested a powerful new sail plan, lighter carbon-fiber skeg and control system of the rear stabilizer. The stabilizer is critical. Designed and developed by engineers at the large French naval contractor DCNS, the stabilization system improves control of the attitude of the tri while it's flying, especially when the sea is rough.

Before departure, Thébault ticked off three major challenges: keep the rudder blade in the water, stay focused, avoid collisions. "When travelling at top speed on the crest of a wave," he said, "only a small part of the blade is in the water." That bit must be controlled very carefully. Then he describes how the tight space, intense speed, and inherent uncertainty require complete cool and focus. Of course, a collision at speed in the Pacific's unmarked minefield of flotsam and large aquatic life would cripple the boat instantly. "I'm relatively confident of success," Thébault concludes. "If I weren't we wouldn't be making the attempt."

l'Hydroptere was Thébault's brainchild way back in '83, when he was 21. With the involvement of French offshore sailor Eric Tabarly and designer Alain de Berghe, Thébault followed his dream from sketches to model to multiple improvements. The dream really took off in '92 when DCNS got involved with heavy-duty naval engineering

continued on outside column of next sightings page

triple stars

Last November, the formerly Sausalito-based Island Packet 380 *Triple Stars* was abandoned by Rob Anderson during the North American Rally to the Caribbean (NARC) after his wife Jan, 59, was swept overboard when a massive wave broke on the boat.

Left adrift, *Triple Stars* was spotted by a cruise ship in March 230 miles off Bermuda, but she wasn't recovered until

COURTESY L'HYDROPTERE



The 'l'Hydroptere' team (l to r): Jacques Vincent, Jean Le Cam, Alan Thébault, Luc Alphan and Yves Parlier.



recovered

July 11 when some fishermen towed her into Ely's Harbor on Bermuda. Found 26 miles southwest of the island, *Triple Stars* didn't appear too worse for wear, considering she'd spent the previous eight months adrift.

Though Rob Anderson has been notified of the recovery, there's no word on if he'll claim her.

— ladonna

***l'hydroptere* — cont'd**

and resources. The team hopes the TransPac will be the first of several ocean records they will smash. Joining Thébault and Vincent for the TransPac record attempt will be champion skier and motorcar racer Luc Alphand, and ocean racing champions Jean Le Cam and Yves Parlier.

Not sure if we're up to sailing at freeway speeds at night on the Pacific, but we wish success and safe passage to the *l'Hydroptere* DCNS team. We'll follow their attempt in *Lectronic*, but you can also stay up-to-date at www.hydroptere.com/en/home.

— paul oliva

With her piscine paint job, 'l'Hydroptere' resembles a flying fish when she's screaming along at top speed.



SIGHTINGS

stronger and stronger

If you have any doubt about the veracity of the saying "What doesn't kill you makes you stronger," just talk to Kristy Lugert. Two years ago, Kristy clung to the bottom of her capsized catamaran thinking the next wave could very well launch her into the stormy seas that wreaked havoc on her boat. For those who don't recall, in July, 2010, Kristy, Steve McCarthy and Greg McCuen were delivering Kristy's new-to-her PDQ 32 catamaran *Catalyst* from Crescent City to Alameda when, about 20 miles west of Fort Bragg, a particularly large cross wave smashed into the port hull and threw all three crewmembers into a heap on the starboard side of the cockpit. They waited an agonizingly long moment as the cat perched on edge before flipping all the way

continued on outside column of next sightings page

school buses off

School buses? That's right. While waiting for a friend pick up some shaft bearings at an industrial supply house in San Diego last week, we struck up a conversation with a guy who was getting parts to try to get his refrigeration system going again on his 70-ft commercial fishing boat so he could head up to Oregon and Washington. He said that friends told him he wasn't missing much up there because the fishing was slow, but that there was a lot of debris in the water.



JIM ZORN

the west coast

Debris from the Japanese tsunami that included some large items — including at least one school bus. His fishermen friends told him that there was so much debris that they were limiting their fishing and movements at night. But fishing boats aren't the only commercial vessels out on the water. There are U.S. salvage boats scouring the North Pacific for stuff they hope to be more valuable than fish.

So be careful out there.

— richard

Sailors pull out the bins when they round the T-mark in BVBC's Plastic Classic Regatta. Find out how it all started in 'The Racing Sheet'.



stronger — cont'd

over. They found themselves standing on the ceiling of the hard-topped bimini while the water rose in the cockpit, which was enclosed with vinyl window panels.

One by one, they were able to swim out from under the boat and ride on the overturned hulls while their GPIRB — Kristy's father had insisted on renting the unit for her — was activated. The three struggled to hold on for nearly three hours as the frigid waves tried to wash them off. The last of their strength was ebbing away when a USCG helo rescued the severely hypothermic sailors.

Less than two weeks after her ordeal, Kristy, who's been sailing for the last 20 years, boarded Michael Reppy's 43-ft Dolphin Spirit for a sail on San Francisco Bay. "I was happy to be back on the water and didn't freak out at all — in fact, I'm more terrified of driving on the 880 freeway than sailing," she laughs.

After her near-death experience, Kristy vowed to make a change in her life. She quit her corporate career, got her US Sailing Instructor and ISAF Offshore Safety certifications — she's currently working on her Six Pack license — and started her own sail-training endeavor, Evie Too Sailing. "Sharing the art of sailing has been very rewarding," she says. "Being a sailing instructor is about learning, not teaching. I spend a lot of time educating myself and others on man-overboard drills, planning and preparation, as well as PFD use. You just can't beat those smiles when someone is learning to sail!"

Based out of Alameda, Kristy — who also helped run IYC's recent Blind Sailors Regatta — specializes in women's sailing classes, taking one or two students at a time on her Santana 22 *Kitten*, or larger groups on her Pearson 26 *Ulmer Spatz*. Her enthusiasm is contagious when she talks about her upcoming schedule, such as a women's beginning sailing clinic at the Encinal YC on October 6.

Kristy's traumatic capsizing is well behind her, but she continues to use the experience to help others. The Coast Guard has asked her to speak to SAR training groups about her basket ride, give them her perspective on the events, and relate what hypothermia really feels like. And though she no longer has nightmares about the ordeal, the one thing she can't forget is the devastating loss of her dog, Jakey. In his honor, she has built a new canine family of one papillon and three chihuahuas, all of which were adopted from shelters.

Sailing nearly took Kristy's life, but she didn't let the experience take her spirit. To catch some of Kristy's enthusiasm for sailing contact her at (510) 517-8600. klugert@mac.com or www.evietoo.com.

— lynn ringseis



LYNN RINGSEIS

Kristy Lugert.

the saga of bela bartok

Within just a few days of the June 30 start of the Singlehanded TransPac, Victoria, BC-based racer Derk Wolmuth was dealing with a real pain in the ass . . . literally. But this was no ordinary 'boat butt', an extreme version of diaper rash that offshore sailors often develop after sitting in damp, salty gear for too long. No, the lump on Derk's buttock was much bigger, deeper and more painful than your everyday rash. A medical guide he had aboard convinced him he had a carbuncle, a skin infection that's typically caused by staph. At the time, he had no idea that the boil-like mass would force the abandonment of his beloved 31-ft Vindo 40 *Bela Bartok*, and almost cost him his life.

"I fought the infection for 10 days," Derk reported later. "When I realized what was going on, I stopped racing and just tried to keep my immune system in good shape. I ate well, rested a lot, stayed hydrated. I even visualized my white blood cells attacking the bacteria." But the one thing that would have cured Derk's infection was the one thing he didn't have: antibiotics. "That was my biggest mistake."

continued on outside column of next sightings page

SIGHTINGS

bela — cont'd

Regardless, he knew that carbuncles often heal without antibiotics, so he just kept doing his best to take care of himself. It wasn't until the halfway point of his crossing — a.k.a. the point of no return — that he realized he probably needed something stronger than a good night's sleep. "Randy Leasure's *Tortuga* was pretty close at that point, so I decided to see if he had any antibiotics aboard," Derk recalled. Unfortunately, he missed the SSB check-in time, and with it his chance to connect with Randy before he was too far ahead to turn around.

Derk was on his own.

July 14 was the day Derk came to understand that he was dying. "I had no idea it would reach the severity it did," he said. "It happened very quickly and very dramatically. One minute I was okay, the next I felt a black line of ants crawling up a vein in my abdomen. I don't know how else to describe it, but that's what it felt like." He went on to draw a disturbing picture of the "black line" pulsating its way up his abdomen before "spraying" into his chest cavity. "Within 10 minutes,

my breathing was affected and my heart was beating erratically."

Knowing that, from that moment on, every second counted toward his survival, Derk immediately started broadcasting on SSB channel 2182 for an emergency medical evacuation. After 10 minutes without response, he activated his EPIRB. The nearby 'ro-ro' cargo ship *Mokihana* eventually was able to relay Derk's messages to the Coasties, who then asked *Mokihana*'s captain to go to the stricken sailor's aid. Just as dawn was lighting up the skies on July 15, Derk clambered from *Bela*'s deck into the bowels of the 860-ft container ship and was hustled up to the infirmary.

As the ship's crew conferred with the Coast Guard flight surgeon on how to treat Derk's infection, *Bela* continued to make way toward Hawaii under a scrap of jib, steered by her Monitor windvane. Just under 450 miles offshore, she had a few more days of beautiful tradewind sailing before she would undoubtedly crash ashore and be lost forever.

A couple of months before the start of the Solo TransPac, Race Chair Rob Tryon made the controversial decision to require Yellowbrick trackers for each boat. The decision was in part influenced by the repercussions from the *Low Speed Chase* tragedy and also because several racers had requested it. Unfortunately, not all were thrilled with having to pony up an extra \$300 to pay for their tracker, and Derk was one of them. But after transferring to *Mokihana*, that tracker was his only hope of ever setting foot aboard *Bela* again.

As the race tracker page showed *Bela*'s solitary progress toward the Islands, the racers — most of whom had arrived in Hanalei Bay by then — rallied together to hammer out a plan to recover Derk's home. The ringleader, John Lubimir of *Flight Risk*, offered to foot the bill to charter a powerboat, while several others volunteered to perform the actual recovery. In the end, Moore 24 sailors Ruben Gabriel (*RushMoore*) and Ronnie Simpson (*Hope for the Warriors*) were flown to Maui — tickets paid for by race vet Jeff Lebesch and Kauai residents Jane and Glenn Goldsmith — where a friend of a friend of racer Dave Morris (*Moonshadow*), offered the use of his sportfisher.

Using the twice-hourly pings from *Bela*'s tracker — by then she had her own private tracking page to prevent 'salvors' from finding her — Ruben and Ronnie intercepted her 12 miles off the north shore of Maui. The 110-ft USCG patrol boat *Galveston Island*, which had been in the area, was standing by in case they were needed, but by 7 a.m. on July 19, the pair had "positive control" over *Bela* and were making way toward Honolulu, where Waikiki YC members were waiting to greet them with mai tais and poke.

"To help someone save their boat — their home — is just the most amazing feeling," said Gabriel after the mission was completed. "I'm

continued on outside column of next sightings page

COURTESY BELA BARTOK



Derk Wolmuth.

rocinante

There was sad news out of the Mag Bay area of Baja in June, as 81-year-old Bill Fox of San Francisco lost his Beneteau 42 *Rocinante* on the beach about halfway down the Pacific side of Isla Margarita at Punta Redonda. According to former Bay Area sailor Sheldon Caughey, who is now based out of Cabo, Fox had purchased the boat in Puerto Vallarta about six months ago, and was attempting to singlehand her back up to San Diego. Alas, a line got caught in the prop. Caughey tells us that



'Bela Bartok' sailed 400 miles on her own before being recovered just 12 miles off Maui — a few short hours before she would have gone ashore.



lost on baja

Fox was blown 15 miles backward and onto the beach. The uninsured boat was pushed over a long sandspit, but the boat wasn't badly damaged and her new Volvo diesel and rig survived in fine condition. Caughey and the folks at Mag Bay Outfitters were hopeful that they could dig a trench and use bags to pull *Rocinante* off, but the hundreds of feet of shallow water between the sloop and deep water proved to be too much.

continued in middle column of next sightings page

bela — cont'd

so grateful to have been part of it all."

Derk arrived in Oakland on July 18, after having undergone seven injections of Cipro — the antibiotic used to treat anthrax — aboard *Mokihana*, and was greeted by family members. A visit to the hospital the next day confirmed he had suffered a case of septic shock caused by staph, but he was recovering nicely. His plans are to fly to Honolulu to reunite with *Bela* as soon as he's physically able, but he'll never forget the generosity shown to him by his fellow racers, as well as complete strangers. "I've received the most precious gifts — the return of my health and my sailboat," he said. "It's an embarrassment of riches and I'm eternally grateful."

— *ladonna*



The 'Bela' Recovery Unit, Ronnie Simpson and Ruben Gabriel. Each had just finished equally excruciating rides across the Pacific when they volunteered to wrangle the wayward boat.

SPREAD: RONNIE SIMPSON; UPPER RIGHT: LADONNA; UPPER LEFT: YELLOWBRICK

SIGHTINGS

doing the club crawl

Anyone of legal drinking age has probably enjoyed a pub crawl or two in their time. Friends hanging out together, exploring different drinking establishments, and perhaps raising just a little bit of hell — who could improve on that formula? Manny and Liz Lorenzana, that's who. Instead of booking a Carnival cruise or hopping a flight to Vegas for their summer vacation, Manny and Liz decided to do a "club crawl" — a week-long tour of the Bay Area's yacht clubs.

"We wanted to explore our sister clubs as well as get our club's name out there," says Liz, whose family has been involved with Vallejo YC for five generations. In fact, both are very active at YVC, and will become even more so when Manny takes on his new duties as commodore this October.

continued on outside column of next sightings page

rocinante



SPREAD: LATITUDE / LADONNA; ALL OTHERS COURTESY PLEASES ME

— cont'd

Getting a line caught in the prop is one of the most common rookie sailing blunders, but it sometimes happens to even very experienced sailors, too. A couple of issues ago, *Yachting World* columnist Elaine Bunting wrote about watching it happen to a very experienced couple as they came into a port in the Azores. Alas, they had just dropped their sails and were entering the harbor on the heels of a very strong breeze. Their boat was beaten to pieces before help could arrive.

— richard



club crawl — cont'd

The couple spent the first week of July bopping around to a grand total of 14 PICYA clubs in their 28-ft Rinker *Pleases Me*. They tripped the Bay Fantastic by dropping in at various clubs during the day, while pre-arranging their overnight moorage. They also report pre-arranging short visits at Corinthian and St. Francis YCs, knowing that the clubs prefer that. "To be an actual 'guest' of St. Francis, you have to apply for guest privileges, which we did and were granted," noted Liz.

Most clubs in the Bay are eager to host other clubs' members, and the Lorenzanas found they were greeted warmly everywhere they went. Here are the clubs they 'crawled' to, with Liz's notes:

- Loch Lomond YC — "Very friendly with a nice guest dock but the water was shallow, so it's best to enter at high tide."
- Marin YC — "No guest dock but impressive location."
- San Rafael YC — "Shallow at low tide."
- Tiburon YC — "No guest dock but guest slips available at the marina. The club was built by its members and is not only very beautiful, but also has a 180° view of the Bay."
- Corinthian YC — "Small guest dock and mooring balls outside the harbor. A great destination for cruise-ins."
- San Francisco YC — "It's a jewel!"
- Sausalito YC — "We spent the night with a spectacular view of the San Francisco skyline and Golden Gate Bridge, but the water can be a little rough during the night."
- St. Francis YC — "Enjoy one of bartender Jessie's fantastic Bloody Marys while you enjoy the view."

• Golden Gate YC — "The home of the America's Cup!"

- Oakland YC — "No wonder they're known as the 'Friendliest Yacht Club on the Bay'."
- Encinal YC — "We enjoyed the best mojitos there as we watched the junior sailing team practice."
- Treasure Island YC — "Cruise-ins must raft up."
- Richmond YC — "One of our favorite clubs."
- Pittsburg YC — "We met VYC members for our own cruise-in."

When asked which club was her favorite, Liz has trouble answering, "Each has its own personality, and we have so many treasures in our own backyard, but I have to say that when we got back to Vallejo YC, I saw an amazing club with a rich history and wonderful members. It doesn't get much better than that!"

— ladonna



Liz and Manny Lorenzana visited 14 yacht clubs on their 'club crawl'.

kiwis launch first ac72

There's big. There's big and fast. And then there's big, fast, first and gunning for your trophy.

On the evening of July 21, Emirates Team New Zealand took the prize for being the first team in America's Cup history to launch a full-sized 72-ft long, 13-story tall AC72 wingsail catamaran. (July 1 was the earliest date teams were permitted to launch an AC72.) With New Zealand Prime Minister John Key and team director Grant Dalton standing alongside the brilliantly lit vessel at nightfall in Viaduct Harbor, a Maori group performed a traditional welcome. The Prime Minister recalled how the harbor and country erupted in joy when Sir Peter Blake won the Cup in '95 and brought it home to New Zealand. "We're gonna do it again!" he proclaimed.

The AC72's LOA is 85 feet, nearly twice as long as the AC45 catamarans that will race on the Bay in August (see our special guide to viewing starting on page 82). In fact, with a beam of 46 feet, they are wider than the AC45 cats are long. The site www.cupinfo.com esti-

continued on outside column of next sightings page

ac72 — cont'd

mates a combined wingsail and gennaker area of 580 square meters (more than 6,200 square feet). Together with a board-down draft of 14 feet, the AC72 will be more than twice as powerful as the AC45. Imagine that in The Slot with the wind nuking up above 25 knots and an ebb starting to rip. For all that size, they displace only 13,000 lbs. Designers are estimating top speeds of 20 knots upwind and 40 knots downwind. They'll have a crew of 11 sailors.

All the teams competing in the America's Cup Finals or Louis Vuitton Cup must design and build their own AC72 catamaran for racing in '13, and the hulls must be built in the team's home country. *Oracle Team USA* is the next expected launch. Our sources indicate the target is sometime this month, but the team may wait until after the America's Cup World Series wraps up August 26.

Meanwhile, Sweden's Artemis Racing is packing up in Valencia and moving to its new base in a former Navy hangar at Alameda Point. Due to a loophole that CEO Paul Cayard and General Counsel Melinda Erkelens will gleefully share, they have already tested their wingsail on an ORMA 60 trimaran. Tested to the breaking point. We won't be surprised if they manage to launch their AC72 by October. Perhaps, just perhaps, in time for a Fleet Week rumble against Oracle's cat. We can hope, can't we?

— paul oliva

9,000 miles with no foul weather gear

Journalists love facts. So when we ask someone how their multi-thousand-mile cruise was and they respond "nice," it's not exactly what we're hoping for. So we were delighted when David Kory of Pt. Richmond described his recent singlehanded passage from Buenos Aires, Argentina, to San Francisco Bay aboard his Beneteau 51.5 *Ambassador*, with 12 factual sentences:

- 1) I covered 8,820 nautical miles — or 10,150 'regular' miles.
- 2) I was underway for 54 days, 39 days of them in the tropics.
- 3) I had at least some sunshine every day.
- 4) I crossed 82 degrees of latitude, and 111 degrees of longitude.
- 5) I sailed in four oceans: South Atlantic, North Atlantic, North Pacific, plus the Caribbean Sea.

- 6) I sailed in the territorial waters of 21 countries.
- 7) My best 24-hour run was 232 miles; my worst was 94 miles.
- 8) Thirteen percent of my trip was upwind.
- 9) I averaged 6.8 knots for the entire voyage. [Ed. note: Incredible!]

10) My daily bottled water consumption, for drinking and cooking, was 71 ounces.

11) My total alcohol consumption was two ounces, when I shared a rum with Neptune at the equator.

12) Zero was the number of days I wore foulies.

Kory made it from Panama to Point Richmond in an incredible 21 days, coming through the Gate on June 11. "I'd originally planned to take the offshore route, and budgeted five weeks for it," says Kory, "but when the time came, the weather said 'no'. All was quiet down there to the west of Panama, and it made no sense to motor 500 miles offshore and still get no wind. So I headed up the coast, and it went surprisingly well.

"It was very quiet and easy getting away from Panama, with some usable offshore breeze along the coasts of Costa Rica and Nicaragua," Kory continues. "A Tehuantepecker was forecast to arrive a day after I had transited the gulf, so I had no worries there.

continued on outside column of next sightings page

pacific cup

As we were going to press on July 25, most of the 45 starters in the Pacific Cup race from San Francisco to Kaneohe Bay on the west shore of Oahu were enjoying strong, steady winds in the mid-teens. Their Great Circle Route is falling somewhat north of the rhumbline, as compared to the Singlehanded TransPac in early July, which tracked farther south.

Ian Sloan's Perry 66 *Icon*, from Anacortes, WA, was ahead of the pack, with 530.5 miles to go, while Andy Costello's J/125 *Double Trouble* of Pt. Richmond was just 40 miles back.

COURTESY AMBASSADOR



David Kory.



underway

Most of the boats had passed the half-way mark, but were still reporting dreary conditions. This would not be a good year for celestial navigation.

Espirtu Santu, a San Diego-based Ohlson 38 doublehanded by Jack and John Silverwood, lost all their electronics and turned back. As we wrote this report they were approaching the central coast of California. *Ciao Bella*, David Zarling's Tayana V460 from San Francisco, has dropped out of the race and is motorsailing to Oahu. Kit Wiegman's Islander 36

continued in middle column of next sightings page

9,000 miles — cont'd

"Acapulco to Cabo Corrientes was quiet, thankfully, as dodging the spiderwebs of fishing lines and buoys off Manzanillo was crazy. I did snag one that I couldn't shake, so I had to go swimming with a knife. The wind turned southwest at Corrientes, so I rhumbled to Cabo San Lucas. I had a gentle bash up to Turtle Bay, and the wind turned off when I got there, so I had an easy run the rest of the way to San Diego.

"Weak low pressure off Southern California gave me south and southwest winds to sail up to Conception, where a week of gales had just ended, and another week of gales was forecast to start a few days later. That was all the window I needed to make it the rest of the way. I arrived home with no damage, having had no troubles or exciting stories to tell. Perfect!"

— richard



SPREAD: ELLEN HOKE; INSET: CHRIS CAMERON/ETNZ

SIGHTINGS

coincidental cruiser confab

Long-time cruisers know it's not unusual to meet up with old friends with whom you've shared anchorages every now and again, sometimes years apart. But you really don't expect to encounter a cruising friend — much less several of them — when you fly to a popular vacation destination. Of course, that's just what happened when this writer and her husband flew to Kauai last month as part of our duties as Race Committee for the Singlehanded TransPac.

Imagine our delight when we found Brickyard Cove-based Eric Willbur and Emmy Newbould anchored in Hanalei Bay aboard their Flying Dutchman 37 *Nataraja*. Eric and Emmy have been cruising *Nataraja* off and on — mostly on — since 2000. We don't have enough room here to detail all of their sailing accomplishments, but suffice it to say that this couple have literally sailed the bottom paint off their boat, from Alaska to New Zealand and just about everywhere in between. They spent the last few months in Honolulu, but were on their way back to the Bay when they got stuck in Hanalei waiting for an engine part.

We're not sure if it was mere coincidence or if word spread quickly,

continued on outside column of next sightings page

pac cup

Cassiopeia from Alameda is holding on to first place in Division A, despite a broken gooseneck and jury-rigged boom. They have 952 miles to go.

"Early this morning, we unreefed the main, furlled the jib and rehoisted 'Spirit of 83'," reports *Bequia*, Dennis Ronk's Vallejo-based Beneteau 411. "We are making 7+ down the Great Circle on port pole. So far, the angles look good, and should get better."

The Olson 911 *Plus Sixteen* from Richmond YC endured a windy, squally night on Tuesday. "We had a 169-mile run in the last 24 hours, which gives us two back-to-back record runs," wrote skipper Paul Disario. "I just do not know how to make the boat go any faster. We are frustrated with third place and the lack of



PHOTOS: LATITUDE / LADONNA

— cont'd

sunshine.” They must be doing something right, as they’re now occupying second place in their division, Double Handed 1, after Charles Devanneaux’s French-flagged, Marina del Rey-based Beneteau First 30 *Naos 30*.

By the time you actually read this report, the finishes will be stacking up, and sailors will be hitting the parties at Kaneohe YC; the awards gala is scheduled for August 3. If racers stick around, they can enter the Kauai Channel Race from Kaneohe YC to Nawiliwili YC on Kauai, advertised as, “101 stinkin’ hard wet fun miles to Paradise.”

We’ll have a complete report on the Pacific Cup in the September issue. In the meantime, see www.pacificcup.org.

— chris



Globe girdler Jeanne Socrates stopped by Hanalei Bay for the night on her way to Victoria, BC. She'll set off on her third (and final!) attempt at a nonstop circumnavigation this fall.

confab — cont'd

but as soon as we offered up the race condo’s washer/dryer facilities to Eric and Emmy, several other boats sailed into the bay and found their way to our doorstep! Our friend Tim Sell, a diver and photographer from Sausalito, sailed his Brent Swain 36 *Lucky Star* in shortly after Rich Jensen’s Nawiliwili-based Beneteau First 38s5 *Jazz*. Tim had sailed *Lucky Star* to Honolulu last summer, put her on the hard, and is taking this summer to explore the Islands. Rich set out from Bellingham, WA, in ‘07 for a year of cruising and has barely paused since. He’s on his way to the Marshalls now.

When double solo circumnavigator Jeanne Socrates called to say that she’d be stopping by Hanalei on her way from Tasmania to Victoria, BC on her Najad 380 *Nereida*, we decided to make a party of it. We invited all our cruising friends, who invited their friends, and soon we had a condo full of cruisers swapping stories. Among them was Craig McPheeters from the Seattle-based Pacific Seacraft 37 *Luckness*, who was on his way home from a year-long cruise to Mexico; Susan Walker, who was waiting for her husband Mike Jefferson to finish the race on their Garcia Passoa 47 *Mouton Noir*, which they’ll then sail together on an Alaska cruise; and Jane and Glenn Goldsmith, who cruised for many years aboard their Pacific Seacraft 37 *Tropic Bird* before moving to Kauai. If Jane’s name sounds familiar, it’s probably because she’s a net controller for the Pacific Seafarers Net. The collective sailing knowledge of the group was impressive, to say the least, and to be a fly on the wall during that gathering was every sailor’s dream.

So the next time you take a vacation anywhere near water, strike up a conversation with anyone wearing the cruiser’s uniform: shorts and a *Latitude* T-shirt. You never know who they might be!

— ladonna

baja beckons

Are you ready to Ha-Ha? As this edition hits the streets, you’ve still got nearly six weeks to sign up for the 19th annual San Diego-to-Cabo rally (October 28-November 10) before the September 10 deadline. But it’s definitely getting close to put-up-or-shut-up time.

If you’re on the fence about joining the fun this year because you’re not sure your boat will be completely ready in time, or your cruising kitty’s not yet brimming over with cash, let us assure you — having reported on cruising sailors for the past 35 years — that no cruiser ever reaches the bottom of his or her ‘to do’ list, and there’s never as much money in the kitty as they’d like. The more appropriate question to ask yourself is: How long will my personal ‘cruising window’ be open? After all, you don’t want to find yourself looking back with regret someday as you realize you’ve missed the chance to follow your cruising dreams.

If finding appropriate crew is a problem — or if you’re eager to head south but don’t have your own boat — be sure to check out our online Crew List at www.latitude38.com and attend our annual Mexico-Only Crew List Party and Baja Ha-Ha Reunion September 5 at the Berkeley YC, 6-9 p.m. There, you’ll meet all sorts of skippers-in-need, as well as able-bodied watch-standers. A good example is Laura Mills of Bellingham, WA, who approached us recently for a ride. “I’m 29 with 20 years sailing experience. I did the Ha-Ha in ‘09 on a 50-ft ketch, and this year I want to sail in Mexico and beyond!” A physical therapist by trade, she has a Cal 25-2 that she often sails through the San Juan Islands. Find her full bio on our Mexico-Only Crew List.



Laura Mills.

There’s no doubt about it, the Ha-Ha is big fun. Just ask any of the thousands of alums who’ve done it in the past. So, don’t miss the boat! We’ll see you in San Diego.

continued on outside column of next sightings page

Members of the cruisers’ confab (l to r) — Emmy Newbould, Eric Willbur, Tim Sell, Glenn and Jane Goldsmith, Craig McPheeters, Jeanne Socrates, Rich Jensen and Susan Walker.

ha-ha — cont'd

2012 BAJA HA-HA FLEET (as of 7/24)

1. *Exodus*, Lagoon 400, San Diego, John Lightfoot & Sherry Franklin
2. *Tamara Lee Ann*, Celestial 48, Emeryville, Doug & Tamara Thorne
3. *Elysium*, Catalina 42 Mk II, Anacortes, WA, Dan Ohlemacher
4. *Day Dream*, J/122, San Francisco, Robert Day
5. *Mandolina*, Oceanic 45, San Francisco, Rich Reiner
6. *Milagro*, Catalina 42, Alameda, Michael & Judy Stouffer
7. *Vakasa*, Lagoon TPI 42, Victoria, BC, Tony & Kathy Silver
8. *Dolfin*, Pacific Seacraft 37, San Diego, Bill & Patty Meanley
9. *Talos IV*, Pacific Seacraft 37, Seattle, WA, Paul & Janet Baker
10. *Heavy Metal*, Blue Water 60, San Francisco, Rigo & Deborah Fuzetto
11. *Elegant'sea*, Islander Freeport 36, San Diego, Chip & Debbie Willis
12. *Grey Goose*, Hunter 36, Marina Bay, Alan & Linda Brabon
13. *Ojo Rojo*, Columbia 36, Alamos Bay, Keith & Terry Albrecht
14. *Flibbertigibbet*, O'Day 34, Discovery Bay, Betty & Jim Adams
15. *Defiant*, C&C 115, Vancouver, BC, Mike Northup & Nancy Kettles
16. *Rubber Duckies*, Coronado 45, Alameda, Nicki & Darrell Powell-Ford
17. *Shindig*, Oyster 485, Sausalito, Robert & Nancy Novak
18. *Zoë*, Fantasi 44, Bainbridge Island, WA, David & Barbara Rogers
19. *HighRoad*, Hans Christian 38, Astoria, OR, Robert & Nancy Atwood
20. *Lanikai*, Hunter 38, Long Beach, Allan & Leanne Emas
21. *Serenity Now*, Catalina Mk II 36, Dana Point, Dennis & Sue Nespor
22. *Oogachaka*, Krogen Widebody 42, Coeur d'Alene, ID, Ken & Patty Sebby
23. *Scot Free IV*, Hylas 42, Vancouver, BC, John Harper & Deborah Martin del Campo
24. *Raireva*, Cape Vickers 34, Green Cove Springs, Marek Nowicki & Helen Chien
25. *Odyssey*, Islander Freeport 41, Rio Vista, Kenneth & Danita Nissen
26. *Gypsy Wind*, Hunter 40.5, Marina del Rey, James & Elizabeth Lee
27. *La Boheme*, Hylas 44, Alameda, Marian Croyle & Neil Calvert
28. *Wanuskewin*, Catalina 42 Mk II, San Diego, Michael & Holly Sanderson
29. *Krissy 2*, Passport 40, San Francisco, Allen Cooper
30. *Patanjali*, Catalina 42, Marina del Rey, Michael Bowe
31. *Taj*, Grainger 48 cat, Port Townsend, WA, Peter Brown
32. *Victoria*, Hudson Force 50, Catawba, WI, Alan Young
33. *A Viva*, Islander 36, San Diego, David Meyers
34. *Gitane*, Island Packet 38, Seattle, WA, Kenneth & Nancy Hunting
35. *Kindred Spirit*, Tayana V42, Emeryville, Jim & Michele Saake
36. *Haulback*, Spencer 35, Vancouver, BC, Jim & Janet Kellam
37. *Valhalla*, Ericson 34, San Francisco, Don & Kathie Wight
38. *Distraction*, Olson 911s, San Diego, Don Laverty
39. *Rancho Relaxo*, Islander 30, Chula Vista, Paul Ingram
40. *Aventura*, Morgan 382, Seattle, WA, Greg Smith
41. *Desert Vision*, Hunter 44 DS, Portland, OR, Michael & Iris Boone
42. *R & B III*, Catalina 36, Santa Cruz, Robert Older & Richard Weed
43. *Coyote*, Hylas 42, San Francisco, Jack Salyer
44. *Sea Gazer*, Islander 36, San Diego, Thomas Fernandez
45. *Valkyrie*, Morgan 28, San Francisco, Patric Walton
46. *Wizard*, Choate 40, San Francisco, John & Susan Campbell
47. *Fluenta*, Stevens 47, Halifax, NS, Max Shaw & Elizabeth Brown-Shaw
48. *Beleza*, Hylas 46, San Pedro, Michael & Qi Bruce
49. *Sea Note*, Endeavour 43, Fort Mohave, AZ, Thomas Wood
50. *Story Seeker*, Beneteau M445, Sausalito, Keith Patterson & Marianna deCroes
51. *Bangorang*, Fountaine-Pajot Venezia 42, Ventura, Colin & Wendy Gegg
52. *Gundamain*, Oyster 655, Larkspur, Paxy Ltd.
53. *Iataia*, Beneteau First 45, San Diego, Sara & Marcos Rodriguez
54. *Reflections*, Rafiki 37, Morro Bay, Jeff Wass
55. *Little Wing*, Islander 34, Point Richmond, Keith Somers & Mary Perkins
56. *Autumn Wind*, Catalina 34, Alameda, Brian Plautz & Elizabeth Kline
57. *Unwinder*, Catalina 36, San Diego, Robert Watson
58. *Compadre*, Columbia 45, Long Beach, Doug & Virginia Ward
59. *Rhapsody*, Herreshoff Nereia 36, Los Angeles, Alan & Laura Dwan
60. *Gabby Wray*, Catalina 470, San Diego, Darrell & Wendy Peck
61. *Granuaile*, Tayana 52, Marina del Rey, Gregory Richter & Janet Gaynor

continued on outside column of next sightings page

fill 'er up, please

Do you think that diesel fuel for cruising boats has to be expensive?

"Not so," says two-year-old Maya, the blue-shirted ringleader of the young 'Bagheera gang' aboard the Montreal-based 72-ft schooner *Bagheera*. "Not if you know where to buy it. We paid 4 cents a gallon for ours. And we bought thousands of gallons. In fact, it was a good thing we had all the blue plastic 55-gallon drums to augment our normal tankage. But we got those free, too."

Find out where *Bagheera* found the free drums and cheap fuel in *Letters*.

— richard



ha-ha — cont'd

- 62. *Pied-a-Mer III*, Seawind 1160, Clatskanie, OR, Eric & Pam Sellix
- 63. *Lion Heart*, Catalina 42, Redondo Beach, George & Veronica Lyons
- 64. *The Beguine*, Valiant 40, Marysville, KS, Paul & Celeste Carpenter
- 65. *Indiscretion*, Hunter 35.5, Victoria, BC, Albert Klettke
- 66. *Pacific Hwy*, Davidson 44, St. John, USVI, Bruce & Laura Masterson
- 67. *Jumble*, Mariner 31, San Diego, Andrew Martin & Anna Tang
- 68. *Tinuviel*, True North 34, Benicia, Barry Foster & Kathy Crabtree
- 69. *Eternal Bliss*, Vagabond 47, Channel Islands Harbor, Winthrop & Jennifer Artis
- 70. *Destiny*, 85-ft schooner, Friday Harbor, WA, Mike & Dawn Hillard
- 71. *Calypseaux VII*, Beneteau303, Lake Macquarie, AUS, Simon Macks & Brooke Jones
- 72. *Magic Carpet*, Catalina 36, San Diego, Dan & Linda O'Dell
- 73. *Alcyone*, Ericson 36.5, Ventura, John & Cynthia McDaniel
- 74. *Flying Carpet*, Polaris 43, Astoria, OR, Richard Pomeroy
- 75. *Oceania*, True North 34, Tofino, BC, Derek Shaw

— andy



LATITUDE / RICHARD

The 'Bagheera gang' made the fuel dock guy an offer he couldn't refuse.



There's plenty of room for everyone during the Baja Ha-Ha!

PHOTOS LATITUDE / ANDY

Emeryville Marina

Emeryville Marina's idyllic location in the heart of San Francisco Bay offers views of three bridges and two islands. Dock in Emeryville. Enjoy our amenities and walk to great local restaurants.



2 Marinas

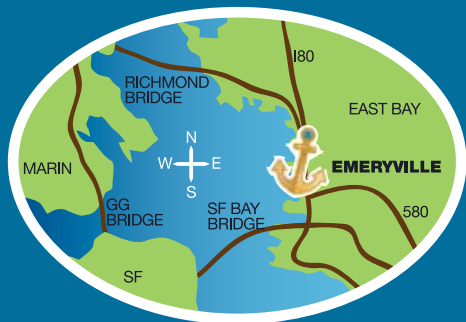


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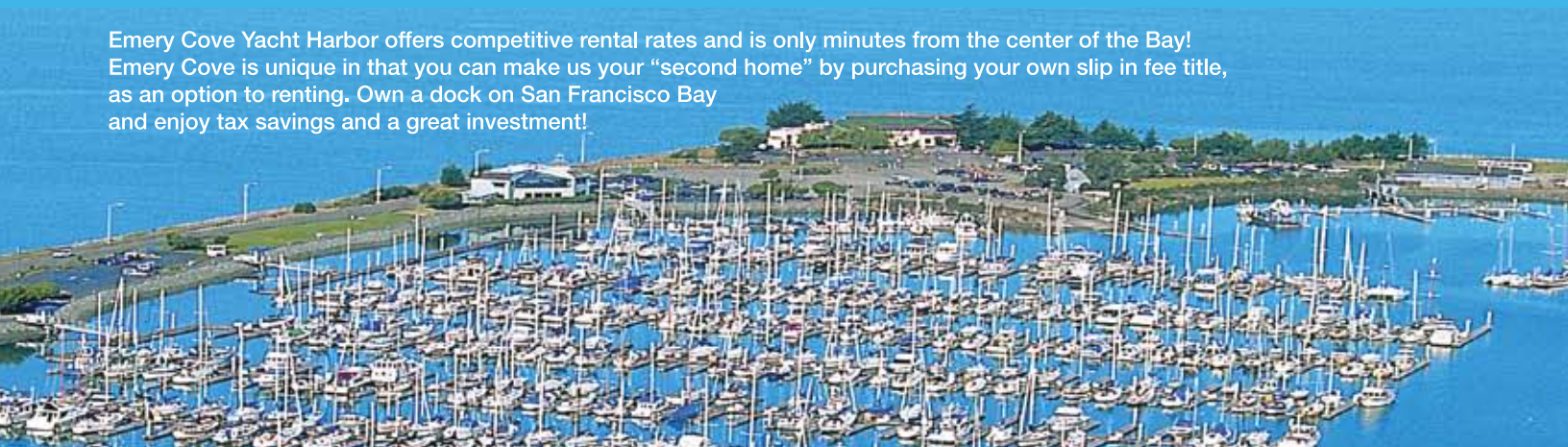
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