

Latitude 38

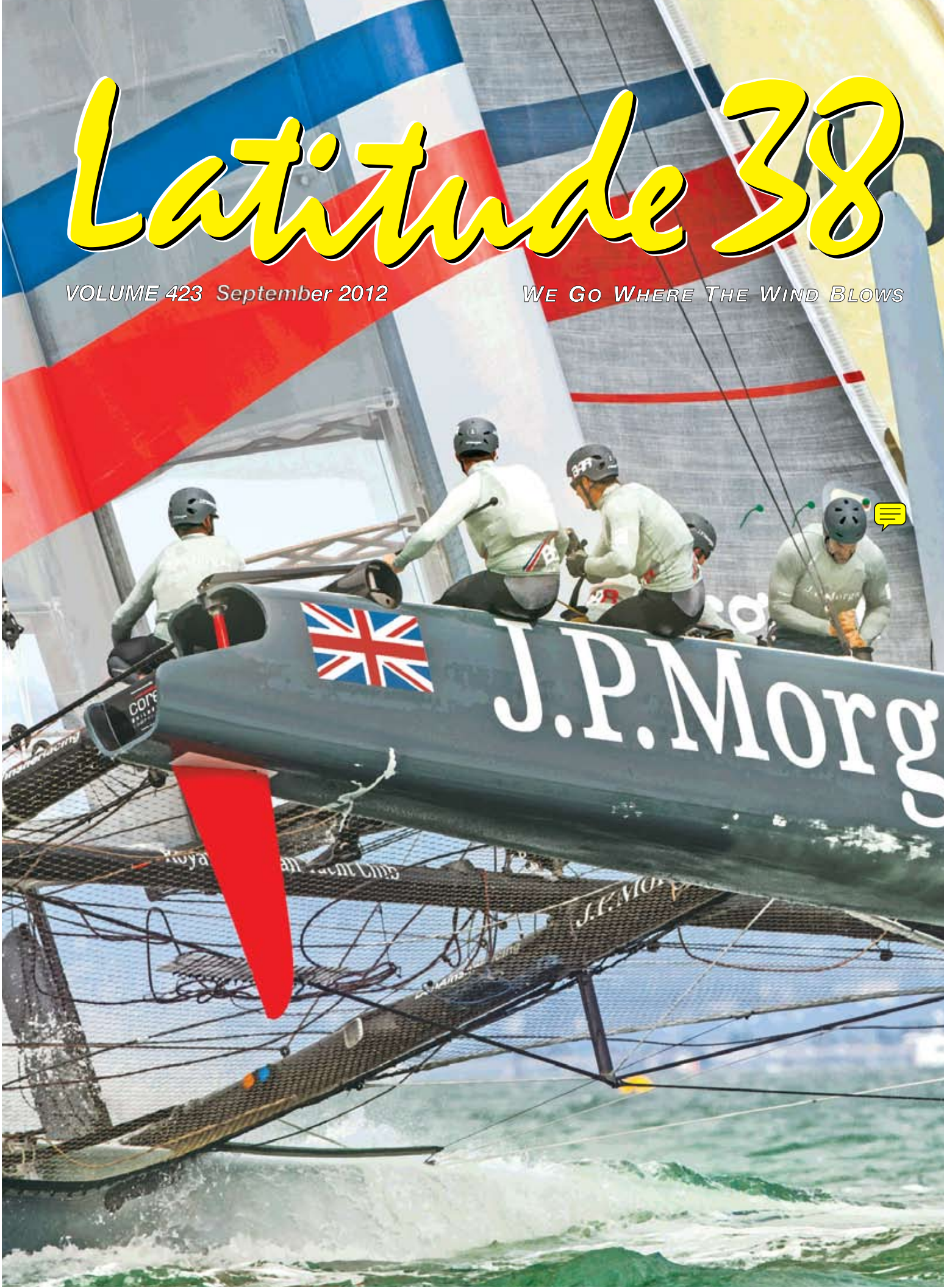
Latitude 38

VOLUME 423 September 2012

WE GO WHERE THE WIND BLOWS

SEPTEMBER 2012

VOLUME 423





What goes through the minds of your harbor staff when you mention sheets?

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PHOTO ERIK SIMONSON/WWW.PRESSURE-DROP.US



*Green Buffalo**

We love it when the customer writes our ads. So here are a few lines from Jim Quanci, whose Cal 40 *Green Buffalo* is the overall winner of this year's Singlehanded TransPac Race from here to Hanalei Bay on the island of Kauai, Hawaii:

"Love my carbon main...first one lasted seven years - including our winning numerous ocean races...crewed and shorthanded... and through three Pacific Cup races to Kaneohe, Hawaii...so I went out and bought another one!" All the way "out" to Alameda, California.

"Love my Pineapple chutes...flew a 3/4 ounce [specifically designed for broad reaching as opposed to a general purpose sail] for seven straight days and nights in the Singlehanded TransPac without taking it down... through thick and thin...including quite a few squalls."

"My Pineapple jib top [high clewed reaching genoa] was my 'secret weapon' in the race... I had it up tight and beam reaching for two straight days...the two days I did the most miles in the race...and it was the workhorse on the delivery home."

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Cover: Olympic gold medalist Ben Ainslie threw his hat into the AC ring with Team J.P. Morgan BAR during August's AC World Series.

Photo: ACEA / Gilles Martin-Raget

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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.

SUPER VALUES!



Beneteau 411, 1999 \$148,500



Cyclades 51, 2006 \$260,000



Alerion 28, 2002 Reduced! \$74,500



J/32, 1997 Reduced! \$79,000

SAIL

51'	Beneteau Cyclades	2006	\$260,000
50'	Gulfstar	1977	139,500
46'	Beneteau Oceanis 461	1998	174,000
45'	Island Packet	1998	219,000
42'	Beneteau First 42	1985	92,000
41'	Tartan 4100	2004	345,000
41'	Beneteau	1999	148,500
41'	Dehler DS	1998	159,000
40'	Beneteau	2009	199,000
40'	Beneteau	2008	185,000
40'	Beneteau 40.7	2001	165,000
39'	Beneteau 393	2003	134,500
38'	Island Packet 380	1999	229,000
38'	Island Packet 380	1999	227,000
38'	Beneteau Moorings	1991	49,500
38'	Ericson 38-200	1988	68,000
37'	Island Packet 370 cutter	2004	269,900
37'	Pacific Seacraft yawl	1984	119,000
37'	Irwin center cockpit	1976	41,900
36'	Hunter sloop	2004	110,000
36'	Beneteau 361	2000	94,950
36'	Pearson 36-II	1985	57,900
35'	C&C MkII	1983	44,500
34'	C&B Marine Tiffany Jayne	1982	29,000
33'	Beneteau 331	2004	89,300
33'	Hunter 33.5 sloop	1992	39,500
32'	J/32	1997	79,000
32'	WestSail	1976	64,400
31'	Island Packet	1988	59,500
28'	Alerion Express	2002	74,500
24'	Corsair Sprint 750	2008	55,000

POWER

61'	Mikelson SFPH	2002	990,000
53'	Navigator CPMY	1998	249,000
31'	Tung Hwa sedan trawler	1981	35,000
30'	Shamrock 290 walkaround	2003	120,000

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SWIFT TRAWLER 42



SWIFT TRAWLER 52

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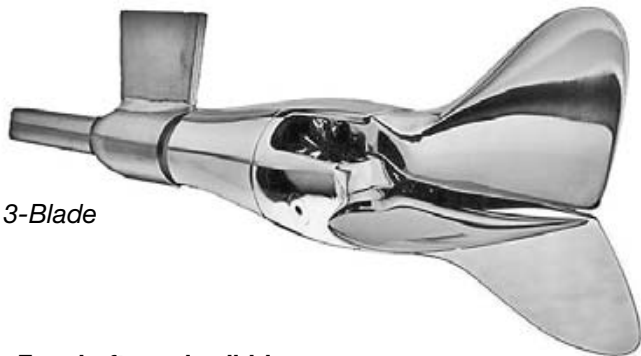
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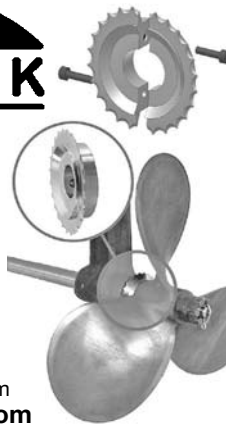
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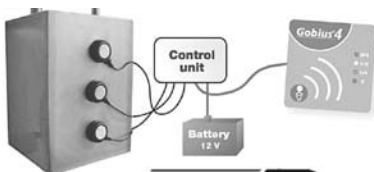
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Latitude 38

"we go where the wind blows"

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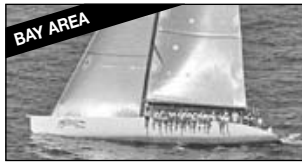
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40' Hinckley Bermuda
MkII CB, 1968
\$119,000



40' Swan, 1996
\$219,000



40' Farr, 1992
50-ft S.F. Berth



39' Cal MkII, 1979
\$59,000



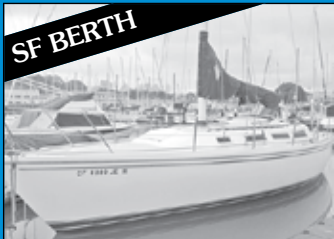
37' Tayana Cutter, 1977
\$64,900



37' Pacific Seacraft, 1980
\$109,000



36' Catalina MkII, 2002
\$109,000



SF BERTH

36' Catalina, 1986
\$45,000



32' Contessa, 1990
\$45,000



30' Cape Dory Cutter, 1982
\$39,500



30' Albin Ballad, 1978
\$25,000

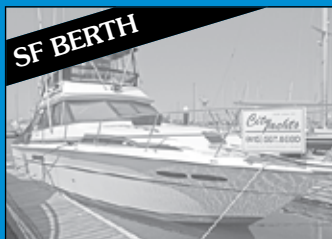


REDUCED

33' Nauticat, 1987
\$79,995



41' Storebro SRC 400, 1990
\$169,000
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SF BERTH

39' Sea Ray 390, 1985
\$195,000



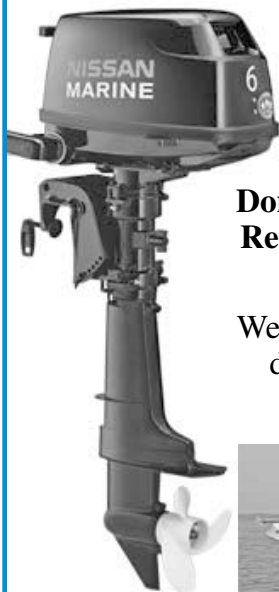
34' Legacy, 2003
\$270,000

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CALENDAR

Non-Race

Aug. 31 — Sail under a Blue Moon on a Friday night.

Sept. 1, 6, 8, 13, 20, 22, 29 — 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/sqfr.

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

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

Sept. 2 & 18 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Sept. 2-30 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.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. 5-26 — 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.

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. "Woodstock for wooden boat lovers." Info, www.woodenboat.org.

Sept. 8 — 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.

Sept. 8 — Ballena Bay YC's rockin' Island Party featuring Eric Stone. Dinner \$35, music only \$10. Info, www.bbypc.org.

Sept. 8 — Free Fishing Day across the state! Info, www.dfg.ca.gov.

Sept. 8-9 — 28th Annual Pittsburg Seafood Festival at Pittsburg Marina. Info, www.pittsburgseafoodfestival.com.

Sept. 12 — Sailing Into the Unknown Ice: The Discovery of Antarctica presentation by Joan Boothe at Corinthian YC, 6:30 p.m. Info, www.cyc.org or (415) 435-4771.

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

Sept. 13 — 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.

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

Sept. 15 — Visit the Raymarine Mobile Showroom at Star Marine Electronics' Open House in Oakland. Info, (510) 533-

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Catalina 470, 1999 MOTIVATED SELLER! 180,000
Catalina 42 MkII, 2004195,000
Catalina 42 MkI, 1993 SOLD!
Catalina 42 MkI, 1994 SOLD!
Catalina 42, 1989 MOTIVATED SELLER! 89,000
Catalina 400, 2004 NEW LISTING! 198,000
Catalina 400, 2001170,000
Catalina 380, 2000141,000
Catalina Morgan 38, 1994118,000
Catalina 36 MkII, 200198,500
Catalina 36, 1999 REDUCED! 82,500
Catalina 36, 199575,000
Catalina 36, 198354,900
Catalina 350, 2005129,900

Catalina 34, 198755,000
Catalina 34, 198947,500
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Catalina 310, 200059,000
Catalina 30, 1995 REDUCED! 45,000
Catalina 30, 1984 REDUCED! 22,000
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Norseman 447, 1984199,000
Moody 42 DS, 2001249,000
Tartan 4100, 2004345,000
C&C 41, 1984 MAJOR REDUCTION! 49,500
Morgan 38 Center Cockpit, 1994118,000
C&C 38, 1979 REDUCED! 41,000
Hunter 35.5, 200389,000
Islander 36, 197930,000
Tartan 33, 1982 SOLD!

Santa Cruz 33, 1978 NEW LISTING! 35,000
Hunter 310, 2007 REDUCED! 75,000
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Cutwater 28, 2012 SOLD!
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CALENDAR

0121 or www.starmarineelectronics.com.

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

Sept. 15 — SF Maritime's Sea Music Concert Series aboard *Balclutha* at Hyde St. Pier, 8-10 p.m. First up: Keith Kendrick & Sylvia Needham. \$14 per concert or \$36 for all three. Info, www.maritime.org or (415) 561-6662.

Sept. 15 — Delta Blues Festival at Antioch Marina, 12-7:30 p.m. Free. Great boat-in venue! www.deltabluesfestival.net.

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

Sept. 19 — Marine Electronics Seminar at San Jose West Marine, 6 p.m. Free. Info, (408) 246-1147.

Sept. 20 — Sausalito YC's Third Thursday Seminar Series, 6:30-8:30 p.m. Free and open to the public. Info, www.sausalitoyachtclub.org/calendar.

Sept. 22 — Martinez Marina Swap Meet, 8 a.m.-1 p.m. Info, (925) 313-0942 or slips@martinez-marina.com.

Sept. 22 — Emeryville Marina Flea Market, 7 a.m.-1 p.m. Info, (510) 654-3716.

Sept. 22 — What better way to usher in the autumnal equinox than by going sailing?

Sept. 22 — Tradewinds Sailing School & Club Open House, 10 a.m.-5 p.m. \$20 sailboat rides. Info, (510) 232-7999.

Sept. 22 — Swap Meet at Schooner Creek Boat Works in Portland, OR, 11 a.m.-5 p.m. Info, (503) 735-0569.

Sept. 22-23 — 20th Annual Northern California Women's Sailing Seminar at Island YC. Info, www.iyc.org/wss.html.

Sept. 23 — 4th Annual SailFest at Modern Sailing in Sausalito, 11 a.m.-7 p.m. Free sailboat rides, live music, food, kids' zone. Info, www.modernsailing.com.

Sept. 28-30 — Westsail Owners Rendezvous at San Leandro YC. Guest speaker: SLYC Commodore Norm Pennington. Would-be owners welcome! Info, www.westsail.org.

Sept. 29 — 16th Annual PICYA Wheelchair Regatta, a powerboat cruise for disabled U.S. veterans, followed by a picnic at Encinal YC. Info, www.picya.org.

Sept. 29 — Sail under the full moon on a Saturday night.

Sept. 29 — Spaulding Wooden Boat Center Open House in Sausalito, 11 a.m.-3 p.m. Tour the facility, take a free spin on *Dixie*, enjoy a BBQ (\$10) and learn more about this traditional working boatyard. Info, www.spauldingcenter.org.

Oct. 4-8 — Hey, sailor, it's Fleet Week, featuring the Blue Angels. Details can be found at www.fleetweek.us.

Oct. 6 — Redwood City PortFest, a free showcase of the waterfront. Live music, kids' activities, food and beer garden. Info, www.RWCPortFest.com or (650) 306-4150.

Oct. 6 — Chula Vista Marina Swap Meet, 7 a.m.-noon. Info, boatslips@svmarina.com.

Oct. 12 — Cruising Baja & Bash 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.

Oct. 12-14 — Baja Bound Cruiser Rendezvous at Oceanside YC. \$95. Info, (760) 722-5751 or info@oceansideyc.com.

Oct. 20 — Baja Ha-Ha Welcome to San Diego Party at Downwind Marine, 12-4 p.m. Info, www.baja-haha.com.

Oct. 28-Nov. 8 — Baja Ha-Ha XIX Cruisers Rally, from San Diego to Cabo San Lucas. Info, www.baja-haha.com.

Racing

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

Aug. 31-Sept. 3 — 60th Annual Labor Day Invitational

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52' Santa Cruz, '99, <i>Renegade</i>	\$495,000	40' Farr, '97, <i>Far Niente</i>	\$170,000	33' Back Cove, '08.....	SOLD
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48' J/145, Hull #9, '03*.....	\$675,000	38' Aerodyne, '03, <i>Kiri</i>	\$189,000	30' Mull custom, '74, <i>The Shadow</i>	\$40,000
48' 1D48, '96, <i>Chaya</i>	\$60,000	38' Alerion, '07*.....	\$269,000	30' J/30, '79*.....	\$26,000
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43' J/130, '96*.....	\$184,000	35' J/105, '01, Hull #400, <i>Lulu</i>	\$105,000	28' Alerion Express, '02*.....	\$59,500
43' Custom C&C, '73.....	\$230,000	35' J/105, '00, Hull #355, <i>Whisper</i>	\$89,000	28' Islander, '78*.....	\$16,900
42' Beneteau 423, '07*.....	\$204,500	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	SOLD	26' J/80, '06, <i>J Hawk</i>	\$48,500
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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-youth-sailing.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. 3 — Staff Commodore's Regatta. SFYC, www.sfyf.org.

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

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

Sept. 8-9 — Dolphin Regatta. MPYC, www.mpyc.org.

Sept. 8-9 — Laser Champs. TahoeYC, www.tahoeyc.com.

Sept. 9 — Baxter Judson #6. PresYC, www.presidio-yachtclub.org.

Sept. 9 — Fall Series #2 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

Sept. 14-16 — Wabbit Galactic Carrot Championship at RYC. Info, www.wyliewabbit.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 Doublehanded Regatta. SCYC, www.scyc.org.

Sept. 15 — Fall One Design #2. SCYC, www.scyc.org.

Sept. 15 — Tornberg Regatta. TYC, www.tyc.org.

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

Sept. 15-16 — Totally Dinghy. RYC, www.richmondyc.org or (510) 237-2821.

Sept. 16 — Baxter Judson #5. PresYC, www.presidio-yachtclub.org.

Sept. 20-23 — 5o5 NAs. SFYC, www.sfyf.org.

Sept. 21-23 — Open 5.7 Nationals. GGYC, www.ggyc.org.

Sept. 22 — YRA-OYRA Southern Cross. Info, www.yra.org.

Sept. 22 — Fall Series #2. SSC, www.stocktonsc.org.

Sept. 22-23 — Multihull Regatta. RYC, www.richmondyc.org.

Sept. 22-23 — NOOD Regatta. CYC/SYC, www.cyc.org.

Sept. 23 — Fall Series #3 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

Sept. 23 — Fall Series #1. FLYC, www.flyc.org.

Sept. 23 — Fall SCORE #2. SCYC, www.scyc.org.

Sept. 23-30 — Flying Dutchman Worlds. SCYC, www.scyc.org.

Sept. 28-30 — Melges 20 PCCs. CYC, www.cyc.org.

Sept. 28-30 — Beneteau Cup, fun racing (and learning) for Beneteau owners of any skill level, hosted by San Diego YC. Info, (619) 224-7784 or info@scyachts.com.

Sept. 29 — YRA-WBRA #10. GGYC, www.yra.org.

Sept. 29-30 — YRA Season Closer. Island Tour on Saturday, Crazy 8 on Sunday. CYC, www.yra.org.

Sept. 29-30 — Catalina 34 SF Cup hosted by GGYC. Info,

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CALENDAR

www.c34.org/fleet1/index.htm.

Sept. 29-30 — Corinthian Cup. SFYC, www.sfyj.org.

Sept. 29-30 — Express 27 Nat's. RYC, www.richmondyc.org.

September, 1982 — It Was Thirty Years Ago, from the *Sightings* article 'HP Fever':

Computer applications to sailboat racing are not new. Computers have been used to design sails and boats for several years now, and race committees have used them to score races. They needed something faster than two volunteers doing everything with a pencil and a pocket calculator! When the organizers for the 1982 Sunfish Worlds were planning for the August 8-15 event at Coyote Point YC, they talked about the possibility of using a computer to score the event. They expected over 100 competitors from 20 countries to attend. When Bob Perdriau, who was heading the publicity committee for the regatta, heard that, his ears perked up. He works for Hewlett-Packard and has done some programming, and thought it was a great idea. The fact that Hewlett-Packard was coming out with a new personal computer made it even more attractive.

So Bob spent three weeks before the races starting to write and work out the bugs for a program that would do the trick. He came up with a general problem, written for the HP86A in HP BASIC, that would score up to 120 boats using the Olympic system. He also figured out a way to enter the numbers of the boats as they finished on the course, using a small, handheld computer called the HP41CV. This little baby has a self-calibrating clock and can be used for navigation, but Bob had it wired so he could enter the finishes, go ashore and plug it into the HP86A, which would suck out all the data and instantly score the race! He predicted that within a half hour of the committee boat touching the dock, he could have the results printed out for everyone to see. Protests could be noted beside the boats involved, and after they were resolved, the final, final results would be run out later in the evening.

As with all new systems, there were some glitches. Bob says it was too difficult to accurately use the handheld computer, especially when the fleet bunched up at the finish line. The person punching in the numbers couldn't always keep up with the fast pace. Fortunately, Bob and the rest of the committee had the foresight to both write down the numbers and record them on a tape. When they got ashore, the finishes were then entered by hand into the main computer and the results came out just about as quickly as Bob predicted.

Bob was pleased with the success of the computer scoring. He sees many applications of the program which, with some modifications, could handle handicap racing as well as low point, high point and other scoring systems. As for the handheld computer, Bob thinks it would work fine in a smaller fleet without big traffic jams at the finish. "It was a nice idea," he says, "whose time has not yet quite come."

Oct. 5-7 — Melges 20 Nationals. CYC, www.cyc.org.

Oct. 6 — Islander 36 Nationals hosted by GGYC. Info, www.islander36.org/11race.html.

Oct. 6 — Jack & Jill Regatta. CPYC, www.cpyc.com.

Oct. 6 — Around the Brothers Race. RYC, www.ryc.org.

Oct. 6 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 6 — Doublehanded Race. TYC, www.tyc.org.

Oct. 6-7 — SSS Vallejo 1-2, a mellow way to end the short-handed season. Info, www.sfbaysss.org.

Oct. 6-7 — Vice Commodore's Cup. HMBYC, www.hmbyc.org.

Oct. 6-7 — Sausalito Cup, a J/105 match race. SYC, www.sausalitoyachtclub.org.

Oct. 6-7 — J/24 & Olson 25 Nationals. BYC, www.berke

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Oct. 6-7 — Hobie Regatta. MPYC, www.mpyc.org.

Oct. 7 — Chowder Series #1. BYC, www.berkeleyyc.org.

Oct. 7 — Singlehanded Race. TYC, www.tyc.org.

Oct. 7 — El Toro Stampede. RYC, www.eltoroyra.org.

Oct. 11-12 — Kilroy ProAm. StFYC, www.stfyc.com.

Oct. 12-16 — U.S. Women's Match Racing Championship. StFYC, www.stfyc.com.

Oct. 13 — Joan Storer Regatta. TYC's women skippers' race. TYC, www.tyc.org.

Oct. 13 — Jessica Cup, fleet racing for big woodies. StFYC, www.stfyc.com.

Oct. 13 — Twin Island #3. SYC, www.sausalitoyachtclub.org.

Oct. 14 — Pink Boat Regatta to benefit the Breast Cancer Research Foundation. The pinkest crews get prizes! CYC, www.thepinkboat.org.

Oct. 14 — Chowder Series #2. BYC, www.berkeleyyc.org.

Oct. 20-21 — Leukemia Cup Regatta, PHRF and one design racing to benefit the Leukemia & Lymphoma Society. Hosted by SFYC, featuring keynote speakers Ted Turner and Gary Jobson. Info, www.leukemiacup.org/SF.

Remaining Summer Beer Can Regattas

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

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

BENICIA YC — Thursday nights through 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@cyc.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: 9/14. Susan, rearcommadore@encinal.org.

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

ISLAND YC — Summer Island Nights on Fridays: 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.

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 through 9/5. John, (510) 366-1476 or j_tuma@comcast.net.

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

ST. FRANCIS YC — Thursday Night Kiting Series: 9/13. Friday Night Windsurfing Series: 9/14. Robbie Dean, (415) 563-6363 or racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays through 10/31. Info, (831) 425-0690 at scyc@scyc.org.

SAUSALITO YC — Summer Sunset Series on Tuesday



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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.

September Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
9/01 Sat	0022/6.0	0622/0.4	1305/5.7	1846/1.2
9/02 Sun	0107/5.6	0658/0.8	1335/5.7	1928/1.0
9/03 Mon	0153/5.2	0733/1.3	1404/5.7	2011/1.0
9/08 Sat	0720/3.9	1143/3.2	1738/5.2	
	LOW	HIGH	LOW	HIGH
9/09 Sun	0057/1.0	0832/4.1	1257/3.2	1841/5.2
9/15 Sat	0516/0.5	1157/5.7	1737/0.9	
	HIGH	LOW	HIGH	LOW
9/16 Sun	0000/5.8	0551/0.7	1228/6.0	1820/0.5
9/22 Sat	0621/4.5	1059/2.9	1714/5.9	
	LOW	HIGH	LOW	HIGH
9/23 Sun	0011/0.1	0736/4.6	1225/2.9	1827/5.8
9/29 Sat	0515/0.9	1150/5.8	1749/0.6	
	HIGH	LOW	HIGH	LOW
9/30 Sun	0019/5.4	0550/1.3	1217/5.8	1826/0.4

September Weekend Currents

date/day	slack	max	slack	max
9/01 Sat	0214	0508/4.3E	0849	1144/3.8F
	1446	1730/3.9E	2106	2359/3.6F
9/02 Sun	0301	0547/4.0E	0926	1217/3.5F
	1520	1807/4.0E	2148	
9/03 Mon		0040/3.4F	0347	0625/3.5E
	1001	1251/3.2F	1553	1845/4.0E
	2231			
9/08 Sat	0211	0503/2.0F	0826	1022/1.3E
	1349	1639/1.5F	1932	2248/3.1E
9/09 Sun	0316	0619/2.1F	0931	1125/1.3E
	1503	1746/1.5F	2037	2349/3.2E
9/15 Sat	0111	0404/4.3E	0743	1036/3.7F
	1343	1627/4.1E	1959	2253/3.7F
9/16 Sun	0159	0447/4.3E	0819	1112/3.7F
	1416	1709/4.5E	2042	2338/4.0F
9/22 Sat	0118	0418/3.2F	0748	0954/2.0E
	1312	1604/2.2F	1856	2216/4.2E
9/23 Sun	0228	0535/3.1F	0855	1104/1.8E
	1433	1719/2.1F	2009	2324/4.0E
9/29 Sat	0118	0408/3.6E	0742	1037/3.4F
	1331	1625/4.0E	2006	2305/3.6F
9/30 Sun	0206	0446/3.4E	0819	1109/3.2F
	1404	1700/4.2E	2046	2344/3.6F

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LETTERS

↑↓ THE FUTURE OF THE AMERICA'S CUP?

Will the America's Cup ever go back to monohulls? I have no interest in watching multihulls race.

Scott Michaels
Scottfree, Ericson 35-3
Oceanside

Scott — In the America's Cup, as in war, the spoils have always gone to the victor. So the boats used in the following America's Cup were largely determined by the Defender, who got to pick the Challenger, who was selected on the basis of proposing to sail the next America's Cup in boats the Defender wanted to race in. So much has changed with the America's Cup that perhaps this protocol has been changed a bit — who can keep up? — but we assume that the winner will still be calling the shots.

There is a significant portion of the sailing population who, like you, don't like the idea of multihulls in the America's Cup. But as there is nothing that can be done about it at this point, we



ACMISTEFANO GATTINI

suggest keeping an open mind until after the fat lady sings next fall. It might turn out to be a lot better than you think, particularly with the monster cats. Or it could be an experiment that falls on its face. Only time will tell.

After seeing the World Series on San Francisco Bay, monohulls in the America's Cup seem so last century.

Besides, what kind of monohulls would you like to see in the America's Cup? It

was kind of embarrassing when competitors vied for the Cup in monohulls that weren't even close to being the fastest single-hulled boats around. For us, the important thing about the next Cup is not what boats are used, but that the Cup be structured in such a way that at least 15 teams want to compete and can afford to compete. For example, think how much more international interest there would have been in this running of the Cup if there were also teams from big sailing countries such as Australia, the Netherlands, Denmark, England, Ireland, Spain, and even countries such as Singapore, Russia, and Hong Kong (Special Economic Zone now) where there has been interest in the past.

↑↓ THE FINAL ANALYSIS

Latitude's summary of US Sailing's report on the Low Speed Chase tragedy at the Farallon Islands was well-written and much appreciated. The Latitude team is a class act.

Bryan Chong
Tiburon

Readers — Bryan was one of the three crewmembers who survived the Low Speed Chase incident. He was writing after reading our summary in the August 8' Lectronic. It appears on page 98 of this month's issue.

↑↓ WHY DON'T BOATS HIT BOTTOM IN BIG WAVES?

When waves build on the open ocean, why don't boats — 'specially ones with deep draft — bottom out on the sea mounts? For example, if a wave height is 25 feet plus, and the depth over the mount is only 20 feet, wouldn't a boat drawing six feet hit the bottom — i.e. the top of the sea mount — when

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LETTERS

in a trough? That's the assumption I would make unless there is some majik afoot that you could explain to me.

Bilge Rat
Planet Earth

B.R. — You seem to think that the trough between two waves is lower than the normal level of the ocean. Indeed, one Northern California sailor insisted that because his boat had been in huge swells outside the Gate, she had bounced off the bottom, even though she was in an area where the charts indicated there was 24 feet of water. We're not experts, but it's our understanding that this would be scientifically impossible, as the height of waves is in addition to the ambient depth rather than the depth of the troughs being deducted from it.

Things often aren't as they appear, and that's certainly the case with waves. For example, when you're in big waves on the ocean, it appears that a lot of water is moving forward. On the contrary, almost all of what's moving is wave energy, which is being transferred through the flexible medium that is water. The whole paradigm changes, of course, when waves get into shallow water and break.

ALARMS AND TIPS ON APPLE STOCK

I was rowing in to Schoonmaker Point Marina recently when I heard an alarm going off in *Cara Villa*, the old black tug berthed there. It sounded like the prolonged ringing of a phone. So I notified Bill, the harbormaster. To make a long story short, the new owner of the boat was called, drove down from the Delta, and was welcomed by two feet of water in the tug's engine room.

Bilge alarms — as well as eyes and ears — are needed to keep old boats afloat.

The Wanderer should be patient with his Apple stock. With the new dividend, and an iPhone 5 on the way, as well as a new iPad, mini iPad, China, mobile, and iTV, the Force will be with us stockholders!

P.S. Did you read the *Bohemian* article about the 'anchor-outs' in Richardson Bay?

Capt. Jim Kennedy
Alita, S&S "Weekender"
Sausetown

Capt. Jim — If there isn't an iPhone app for bilge alarms, somebody ought to get on it. Such alarms are needed on new boats as well as old ones. By the way, as we type this reply on August 20, Apple has rebounded from 580 to 660 in the last



month to reach an all-time high. And yes, the Wanderer has been patient.

Thanks to your heads-up, we did read *The Anchor-Outs, In Sausalito's Shadow, a Community Adrift*, which appeared in the July 18 *Bohemian*.

For the real story on anchor-outs in Richardson Bay, see the July 18 'Bohemian'.

Thorough, even-handed, and entertaining, it's probably the best article we've ever read about Richardson Bay anchor-outs, and certainly the best article we've ever read in the *Bohemian*. The business about some anchor-outs taking "knife showers," in which they scrape the dirt off their bodies with a knife because they don't have access

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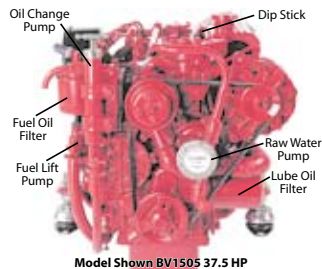
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LETTERS

to water showers, gave unusual insight into certain members of that community. The article was produced as a project for the California Endowment Health Journalism Fellowships, a program of USC's Annenberg School for Communication and Journalism. Well done.

↑↓ THE CREW LIST PARTY IS OPEN TO ALL

My wife and I are planning to join the '13 Baja Ha-Ha, so we're doing some advanced planning. We expect to be in the Bay Area around the time of the Mexico-Only Crew List Party at the Berkeley YC on September 5, and were wondering if it's open to folks who aren't going this year.

Vic Addison
Emerald Seas, Hunter 38
Alexandria, VA / San Diego

Vic — Of course it's open to everyone. We look forward to meeting you and your wife, and then seeing you at the starting line in '13.

↑↓ TO LOWER A CAL 20 MAST AND CONNECT A SHROUD

I'm the proud owner of a Cal 20 that I keep in Martinez Marina, and I have a bit of a problem with my boat's rigging. I asked the harbormaster if he knew anyone who could help me, but he didn't. So I'm asking *Latitude*, do you know anyone who knows how to lower a Cal 20 mast and connect the port shroud? I'm looking for someone who would be willing to do this in exchange for going sailing with me and being treated to dinner at a really nice Chinese restaurant. I can be reached at barbaraludder@comcast.net.

Barbara Ludder
Cal 20
Concord

Barbara — Pardon us if we're off base, but we're going to make several assumptions, hoping that they are in your best interest. First, we're going to guess that maybe you're fairly new to boat ownership and maybe even sailing. There is nothing wrong with either of those, of course, because we all started knowing nothing.

Our concern is that you have a relatively small boat for the Martinez area, where the wind often blows hard in the summer, where the chop can be tall and steep, and where the tides and river currents can be very strong. If you're an experienced sailor who just doesn't know about rigging, that's cool. But if you're



LATITUDE / LADONNA

Robert Crawford sailed his Cal 20 'Black Feathers' in the '08 Singlehanded TransPac.

relatively new to sailing, please realize that there are three things you need to know in order to safely sail your boat in those sometimes boisterous waters. First, you need to know that your boat's primary components are all in good working condition. We're talking about her mast and rigging, sails, rudder, and auxiliary propulsion. None of them have to be brand new, but you have to be able to count on each and every one of them. Secondly, you need to know how to sail your boat well. If you're comfortable gybing her in 25 knots of wind — or even 'chicken gybing' her in 25 knots — you're probably ready. If you're not comfortable

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LETTERS

with either, you're likely going to find yourself in situations that may unnecessarily scare the hell out of you, thereby ruining any interest you might have in sailing. Lastly, you need to be confident enough in your auxiliary power so you don't freak out when you start getting swept downriver on a light air day.

If you're not yet a pretty competent sailor in strong breezes and chop, we'd recommend that you have somebody help you move your boat down to a berth in Vallejo so you can hone your sailing skills in the Mare Island Strait. Yes, there will be plenty of wind there, but you'll be sailing in flat water, which is many times easier for gaining initial faith in your boat and becoming a better and more confident sailor. You'll also face a much smaller possibility of getting swept down to San Pablo Bay if you have an engine problem. Once you get to know your boat like the back of your hand — and it doesn't take that long if you sail a couple of times a week and concentrate on developing your skills — you can think about moving her back to the more challenging conditions to be found around Martinez.

By the way, learning to sail your boat really well is a blast, particularly with a small boat such as yours. Quick tacks in succession, sudden gybes, figure 8's as close as you can around buoys — stuff like that. There's nothing like having the feeling that your boat is your dance partner.

As for dealing with your mast problem, Cal 20 masts are easily lowered using hoists found at yacht clubs and some marinas. We don't personally know anyone who would fix your port shroud in return for a chance to go sailing and for a Chinese dinner, but we wouldn't be surprised if another Cal 20 sailor, or perhaps another woman sailor, might be willing to at least take a look at your boat out of the goodness of their heart. And we'd have them look over the entire boat carefully. Cal 20s are pretty simple boats, so it shouldn't be that big of a deal. And if you do have to hire a rigger, it would likely be the best money you spend.

Don't get us wrong, the Cal 20 is a fine little boat with a tremendous history, and



RICH ROBERTS

The 50th Cal 20 Nationals, held last month on Alamos Bay, were won by Mark and Bruce Golison on 'Bandini Mountain'.

is alive and well after all these years. Indeed, 53 Cal 20s from all over the West Coast recently gathered in Alamos Bay for the 50th anniversary National Championship.

While designer Bill Lapworth was probably horrified, some bold Cal 20 owners have taken their little boats offshore. At least one Northern California sailor cruised his to Hawaii, and in '08, Robert Crawford, having already done the Singlehanded TransPac to Kauai with an Ericson 32, did it again with the Cal 20 Black Feathers. She is still the smallest boat to have done that 2,200-mile race. Similarly, back in the day of the Midget Ocean Racing Association (MORA), some brave souls raced their Cal 20s from San Francisco to Southern California and Ensenada. More recently, Robert von Ehrenkrook's Cal 20 Can O' Whoopass has put together an enviable record while racing shorthanded both in San Francisco Bay and out in the



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LETTERS

Gulf of the Farallones. Not that you'd catch us sailing a Cal 20 offshore.

Our apologies if we come across as condescending; we just want you to have the safest and most pleasurable sailing experiences possible.

↑↓ CUTE CROCS?

In the August issue's *Letters*, Cathy Kirby of the Hunter 41 *Manu Kai* wrote about having



CROCS

trouble with slippery-soled boat shoes. We have been sailing on the Bay for 40+ years, and for many of those years shared that frustration. Then we discovered that Crocs makes boat shoes. In fact, they make a full line, some cute, some typically funny looking. But no matter if the decks are wet or dry, we've found that they've stuck to the deck remarkably well. I suggest that Cathy check out their website.

Who knew Crocs made shoes that weren't ugly? These are specifically designed for boats.

Mary Lou Oliver
Cappuccino, Ericson 38
Berkeley

↑↓ FIRST THE AMERICA'S CUP, NOW THE CHINESE NAVY?

I sense there will be an uptick in U.S. defense spending. If China indeed starts building multihull aircraft carriers, then a fleet of ultralarge supertankers, I think their intentions will be clear.

Of course, this supposed multihull design could all be part of an internet 'gotcha!' But if the Chinese have a very large shipyard that is shrouded from satellite view, we'll need a man on the ground there. I personally doubt that the Chinese could build something like this. After all, big dams and bridges are relatively simple, but a nuclear carrier with a fighter wing?

Larry Watkins
ex-Moondance, Beneteau OC 400
Long Beach

Larry — We say never underestimate an 'opponent', as it's foolish and dangerous. Just ask the many USC alum/mariners we were with at the Harbor Reef Bar at Two Harbors on October 6, 2007. It was on that fateful afternoon that the mighty All-



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American-studded USC football team, despite being rated #2 in the country and having a 24-game home winning streak, fell to the 41-pt underdog Stanford Cardinal in what many consider the biggest upset in college football history. Mind you, this was a Stanford team that had gone 1-11 the year before, was playing with a backup quarterback who had only thrown three passes, and was playing on SC's home turf. Pride before the fall, baby.

Remember, too, that China is graduating about 400 times more top-flight engineers than the United States per year, and



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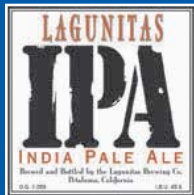
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hardly any Chinese engineers are ironic hipsters intent on making fortunes creating video games and social media in San Francisco. Furthermore, take note that a few experts — but certainly not all — believe the Chinese had an Oriental Armada with 27,000 soldiers and sailors before the time of Columbus. The armada is said to have had nine-masted junks, some as much as 400 feet long and 90 feet wide.

Did you notice that the monohull aircraft carrier that the Chinese certainly are building has a ramped-up flight deck, which would seem to be a brilliantly simple way of assisting airplanes in both taking off and landing. Why we didn't think of that? And what's wrong with a catamaran aircraft carrier? After all, the U.S. Navy long ago went over to the 'dark side' with some big troop- and gear-carrying trimarans.

But enough about powerboating, let's get back to sailing.

↑↓ PIRACY VS. THUGGERY

Was *Latitude* editor Andy Turpin kidding when he asked if African-American singlehander Cliff Vaughs's having his boat boarded and looted by a group of thugs off the Caribbean coast of Honduras was a case of 'thuggery' rather than 'piracy'? Not only did they take everything Vaughs had, but

they took his sailboat *Amistad*, which ironically means 'friendship', and made him swim to shore.



COURTESY AMISTAD

Was Vaughs a victim of thuggery or piracy?

The guy was robbed and his boat stolen, so what doubt is there that it was 'piracy'? In case you don't have a dictionary, here's one definition: "An illegal act of violence, depredation (e.g., plundering, robbing, or pillaging), or detention in or over international waters committed for private ends by the crew or passengers of a private ship or aircraft against another ship or aircraft or against persons or property on board such ship or aircraft."

Dancing around this subject with political correctness is going to get people hurt and killed! But then *Latitude* is based out of California and I'm in Florida, so we probably have different opinions.

The only place in the Caribbean that doesn't have piracy is the Bahamas. There hasn't been a violent piracy crime in years — at least that I could find out about. Why is that? Because most everyone on boats in the Bahamas is armed! The criminals know it, so they don't mess with boaters.

There were 95 murders in the Bahamas in '10, and all of them took place on New Providence (Nassau). They were all crackhead against crackhead, and no mariners were touched. The point here is that this is the only place in the Caribbean where you can say this. And coincidentally, it's the only place in the Caribbean where you're allowed to carry all the guns you want. Is there a connection?

Why do we humans never learn from our mistakes? There was a quick history of piracy by a maritime attorney that recently appeared in the *Wall Street Journal* that illustrates my point. In short, Spain discovered the New World and proceeded to loot it. France and England watched, wanting in on the looting, but they weren't ready to start a war with Spain over it. So England sanctioned privateers to harass Spain. Piracy flourished. Later, after England, France, the Netherlands and Spain cut a deal to share the New World, piracy became a nuisance to all of them, so they cut a deal to end piracy. This was accomplished by permitting guns and/or arms on all private and merchant vessels, and promoting the concept of shooting pirates on sight. Equally as important, it allowed

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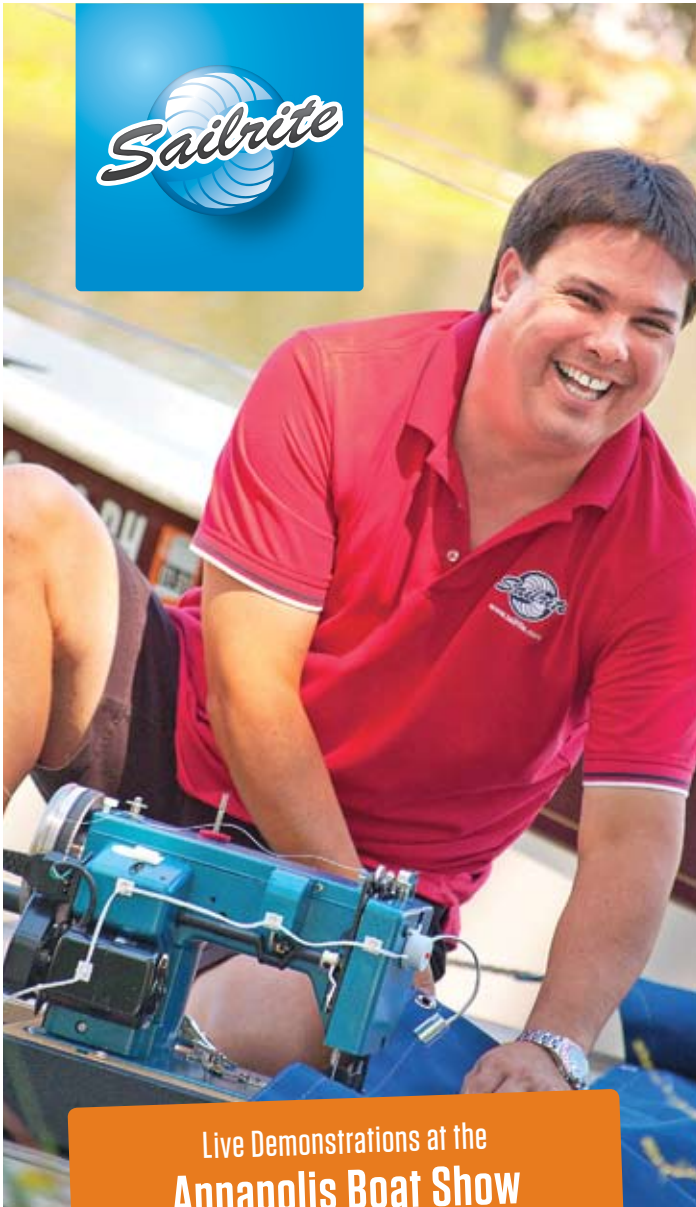


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pirate and merchant ships to have arms while in port. Piracy was practically eliminated.

Then along came the crooked, self-serving and basically moronic United Nations. (If you don't believe my evaluation, read up on the UN's 'food for oil' program with Iraq.) Starting in the '50s, the UN started promoting laws to prevent guns on ships in ports all over the world. Not because there was any significant crime wave from merchant and private vessels shooting innocent people, but because of Europe's 'no gun' philosophy.

This brings us where we are today. Doesn't it seem silly for companies such as Brinks and Wells Fargo to have armed guards in their armored trucks to protect the cash they collect and distribute? Do they think someone might try to rob them if they weren't armed? Do they think that armed guards are some kind of deterrent? So what's more important to protect with armed guards, a truck with maybe \$100,000 in cash, or a ship with a cargo worth tens of millions? With so little risk, no wonder piracy has become such a booming business. But that's the UN for you. Morons!

Fortunately, the pendulum is starting to swing back the other way. Merchant ships have started to arm their vessels because police and military can't be everywhere. And in the case of the Somalis, piracy is down substantially as a result.

So describing the Honduras incident as 'thuggery' seems to be downplaying it — which is a good way to promote and encourage the pirates. And get a lot of mariners hurt. As for those liberal dreamers on boats who believe in having no protection, and who are waiting to get boarded, beaten, robbed and thrown overboard, I'm going to post a sign on my boat that will read: "My boat neighbor does not believe in guns or self-defense, so I will honor his beliefs by not coming to his defense with my guns."

The world is not getting safer, it's getting more dangerous. Hotels, restaurants and the like are laying off young men in tropical areas, and they are going to do what they have to do. As unemployment increases, so will crime. Protecting yourself, not downplaying such incidents, is the only answer.

Timothy Benner
Planet Earth

Timothy — As Latitude Managing Editor Andy Turpin noted, the Amistad incident in Honduras may have fit "the classic definition of piracy," but he wondered if another word might have more accurately described what happened, especially as compared to what Somali pirates have been doing. After all, the Honduras case of 'piracy' seems haphazard and isolated as opposed to the highly organized and repeated instances of Somali piracy.

Not to niggle, but the classic definition of piracy also requires pirates to have a "ship," something we don't believe the Honduran pirates/thugs had.

Not to niggle again, but we can state with certainty that the Bahamas are not the only place in the Caribbean that doesn't have piracy — for the simple reason that the Bahamas are in the Atlantic Ocean, not the Caribbean. Beyond that, we don't believe that anyone — except perhaps you — would say that the Caribbean has a problem with piracy. Crime ashore, most definitely, and from time to time crime that occurs on boats, but not piracy as it's normally understood. Which was Mr. Turpin's point.

As for your belief that there is a simple and direct correlation between cruisers carrying guns and being free of the threat of violence, we wish there were compelling evidence that there was such a simple solution.

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↑↓ PREPARE TO BE STUNNED

The term 'crime against cruisers' doesn't get a lot of attention. 'Piracy' does. Cruisers may choose whether to visit a place where there is crime or not cruise at all. So was it overblown to call the incident in Honduras 'piracy'? Probably. But will the problem get resolved if it's merely called 'petty theft'? I don't think so.

In the Caribbean, the Safety & Security Net was a good source of information. I'm surprised there is nothing like it on the West Coast. *Noonsite.com* is the only other source for piracy information.

I don't care whether it's a murder, boarding or theft, I want to know the full spectrum of attacks against cruisers in order to use this information to make a well-informed decision, as captain, as to whether I want to economically boycott those places that allow such crimes to occur. I boycotted a few places in the Caribbean, and took precautions in the others where I knew there were risks.

Occasionally, I get the feeling that *Latitude* tries to minimize crime against cruisers. I've read justifications about how Mexico is safer than the United States and seen crime reports buried below the ad section. I know you don't want to scare people, but everything needs to be reported and be available.

Just my two cents worth.

Dave Deakyne
Tortugueta, Privilege 45
New Jersey / Guaymas
www.sailtortugueta.com

Dave — Marine publications pretty much had a 'don't do death' policy when we started *Latitude* 35 years ago. But like you, we always thought it was essential that mariners knew about the real risks of sailing and cruising so they could make informed risk-reward decisions as to whether they wanted to participate. Believing it is our journalistic responsibility, it's been our policy since the first issue to report on all maritime deaths and all violent crimes against sailors we hear about, and to warn sailors of particularly crime-ridden ports and areas. We believe this 'telling it like it is' policy was instrumental in *Latitude's* becoming so successful so quickly. Gee whiz, who would have thought that people would want the unvarnished truth?

That being the case, it more than pisses us off when people such as you suggest that we might be managing the news



The U.S. Virgin Islands. Are they home to more or fewer murderers than Mexico?

by either withholding reports of crimes against cruisers or "burying" reports on crime in Mexico "below the ads." Bullshit! We've always put reports of such crimes in either Sightings or Cruise Notes, neither of which ever has ads above it. As for *Noonsite.com*, we like them

and think they do a good job, but if you think they — or any other marine media outlet — does a more thorough job of reporting on crime in areas cruisers frequent on the Pacific Coast of Mexico, you don't know what you're talking about.

You know why there isn't a Safety & Security Net in Mexico as there is in the Caribbean? Because there hasn't been a need for one. As we reported last month, we can't recall a case of a



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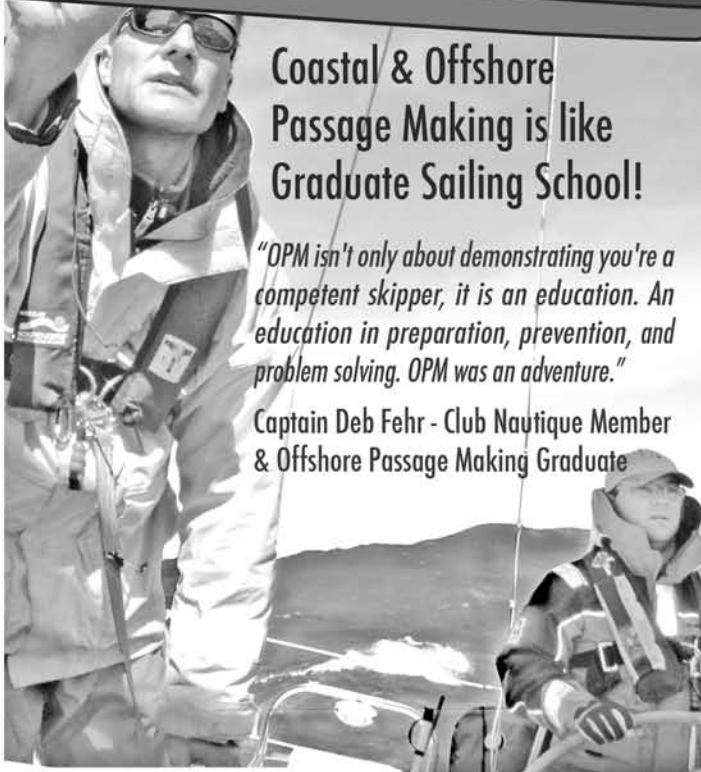
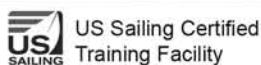
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LETTERS

violent attack on a cruising boat in Mexico in decades. When we asked our readers last month, they couldn't either. If anyone has evidence to the contrary, we stand ready to be corrected.

You also accuse us of "justifying" how safe it is in Mexico. We've never "justified" the homicide rate; we've merely sought to put it in context with other countries, and with cities in the United States. Since you obviously don't know the facts, prepare to be stunned. Even with the horrible narco-on-narco war in Mexico, the homicide rate down there, according to the United Nations Office on Drugs and Crime, is 22 per 100,000. That's just a fraction of the homicide rate in Honduras (91), El Salvador (69), Jamaica (52), St. Maarten (47), Venezuela (45), Belize (41), the U.S. Virgins (39), Guatemala (38), St. Kitts & Nevis (37), or Trinidad & Tobago (35). That's right, Dave, the murder rate in Honduras is more than four times higher than in Mexico, and the murder rate in the United States Virgin Islands — which likes to flaunt itself as "America's Paradise" — is more than double that of Mexico. Yet when is the last time CNN, the New York Times or the Los Angeles Times thought that such comparative information was newsworthy? And when was the last time the U.S. State Department issued a travel warning for those thinking about taking a cruise ship to the U.S. Virgin Islands?

Mexico also has a lower homicide rate than the Bahamas (27), Puerto Rico (26), St. Lucia (25), and is about the same as St. Vincent & the Grenadines, Panama, the Dominican Republic, and Dominica. Surprised? You wouldn't be if even the most revered news organization gave you the facts instead of sensationalism.

When the U.S. news media report on homicides in Mexico, do they mention that the murder rates in many big U.S. cities are much higher? New Orleans (49), St. Louis (40), Baltimore (34), Detroit (34), and Newark (32). Mind you, this is after



ADRIAN PINGSTONE

Most people aren't aware that there are twice as many murders per capita in The Big Easy as there are in Mexico

three years of murder rates generally plummeting in the United States. We won't even mention Chicago, our President's hometown, where more Americans have been murdered this year than in Afghanistan.

We all know, of course, that crime statistics can be misleading. In many places gang-on-gang violence accounts for nearly all the homicides. That's true in most big cities in the United States and in many countries — including Mexico. If you drop out narco-on-narco violence in Mexico, the homicide rate is about 5. Son of a gun, that's about the same as for the United States (4.8). Who would have thought?

For cruisers, the big question is what's the chance of being violently attacked on one's boat? Based on the last 20 years or so, it's much lower — non-existent? — in Mexico when compared to St. Maarten, Antigua, Panama, Honduras, Belize, Colombia, Venezuela, Dominica, the U.S. Virgins — and many other of the most popular cruiser destinations. It's also noteworthy that American and Canadian tourists are generally considered to be sacred cows in Mexico, unlike on many islands in the Caribbean where they are considered prime targets.

The bottom line is that there is no guarantee you won't get attacked or murdered if you cruise in Mexico. But based on historical fact, it's actually one of the safest cruising areas in the

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Americas. If that changes, we'll be the first to let you know.

What places in the Americas have the lowest homicide rates? Canada (1.6), Martinique (4.2), Anguilla (6.8), Antigua & Barbuda (6.8), Haiti (6.9), Guadeloupe (7), British Virgins (8.6), Turks & Caicos (8.7) Grenada (11.5), Costa Rica (11.3), and Nicaragua (13.6). But this can be misleading, too, because while the homicide rate in Antigua is quite low, the percentage of victims who have been tourists or sailors has been quite high.

Just so you know, when it comes to the world, Africa and the Americas are murder meccas. We kill one another at about five times the rate that people do in Asia, Europe and Oceania.

⇕ **BOOTLEGGED RESIN THE CAUSE OF BLISTERS?**

I'm writing in response to the August issue letter claiming that Southern California fiberglass boats built before the Oil Embargo of '73 had thicker hulls than those built after the embargo. Post embargo oil prices — and therefore resin prices — had skyrocketed.

I was production manager at Westsail during those years, and can well remember facing resin shortages while having lots of orders for sold boats. As a result, we often contacted one of our favorite bootleggers, let them know we needed 1,000 gallons of resin, and set the date and the time for delivery.

We would then have some of the yard guys come in at midnight, open the rear gate of the shop, and have 20 or so 55-gallon drums waiting to be filled. The bootlegger would show up with an unmarked tanker truck from some unknown source, and as cash was handed over, offload the resin into the drums. After a few beers were consumed, the driver would take off, the gate would be locked, and the workers would go home.

Naturally, we tested every drum of resin to make sure it was good before we used it. But given the unknown sources of resin, no wonder so many boats from those years ended up having problems with blisters.

We at Westsail also considered using less fiberglass



Lining up for gas, 1973.

and resin in the laminate. Cooler heads prevailed, however, as it was decided that if word got out that boats laminated after a certain date had less material in the laminate, it would certainly kill future sales. Instead, we

raised the price by enough to compensate for the added resin cost. Westsail continued to laminate and sell over 1,100 boats during the eight-year time span between '72 and '80.

I find it fun to periodically reminisce about the heyday of Southern California boatbuilding, which was in the '70s in Costa Mesa, when the smell of resin and marijuana seemed to float over the entire west side of town.

I also enjoyed the *Latitude* and *Lectronic* articles about Santa Fe's Mike Johnson, who made so many magnificent passages with his Westsail 32, and who more recently has been doing the same with *Gitana*, the 44-ft schooner that I designed and built. I recently surveyed the boat for him in the Chesapeake, and found that he keeps her looking like new, despite the many miles and years of sailing that she has seen. It's kind of nice to see one of your 35-year-old children doing so well.

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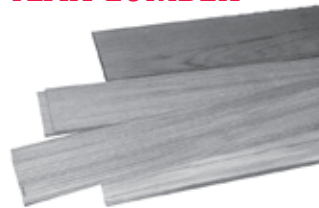
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Readers — For those who were young or not alive for the Oil Embargo of '73, it was a very rude shock to Americans accustomed to buying gas for 20 to 30 cents/gallon and having attendants pump it for them and clean their windows to boot. Suddenly fuel prices not only soared to unimagined levels, but gas often wasn't available at any price. Indeed, based on your license plate number, you could only buy gas every other day, and you often had to wait in line around blocks for the privilege.

For those who weren't alive or into sailing in the '70s, Southern California, and Costa Mesa in particular, was indeed the center of the universe for the building of fiberglass production boats. Cal, Columbia, Coronado, Newport, Ericson, Islander, Ranger, MacGregor, Westsail, DownEast, Challenger, and many more, were doing gangbuster business in the Southland.

It's said that necessity is the mother of invention, and that was true with boatbuilder responses to the leap in the cost of resin. A few manufacturers simply raised their prices to cover the increase. But in the early days of fiberglass boats, most 'engineering' was done by trial and error, and most builders erred on the side of way overbuilding the hulls. With dramatically higher resin prices, more emphasis was placed on science-based engineering, and it was discovered that boats could be made as strong if not stronger using a combination of better engineering, better glassing techniques, and better materials — but less resin. These boats would generally be lighter, too, which generally made them a little faster.

Whether pre-'73 fiberglass boats are stronger than post-'73 fiberglass boats was always good for a waterfront argument — until the folks who had been around back then mellowed with age.

IN SEARCH OF 'OPPOSITE GENITALIA'

I'm working day in and day out getting my little Falmouth Cutter 22 ready for a winter in Baja. The problem is that I'm still hopeful of finding a crewmate with the opposite genitalia of mine to join me, and in my optimism, I'm trying to make space for such a person on my impossibly small boat.

There are things making space tight. For example, five years of back issues of *Latitude*, as I can't seem to part with a single one. And so far I have loaded six months' worth of dog food, six cases of wine, and three months' worth of beans, rice, pasta, and other treats. All the little things that make life fun.

I find that I now have everything I need except space for a crewmate, so the question is, do I find a girl or keep my beloved back issues? I'm torn and it's all *Latitude's* fault.

Alan Oberlander
 Thè, Falmouth Cutter 22
 Bellingham, WA

Alan — The solution is simple. Keep the back issues of *Latitude*, keep the space for the woman, but donate all that dog food, pasta, beans, and other food stuff to charity. Like a lot of first-time cruisers, you seem to be under the impression there is no food in Mexico. Trust us, they've got food. In fact, there's a huge Costco right outside Cabo San Lucas and in most other

ALAN OBERLANDER



Where would Alan fit a crewmember with different bits aboard 'Thè' anyway?

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LETTERS

big Mexican cities. No need to ruin your boat's performance by overloading her with staples you can find everywhere.

More seriously, we recommend that you buy an iPad for navigation, news, email, books — and so you can read all the issues of *Latitude* without taking up any space at all. Remember, too, that *Latitude* photographs look 10 times better online than on newsprint. As for the space for a female crewmate, you're not going to need it, you old romantic, if you continue to identify women by the fact that they have "opposite genitalia." Women like to think there's a little more to it than that.

One last tip. It's often cold on Baja over the winter, certainly too cold for swimming. It's warm on the mainland, and it's not that far away. But no matter what you do, be safe and have a great time.

↑↓ A LITTLE FACT CHECKING SEEMS IN ORDER

Alene and I really enjoyed the July 25 *Lectronic* report on the *New York Times*' report on Wave Vidmar's proposed kayak trip from Sausalito to Hawaii. Well-written and funny, it was a nice diversion on this grey morning in the South Pacific.

Bruce Balan
Migration, Cross 45 trimaran
California / South Pacific

Bruce — When it comes from a guy whose has cruised as far as you and your wife have, the compliment means a lot. So others know what you're talking about, and because there is a lot of history, we suppose we should reprint the item:

"We rarely stray beyond sailing at *Latitude*, but today we lost our path thanks to a sometimes unintentionally funny and sometimes factually inaccurate story in the *New York Times*. The story is about 48-year-old Wave Vidmar, who apparently is soon to depart Horseshoe Cove in Sausalito for 2,200-mile-distant Hawaii aboard a double-ended kayak.

"In the first sentence, the *Times* wrote that if Vidmar succeeds, it will be the longest voyage of its kind. And later in the article, a member of Vidmar's staff tells the *Times*, 'The expedition will redefine what can be achieved with solo open ocean travel.'

"These claims are kind of funny because in the very same article the *Times* reports that in '67, Edward Gillet kayaked from Monterey to Hawaii, arriving 63 days — and 25 lbs — later.



TIME LIFE

So how can Vidmar's proposed trip to Hawaii really be any longer than Gillet's? And how could Vidmar possibly 'redefine' what's already been done?

"Had the *Times* done a little research, they also would have discovered that back in '51, Dr. Hannes Lindemann kayaked across the Atlantic in a Klepper inflatable kayak, using a model that is still in production today.

Dr. Hannes Lindemann crossed the Atlantic by canoe in 1951.

But that's nothing compared to the accomplishments of Oskar Speck. Over a course of seven years in the '30s, Speck used a foldable kayak to make it all the way from Germany to Australia. If anybody is going to 'redefine open ocean solo travel,' they are going to have to deal with Speck's legacy.

"We don't want to rain on Vidmar's planned parade — after all, he has 100 times the courage we have — but we would like to provide some context for what he is planning to do. First of all, did you know that more than 300 people have rowed across

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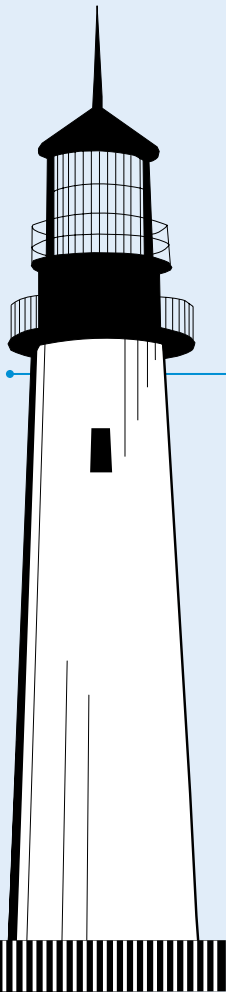
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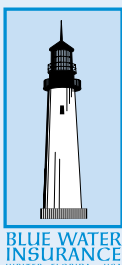
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LETTERS

the Atlantic Ocean? And that one man 'swam' across, sleeping at night in his little boat? And that another fellow — obviously French — drifted across the Atlantic on a mooring ball? And that it's farther across the Atlantic than it is from San Francisco to Hawaii.

"Indeed, drifting is the main moving force for many of these small boat ocean accomplishments. Lindemann, for instance, went with the wind and current across the Atlantic. Dr. Alain



WEBB LOGG

Alain Bombard proved his inflatable was seaworthy by crossing the Atlantic.

Bombard did the same, when he took off to prove his inflatables were seaworthy. But we'll give Bombard bonus points, because he set off with nothing more than a sextant and very little food.

"One wonder of Gillet's 63-day 'paddle' to Hawaii is that it took so very long. Our old friend George Sigler who, as

the owner of the long-gone Survival & Safety in Alameda founded the Singlehanded TransPac, once drifted from San Francisco to within 60 miles of Hawaii in just 56 days on a big sloppy raft. And that included getting rolled the first night and losing virtually all of his and his partner's supplies.

"If a kayaker wants to impress us as having paddled — as opposed to drifted — across the Pacific s/he will have to do it from Hawaii to San Francisco.

"Three other phony factual claims in the Times had us scratching our heads: 1) That Vidmar could face seas up to 45 feet high. Right. Although we suppose that could be true if he paddled to the North Shore of Oahu and joined the surfers waiting for the first big swell of winter. 2) That if he needs to be rescued, it could take days for help to arrive. We suppose that would be true if his EPIRB broke and/or the AMVER rescue system suddenly failed. And, 3) the trip will be about 3,000 miles. Does Vidmar plan on going to Hawaii by way of Cabo San Lucas?

"And now, back to sailing."

↑↓ YES, MORE FACT CHECKING IS IN ORDER

Latitude needs to do a little fact-checking as well. Lindemann did not cross the Atlantic in an inflatable Klepper kayak, but in a foldable Klepper kayak. Klepper doesn't make inflatable kayaks.

Anytime I read something that *Latitude* writes, I feel I have to check your facts because you handle them very loosely, e.g. such as declaring India as having the fourth largest economy in the world.

Richard Leute
Acey Deucy, J/44
Sausalito

Richard — One of the challenges we face trying publish as much original editorial content as we do with an editorial staff that could fit into an El Toro is that, individually and collectively, our minds sometimes become so overloaded that we transpose numbers and facts, and we don't always get as much time to double-check facts that we're just pretty sure are accurate. It's a pity, but it's also why we always remind people never to believe everything they read. No matter where they read it.

That said, we think the fact that we forgot that Klepper crossed the Atlantic in a foldable as opposed to an inflatable kayak is hardly as serious an error as was the Times reporting

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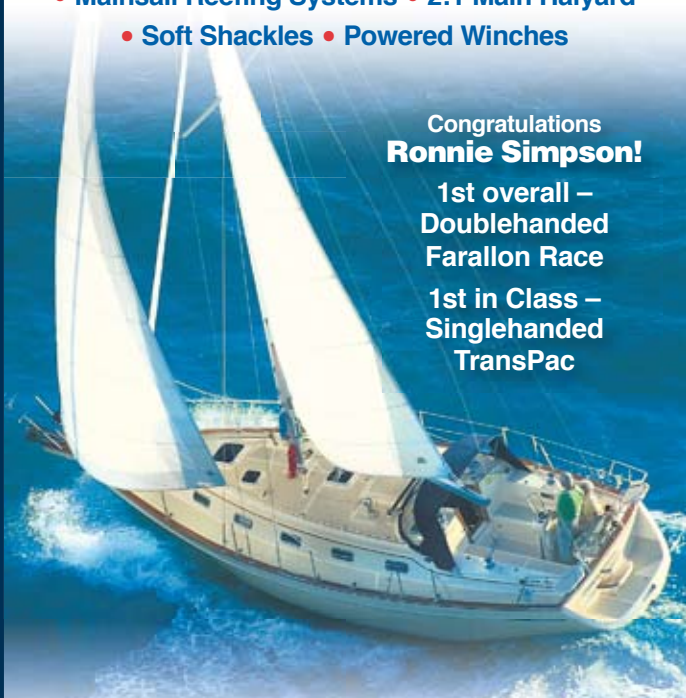


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LETTERS

that Vadmar would be accomplishing something that hadn't been done before. Or that he'd have to worry about 45-ft waves, and that it would be a 3,000-mile trip, all of which were more significant factual boo-boos.

That said, we read the New York Times every day, as we think it's important to understand the perspective of a few rather affluent opinion-makers who live in one small but very densely populated part of the Northeast.

↑↓ ANOTHER NOTABLE PADDLE-POWERED TRIP

When it comes to paddle-powered trips, don't forget Dana and Virginia Lamb's canoe/kayak trip from San Diego to Panama in the '30s. It was chronicled in *Enchanted Vagabonds*, their classic armchair adventure book.

Larry Radcliffe
Ladies Choice, Catalina 27
Pt. Richmond

↑↓ DONATING BASEBALL GEAR TO TURTLE BAY

I've read about the baseball games between members of the Ha-Ha fleet and residents of Turtle Bay, the event's first stop. I'm an athletic equipment manager and have access to extra equipment, but only want to give the stuff away to places where it would really be appreciated.

Ken Bliss
San Luis Obispo



LATITUDE / ANDY

Ken — The folks in Turtle Bay, population of about 2,500, are crazy about baseball. They have four traveling teams, and their 'six years and under' squad

traveled to Cabo to capture the championship of Baja for their age group. In a small town where many of the kids don't have much at all, a ball, a glove, a bat — or even a hat — is a much-appreciated gift.

↑↓ TIME FOR THE HISTORY LESSONS

I've got a story that should be of interest to sailors who enjoy classic sailing yachts, particularly ones that have had a bit of an unusual history. The yacht I'm referring to is *Kamali'i*, the 75-ft centerboard ketch that was built in Southern California in '58. She was commissioned by Edward 'Larry' Doheny III, the grandson of Edward Doheny. In the '20s, Edward Doheny was said to be the richest man in America, having made his fortune in oil in the Los Angeles area and Mexico.

With more money than God, grandson Larry spared no expense when having the yacht built. He had her designed by Phillip Rhodes, a premiere naval architect of the era, and had her built at Wilmington Boat Works, one of the great yards of the time. *Kamali'i* is truly a magnificent piece of yachting history. She's 75 feet LOA, 54 on the waterline, has a beam of 18'2", and displaces a shocking 143,000 lbs.

Larry Doheny was an avid yachtsman, and raced *Kamali'i* in all the TransPacs between '59 and '71. After Doheny died in '99, *Kamali'i* languished in Newport Beach until she was purchased by James Booth of Auckland. For quite some time now she's been undergoing a major restoration and refit in Newport Beach.

I'm a marine scientist and a volunteer at the Center for

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Wooden Boats, and am happy to say that I've been invited to help sail the ketch from Newport Beach to Auckland, with one stop in Tonga. The crew for the trip to New Zealand will consist of the new owner, two guys from New Zealand, two from the United States, and two from the United Kingdom.

As always, there have been delays in getting the work completed, so we'll not leave in early August as planned. But by the time this letter makes print, the owner and crew should have arrived in Southern California, and we should be in the process of completing a couple of weeks of shakedown sailing in the Channel Islands. After that, we'll set sail for Auckland. Because of our late start — well into the hurricane season — we will initially be heading west toward Hawaii, and then south for our first landfall in Tonga. The final leg will be Tonga to New Zealand.

I'm looking forward to sending reports to *Latitude* on the trip.

Wayne Haight
Honolulu

Readers — There's some fascinating history here. Edward Doheny, a part-time painter and prospector, arrived in the small town of Los Angeles from Santa Fe in the late 1800s. He was so broke he couldn't pay for his room and board. But when he spotted tar-asphalt just below the surface at the current site of the parking lot of the Echo Park swimming pool in downtown Los Angeles, he borrowed \$400 from a part-time business partner, and using picks and shovels, plus a drilling system that utilized the trunk of a eucalyptus tree, dug down 225 feet. It was either the first or second well drilled in downtown Los Angeles, and produced 40 barrels a day. That wasn't a lot, but it was the first step in the drilling of 300 more wells in the area.

Doheny cleverly got the railroads to switch from coal to oil to power their locomotives, then went down to Mexico in search of oil. In '16, his company's Cerro Azul #4 well exploded with a stream of oil 600 feet in the air and a blast that could



WEBB LOGG

Drilling for oil in downtown L.A. was the start of a massive fortune.

be heard 16 miles away. For many years it was the world's biggest producing well, and would indirectly lead to the formation of PEMEX. That Doheny produced so much oil in Los Angeles back when it supplied 25% of the world's oil, and owned the world's most productive well, made him fabulously wealthy. The Doheny name is all over Southern California, from Beverly Hills to Dana Point. Well-known for philanthropy, the Doheny name was nonetheless besmirched as the result of his bribing the Secretary of the Interior in order to get very lucrative no-competition bid-on rights to Kern County oil in the historic Teapot Dome Scandal.

Now for some fun sailing history. Edward's grandson Larry raced Kamali'i in every TransPac from '59 to '71. Shortly after the conclusion of the '71 race, and just prior to his delivery crew's setting sail for California, Kamali'i was hijacked from the Ala Wai by three young numbskulls from the mainland. Armed with knives, they forced the three-man delivery crew to take Kamali'i out of the marina and head in the general direction of Tahiti. About 170 miles out, the hijackers, who knew nothing about sailing, despite one's service in the Coast Guard, put



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the crew in a liferaft and continued on. Incredibly fortunate, the displaced crew were picked up in the middle of nowhere by an Italian ship taking bananas to Tokyo. The Coast Guard was alerted of the ketch's general position, and a plane was sent to search for her. According to news reports, the hijackers tried to "hide in a line squall" 300 miles from Honolulu, but were spotted by the Coast Guard plane.

Soon, Larry Doheny and crew arrived on the scene



COURTESY KAMALI'I

The great 'Kamali'i' at Diamond Head at the end of the TransPac. At last word, she was still in the yard.

aboard a Coast Guard cutter. Initially the hijackers were defiant, flipping the bird to the Coast Guard and the yacht's angry owner. But the sight of guns gave the hijackers a change of heart. Doheny and crew boarded Kamali'i and locked the hapless hijackers in a forward locker for what must have been a long,

strange beat back to Honolulu. Kamali'i broke down nine miles from the Ala Wai and had to be towed in.

Kamali'i was not the first Doheny vessel to be threatened. In December of '41 — which for you young readers was just after the outbreak of World War II — an Imperial Japanese submarine attacked the 7,000-ton oil tanker Larry Doheny near Cape Mendocino. Four shells hit the bridge of the tanker, but thanks to the help of a U.S. military plane, the tanker escaped.

↑↓ HUG THE PIER GOING INTO CLIPPER COVE

I have a couple of follow-up observations on the "Time For A Baycation" article in the July issue. There are serious depth issues going into Treasure Island Marina. First of all, the channel is not marked. Based on my experience, I suggest clinging to the pier and shore to the right when entering. The center approach can be very challenging at low tide.

In addition, The Winery, although only a stone's throw from the marina, is no match for several other wineries about a 20-minute walk away. Especially Bodega Wine Estates, which is well worth the effort needed to get there.

Jon Price
Adagio, S2 9.2A
Tiburón

↑↓ ALERTING WHALES TO YOUR PRESENCE

To further the discussion in last month's *Latitude* about collisions between boats and whales, these are tragedies for both the whales and the humans, and we need to apply some more thinking about how to warn whales that our boats are coming their way.

I'm not sure if much serious research/engineering has been done on keeping whales and small boats apart, but there has been lots of research done in the hope of preventing collisions between large ships and whales. Particularly North Atlantic Right Whales in the Stellwagen Bank area northeast of Boston.

Sailors along the West Coast would be concerned mainly with grey whales, of which there are about 20,000 that migrate up and down the coast. They usually travel within a few

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LETTERS

miles of the California coast, and if equally spaced in a long line, would be about 100 feet apart. So knowing where they are and keeping a good watch during the migration season would help.

It's likely that most collisions occur when whales are sleeping. But I'm sure that there is a better way to announce the



BILL BOUTON

One trick to avoiding collisions with whales is to stay out of their way as much as possible.

approach of one's small boat than by playing rock music or horns through our hulls. Horns work pretty well on our highways, which are an acoustically-poor atmosphere. Whales are highly tuned in to their acoustic environment, and the ocean environment is superb for acoustic transmission. Perhaps the sounds made by an approach of killer whales would wake them up.

Hopefully some enterprising marine engineering groups, such as those up and down the California coast, will pick up the challenge. A working warning system, especially one that is a simple add-on to a depth-sounding system, should be a popular seller. The whales are increasing in population, which is a good thing, and we need to learn how to live with them.

Steve Eittrheim
Unanimous, CS-30
South Beach Harbor

Steve — We were motoring Profligate north about 10 miles off the coast of La Jolla a few weeks ago when we came across a line of blue whales. At up to 100 feet in length, the blues are the largest known animals to have ever lived. The line of whales extended for as far as the eye could see in both directions. What we wouldn't have given to have had a device that could have warned them of our approach! Alas, we don't think the technology exists. Yeah, we could figure out a way to make the whales hear us, but West Marine doesn't yet sell a device that tells the whales we mean no harm, and that we just want to pass by them.

⇅ CHARTER COSTS FOR 'TI PROFLIGATE

Harbormaster McKay and I were having a debate over the cost of chartering 'ti Profligate during the months of November and December in the British Virgin Islands. In the ad on page 121 of a recent issue, it said that the boat was available for five weeks in November and December for \$4,995. Our disagreement is about whether or not the \$4,995 is for one week or for five weeks.

P.S. I love *Latitude* and have been reading it since it was in single digits.

Doug Royer
Sudden Impulse, Catalina 27
Danville

Doug — Perhaps the ad wasn't worded as clearly as it could have been. 'ti Profligate is a Leopard 45 catamaran that sleeps eight in four cabins with heads/showers ensuite. And you're correct, it's \$4,995 per week, not for five weeks. The 'five weeks' refers to the fact that the price jumps in mid-December as the

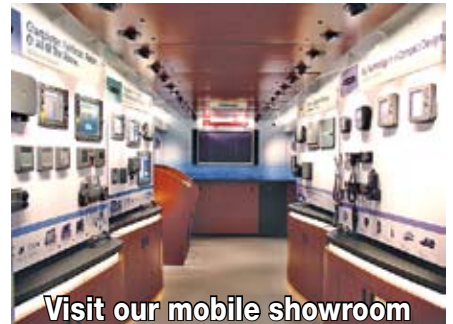
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LETTERS

season heats up.

If Harbormaster McKay wants to shop around, we think he'll find that it's a killer deal. To put the 'ti Profligate price in context, a new California-based sailing media outfit has



LATITUDE / RICHARD

rented smaller Lagoon 41 catamarans for that same time period, and from the same BVI Yacht Charter folks who manage our cat. The media company is charging \$4,100 per double cabin for their cats, or just \$400 less than all four cabins on 'ti Profligate. True, their cats come with a captain. But when the Wanderer and Doña de Mallorca run 'ti Profligate for the St. Barth Bucket in St. Barth, we only charge \$2,500 per cabin. And there's an Olson 30 thrown into the mix. It's as they say, when companies compete, the customer wins.

'ti Profligate' is a steal compared to other charter offerings.

↑↓ WHAT WERE YOU THINKING?

On Page 125 of the August issue you had an article, plus a supporting photo, from Whidbey Island Race Week. The photo shows a woman exposing her breast. On page 124, the opposite page, there's an article about young junior sailors competing in the Governor's Cup, but with no supporting photos. Where is your head at? What were you thinking?

Youth sailing is a major sport that contributes to Olympic sports. The Governor's Cup contributes to America's Cup sailing. Your choice of photos says 'where you're at'.

Bob Strang
Sky, Hylas 49
Mud Island, TN

Bob — We think you can best evaluate where our editorial heads "are at" by reading the entirety of the 172-page issue, not just extrapolating from one photograph out of several hundred.

We can see how you might have made the mistake, but the photo of the woman with the exposed breast on page 125 — as well as the photo of the bare-breasted women in Sightings — are actually from the Bay View Boat Club's famous Plastic Classic Regatta, not Whidbey Island Race Week.

The partially clothed women at the 'T Mark' — we'll let you guess what that's supposed to mean — have a greater historical significance than you apparently realize. If you go



JIM ZORN

to 560 Broadway in San Francisco's North Beach, you'll see a bronze historical plaque that proclaims that it was in the little Condor Club on June 19, 1964, that waitress Carol Doda, then a 34B, climbed atop a white piano, took off her top, and began

dancing erotically, allegedly giving birth to topless dancing in the United States. Within days, every other bar on Broadway featured topless dancers, and within weeks there were women in scanty outfits dancing in cages above Broadway. Thanks

Tee hee, a little laughter at the 'T mark'.



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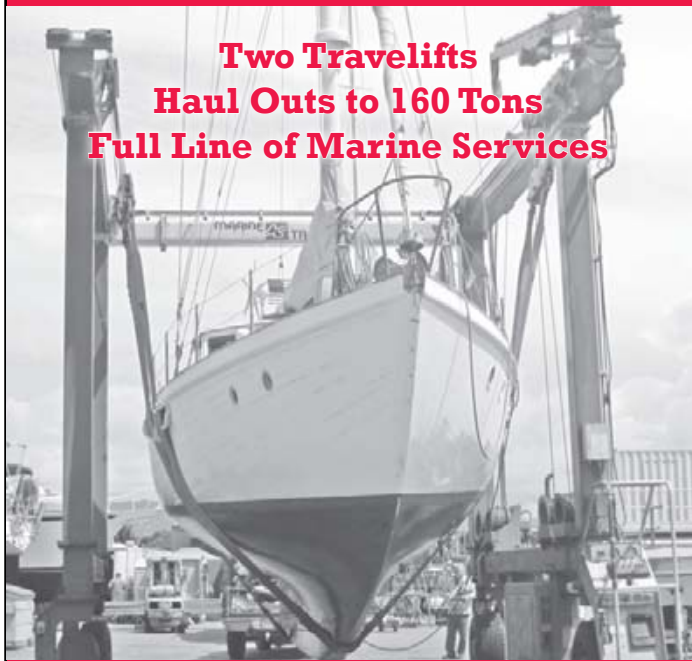
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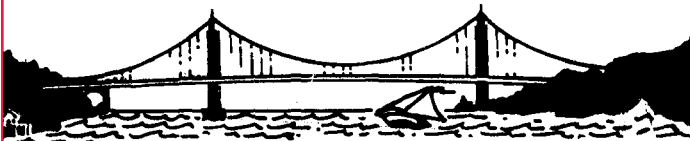
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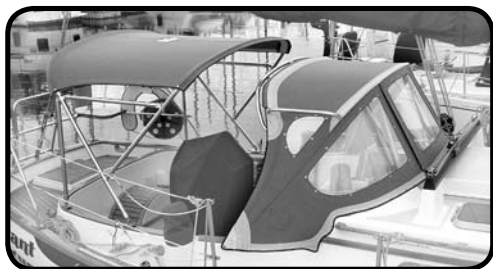




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LETTERS

to the mobs of people, it took a couple of hours to drive a block on those nights. About five years later, having long before augmented herself to 44s, Ms. Doda upped the erotic ante by going bottomless at the same Condor Club, another alleged first for the United States.

These incidents are part of the treasured history of San Francisco, sort of the equivalents to Washington's crossing the Potomac in D.C. or Paul Revere's ride through Boston. As such, when the Bay View Boat Club organizers of the Plastic Classic Regatta for older fiberglass boats wanted to publicize the event and have a little fun, it was only natural that they got Ms. Doda — and her classic plastic breasts — to serve as the T Mark. While Ms. Doda no longer shows for the event, other fun-loving women stand in her stead for a few laughs and to uphold a San Francisco tradition. Sort of like the Daughters of the American Revolution marching in Fourth of July parades and the peasants running with the bulls in Pamplona. We know this is naughty, ribald, scandalous, disgusting — pick any two — behavior, but it's what passes for very mild-mannered good fun in San Francisco, and therefore demands our coverage.

If you think we're pandering to the prurient interests of our readers with such photos, that's insulting. If we wanted to give our readers erotic photos of women, we could do a hell of a lot better. And trust us, the requests for such photos are never-ending.

As for junior sailing, the interest is naturally intense among family members and a few yacht clubs, but virtually doesn't register with the average Latitude reader. Or advertiser. Furthermore, the Olympics and the America's Cup notwithstanding, we believe it's healthy for junior sailors to sail in relative obscurity for as long as they can. Lord knows there is plenty of evidence of how destructive too much fame can be on the young.

Before any San Franciscan goes to all the trouble of writing us about the third famous incident at the Condor Club, we'll share it with everyone. In November of '83, Jimmy Ferrozzo, the extremely overweight PR rep for the Condor, and Theresa



CLUB CONDOR

The infamous killer piano at the Condor Club.

Hill, an exotic dancer, decided to have sex atop the famous white piano after the club had closed. During the flailings of love-making, one of them accidentally hit the switch that activated the hydraulic system that raised and lowered the piano. Alas, the two lovers were apparently so lost in passion that they didn't realize, until too late, that the piano they were on was headed toward the ceiling. Ferrozzo was soon crushed to death. Hill, after being compacted with the dead man for several hours, was eventually discovered by a janitor and survived. "If Jimmy had to die young, he would have wanted to die doing something he loved," said a co-worker.

Anyone who thinks that we made any of this up is encouraged to Google it.

↑↓ FUN WITH BOAT NAMES

I got a laugh out of the August 13 'Lectronic item that compared boat names to the people on them or the actions of the boats. For example, two people snoozing in the afternoon sun beneath the name *Thriller*, and *Clueless* as the name of

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LETTERS

a boat that almost swamped your boat with their wake.

But I wonder if you've ever considered commissioning a study to test the validity of the long-held belief that there is an inverse correlation between how noisy a boat is and the size of the owner's penis?

Stephen Faber
Sherri Lynn, Grand Banks
Sausalito

Stephen — To be perfectly honest, we've never considered commissioning such a study. One reason is that we're not really that interested. Another is that we don't have the money. However, you might try the National Institute for Health, the ones who decided to spend five years and several million dollars to determine whether alcohol consumption by Chinese prostitutes — in China, not the United States — was related to their contracting HIV. It seems as if that government agency might have more money than they know what to do with.

↑↓ LEARN SOMETHING NEW EVERY DAY

The correct name for what you were talking about in the August 13 'Lectronic is 'apronym', which means a humorously appropriate name. Such as 'Grace' for a clumsy woman, or 'Speedy' for a pet slug.

EJ Koford
Patches, Floating Fourteen
Elk Grove

EJ — It would seem 'apronym' doesn't work in this context as it means "a name that matches the occupation or character of its owner." We couldn't find a word that describes the opposite of apronym, so maybe we should coin one. How about 'oppronym'?

↑↓ MORE FUN WITH BOAT NAMES

The best name we've ever seen — and we've been around — was on a rather rough steel cruising boat that had no doubt been homebuilt by someone's little brother. She was named *Rumpledsteelskin*. The name still brings a smile to our faces.

Jim & Ann Cate
Insatiable II, Sayer 46
Iluka Harbour, Clarence River, NSW, Oz

↑↓ MY FUTURE BOAT'S NAME

I haven't seen a boat named *TotheMotus*, but that's going to be the name of my boat when I get one. I thought of it after being in Tuamotus, one of my favorite places in the world, after the Puddle Jump last year.

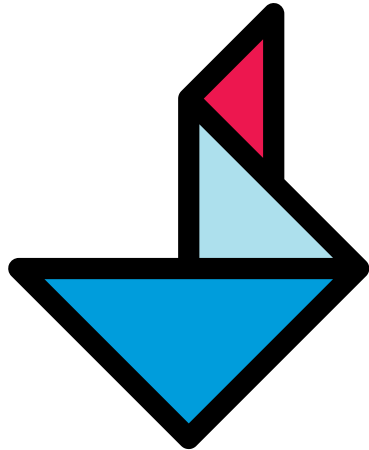
Jennifer Martindale
Sayulita, Mexico

↑↓ IT WAS FATE

While we were in Marina de La Paz, there was a *Karma* right across from a *Kismet*. I guess it was fate. I remember the amusing confusion on the Ha-Ha morning net when *Whatchagonnado* came up.

John Fluno
Alias, Hylas 47
Santa Rosa

John — Barritt Neal tells us that he and his wife Renee woke up on their Peterson 44 *Serendipity* in Trinidad one morning to find they were between two other boats named *Serendipity*.



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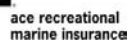
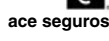
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LETTERS

↑↓ CONSIDER THE REPERCUSSIONS

While in Newport, Rhode Island, many years ago, I saw a boat named *Overdue*. I couldn't help wondering what would happen the first time he called the Coast Guard. "Coast Guard, this is the vessel *Overdue* . . ."

David Forbes
Mr. Squigley, Colgate 26
Alameda

↑↓ MAYBE WE MISSED SOMETHING

Mark Denzer's Sonoma 30 *Cowabunga* lived up to her name by sinking in the Kauai Channel last month. Fortunately all seven crew, including Zack, Mark's son, are all right. Mark wasn't aboard, as this was the delivery home after this year's Kauai Channel Race.

Tim Dick
Sausalito / Honolulu

Tim — We're not sure how the name *Cowabunga* relates to a boat sinking. As we always understood it, *Cowabunga!* was the way Chief Thunderthud — he being the only Native American to ever sport a mustache — greeted the Peanut Gallery in the old *Howdy Doody Show*. It later became a popular form of greeting between surfers.

↑↓ CAN'T CALL HIM A LIAR

I saw a boat named *The Office*. I can just picture a boat-owner telling his wife or girlfriend that he is "going to *The Office*." Or, "I can't talk right now, I'm at *The Office*."

Robertta Edwards
Martinez

Robertta — At least he wouldn't be lying.

↑↓ PROMISES, PROMISES

My favorite is *Never Again II*.

Michael Roth
Honolulu

Michael — *Never Again II* is actually a pretty common boat name. We have a friend in the Caribbean — back in the day he wanted to take West Marine public — who was most recently up to a big catamaran called *Never Again V*.

↑↓ GOING APE SHIP

Some of my favorite boat names from Marina del Rey were *Doctor's Orders* and *Branch Office*, both great excuses for not coming to work. "I can't come in today, *Doctor's Orders*." Or,

"He's not available today, he's at the *Branch Office*." But my all-time favorite was *Ape Ship*.

Two Bay Area favorites are *Gruntled* and *Wife Not Happy*, both of which should rank high on any list of funny names.

In regard to the photo that ran in the August 13

Don't try to take a shortcut outside the channel to Marina Bay or it could cost you several hours.

Lectronic, it looks to me as if the grounded vessel in the photo, with Brooks Island in the background, may have been outside the channel to Marina Bay. Every so often a skipper gets tempted by what looks like open water, and strays outside the marked channel trying to take a shortcut, and runs aground. But if you



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LETTERS

trust your depthsounder and navigation, and have a shallow enough draft vessel, it is possible to circumnavigate Brooks Island at the higher tides. If you're willing to take the risk of getting stuck for a tide cycle.

Stephen Orosz
Harbormaster, Marina Bay Yacht Harbor
Richmond

Readers — We've always thought Gruntled was the most clever boat name ever, assuming that it was the back formation of a word that didn't even exist. But it turns out that 'gruntle' really is a word which, despite the sound, means pleased, satisfied, or contented.

↑↓ THE STICK NEVER LIES

Our Amel *Exit Strategy* uses a simple float gauge for the 1,000-liter water tank. The gauge goes up and down against a calibrated scale, and is readily visible near the companionway. Our boat's fuel tank is, on the other hand, measured with an aluminum dipstick. The stick never lies, so there is never any guesswork — and you know when you're getting ripped off by one of the fuel vendors in Turtle Bay.



ACE LOWE

Or just pick up a cheap piece of dowing.

Dave Benjamin
Exit Strategy, Amel Maramu
Alameda

↑↓ WHAT A SIGHT

Sight gauges work perfectly — provided you have the space for them. Actually, it's things like sight gauges on tanks that set proper boat design apart from the other kind.

Martin Goldsmith
ex-*Gold Eagle*
Seal Beach

↑↓ BOATS I HAVE KNOWN AND THEIR GAUGES

The Tank Tender system I have now for my two water and two fuel tanks never seems to read right. I've had them calibrated full and empty, but get different results from one reading to the next.

My Peterson 33 had a float type system that would read full on the starboard tack and almost empty on the port. With my Ericson, I used a marked stick that I dipped in the fill hole.

My older Catana catamaran had the best system ever — sight gauges. These consisted of tubes brazed to the top and bottom of the tank, connected by clear fuel hose. This was the perfect system, as it was simple, easy to read, and had no moving parts.

Brent Schneider
Cyclone, Morgan Nelson-Marek 36
Ventura



WEBB LOGG

Sight gauges are simple and very effective. Brent — We've owned 11 boats over the years, and most of them had the usual float gauges. Most of them worked most of the time, but it was a pain when they didn't. We used to have a wooden stick to measure the fuel in the big tank on our Ocean 71 Big O. As Dave Benjamin wrote above, "the stick never lies." Sticks are cheap, too. A four-foot long 3/16"



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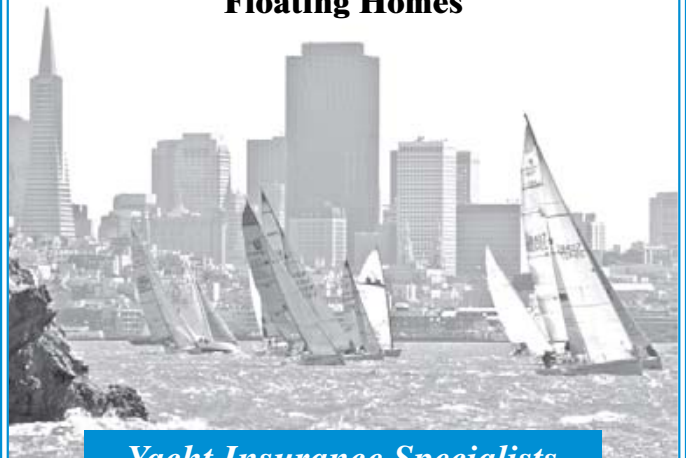
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LETTERS

maple dowel costs about \$2.40 at Home Depot. We think sight gauges are simple and accurate, but more simple and accurate than a stick?

↑↓WHAT'S LESS EXPENSIVE THAN A STICK?

If your boat has an engine hour meter, you don't need a fuel gauge. The way the engines in boats are used, the consumption is pretty steady. Based on the hours you've run your engine, you know how much you've consumed and when to refuel.

Richard Leute
Acey Deucy, J/44
Sausalito

Richard — In times of normal usage, we think you've got a great solution. But fuel consumption estimates may be way off when doing something like a Baja Bash.

↑↓DON'T FORGET ABOUT CHANNEL ISLANDS HARBOR

We spent almost 10 years cruising Mexico and the Pacific Coast down as far as Panama aboard our Hunter 42, and enjoyed (almost) every minute of it. In '06, we settled in a house in Channel Islands Harbor and now each month we relive our cruising adventure through the pages of *Latitude 38*. Whether it's a picture of boats anchored in San Francisco or San Juanico, or a discussion of Norm Goldie or just finding boat parts, the *Letters* and articles in *Latitude* make our day. After six years we still look forward to each issue.

Since it's almost time for this year's cruisers to be making their way to San Diego and points south, we encourage Northern California and Pacific Northwest sailors to remember



WEBB LOGG

If you absolutely must enter Channel Islands Harbor at night, check with the Coast Guard on conditions.

Channel Islands Harbor. It's easy to enter, there are plenty of guest docks, and it's convenient to shopping and all levels of restaurants — not to mention being the gateway to cruising our magnificent Channel Islands.

One of the highlights of this great stop — and located right on the main channel — is the Channel Islands Maritime Museum, displaying fine art from the 17th century on, as well as world-class ship models. It's well worth the time.

Gene & Kandy Harter
Passage, Hunter 42
Channel Islands Harbor

Gene and Kandy — Thanks for the kind words and advice.

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

a smash hit!

We attended the America's Cup World Series as regular folks instead of insiders. That means we took public transportation to get there, and watched from the Marina Green and the Spit rather than one of the yacht clubs or VIP tents. Having done so, we're here to report that the World Series was a killer event. After everybody's whining and second-guessing, the America's Cup Event Authority folks put



Jimmy Spithill and Russell Coutts of Oracle Team USA celebrate their respective wins in the AC World Series.

on a great show that exceeded all our expectations. We don't know what the official attendance was, but it drew a lot more spectators than we'd anticipated, most of whom knew little, if anything, about sailing. And that's a good thing.

What went right? The 45-ft cats were perfect boats for the event, as they were both fast and often on the edge of capsizing. Unlike monohull America's Cups, where the leads changed hands about as often as we change presidents, the cats passed each other right and left, and no lead was ever safe. The course, between the St. Francis YC and just east of Fort Mason, was short and sweet, with the boats in view at all times. There were no long gaps between races for spectators to lose interest. Having the colorful cats anchored in a row just 100 feet off the Village created a superbly festive atmosphere. The sailors, with all their gear on, have to pass through the Village crowd to get to and from their boats, and their getting up on stage after the races added a much needed personal element. The Village itself had a great "everybody's welcome" atmosphere, what with a 45 on display, beer, wine and food available, and even things for the kids to do. Tucker Thompson and Andy Green, the announcers, were enthusiastic and funny. The rock music in the background gave the event a beat. And the video coverage for the entire event was absolutely fantastic!

Thanks to the good — but unfortunately not great — winds and the arena-like course, as well as all the other elements, we give this World Series an 8.5 out of 10.

What could have kicked it up a notch? Even though the event commentary was broadcast on VHF 20 and over loudspeakers in some areas, there were certain areas — particularly the Spit — where the massive crowds were clueless as to what was unfolding before them. Many of the spectators didn't have any idea what was going on — sort of like us watching a cricket match — which greatly undermined their appreciation. Even we often had a hard time telling who was ahead and who was coming on strong. It probably isn't practical, but the best would be to have Jumbotron screens all over the place so everybody could, thanks to the genius of Stan Honey, know precisely what was going on at all times. We also found the races to be a little too short. We think everybody would have enjoyed another lap per race. Oddly enough, the biggest screw-up was the lack of cash registers at the Puma logo stand. People had to wait 45 minutes to hand their money over.

Two observations: Light-air racing is a snooze. When you compare the video of the World Series events in the light-air venues of San Diego and Newport, Rhode Island, they are painfully dull when compared to the racing in windier San Francisco and Cascais, Portugal. And now for the ultimate heresy. We know the America's Cup has always been

continued on outside column of next sightings page

cowabunga

Normally, post-ocean-race repositioning trips are a lot less dramatic than the race itself. But not always. On August 12, following the previous Friday's Kauai Channel Race — from Oahu's Kaneohe Yacht Club to Kauai's Nawiliwili YC — Mark Denzer's Sonoma 30 *Cowabunga* sank while her crew was delivering her home upwind.

Thanks to a textbook response from



sinks

Coast Guard resources in both Oahu and Kauai, all seven crewmembers, including Denzer's son Zack aboard were picked up out of the water without injury. All were wearing PFDs. The owner himself was not aboard.

We have not been able to reach Denzer for details, but according to Hawaiian newspaper reports, the sloop began tak-

continued in middle column of next sightings page

hit — cont'd

about match racing, but it was obvious that the fleet races had infinitely more appeal — we could tell by the yelling and screaming — than the match races. Match racing is so last century, it's time to dump it.

That good breeze is so critical to an exciting World Series has us anxious about a potentially light-wind — and therefore dull — World Series in October. But the America's Cup folks can worry about that tomorrow, for today they should celebrate having done such a great job. Read Paul Oliva's full report on the AC World Series starting on page 84.

— richard



Our verdict: While the match racing (spread) was fine, the fleet racing won the hearts of the spectators.

ALL PHOTOS ACEA / GILLES MARTIN-RAGET

SIGHTINGS

readers reactions

It seemed a safe bet that America's Cup racing events held on San Francisco Bay would garner good crowds — at the very least on the water — but no one really knew what to expect. Valencia and Newport drew large numbers but San Diego was a bit of a let down. As it turned out, thousands showed up for the World Series in SF last month, finding perches on shore and on the water. While the America's Cup Event Authority (ACEA) is undoubtedly gratified at the turn-out, we wanted to know what our readers thought. We asked and you told us.

• *Chuck Hawley*: What a wonderful event! I was not prepared for the ease of accessibility, and the fun activities and viewing on the Marina Green. If this doesn't help the popularity of sailing, no one can say

continued on outside column of next sightings page

cowabunga

ing on water at about 12:40 a.m. Failing to discover the source of the influx, the crew quickly realized the boat was a lost cause. They literally watched the boat sink out from under them in a very short amount of time.

After receiving the EPIRB signal from the sinking vessel, the Coast Guard dispatched a helicopter from Oahu, whose rescue swimmer assisted four of the crewmembers to safety aloft at approximately 1:50 a.m. The three remaining



Youth Day, sponsored by PG&E and SailSFBay.org, brought kids of all ages and backgrounds to the AC World Series for some friendly FJ racing.



SPREAD: LATITUDE / DONNA ANDRE; INSETS: LATITUDE / JOHN A.

— cont'd

crew waited in a CG-supplied liferaft with the rescue swimmer for less than an hour before a 47-ft motor lifeboat out of Kauai arrived to retrieve them.

Designed by the late Carl Schumacher, Sonoma 30s were built in Petaluma (Sonoma County) many years ago, hence the name. Sources tell us this is the same boat that lost its rudder in the very windy 2005 Lahaina Return and is a veteran of many ocean races.

— andy



Racers interacted with the kids, giving them a thrill of a lifetime.



reactions — cont'd

that Mr. Ellison hasn't given it the best possible chance of success.

• *Jack A. Everett:* Awesome! Fast! Wow! Proud of the Bay Area support. I was on the TV crew so I saw all skippers and guests at the interviews, and had good views of the action.

• *Jim Robinson:* I watched the racing on Wednesday, Thursday, Friday and Saturday from four different locations: the breakwall between the Golden Gate YC and the St Francis YC, the deck of StFYC, the spit beyond GGYC, and the aft deck of the committee boat. All locations were magnificent for viewing the racing. I then watched the replays that night on the TV and internet. The racing, along with the technology and competency of all — from sailors to race committee to support on the water — was astounding.

• *Ethan Hay:* An exciting, extremely well-run event. You could practically smell the adrenaline from the shore. AC45s are hot, so the 72s should be epic and history-making. Well played, Larry Ellison. Well played.

• *Bob Lee:* If you didn't enjoy Super Sunday, you aren't wired right!

• *Kim Lonie:* What impressed me the most was that the team members would stop and talk to the people in the Mix Zone. You could tell they were enjoying what they were doing, regardless of whether they won. I also liked that I, along with my thousands of new friends, could sit along the seawall or walk out on the spit for free. I later watched some of the races on TV, and while coverage was amazing, seeing it live was a total rush! I will certainly be heading back in October, and I won't miss a chance to see the events next summer.

• *Erich Marse:* Reminded me of superbike or supercross racing. Exciting to watch, maybe even to try, but I wouldn't want to spend all day on one.

• *Lynn Ringsets:* Sailing spectators are among the most gracious crowds to jostle elbows with. Experienced sailors shared knowledge with thrilled newbies as the fleet whizzed past within cheering distance of the jetty.

• *Gary Ryan:* The most exciting thing to me about the AC World Series is that the rest of the world gets to see how lucky I am to call San Francisco Bay my homeport.

• *Kimberly Paternoster:* I'm not much of a racer, but the AC people have done an amazing job getting everyone interested. My first time seeing one of these boats in person was an adrenaline rush itself, and I can't wait for the AC72s to grace us with their presence. I can also say I really appreciate racing a whole lot more, not to mention that I now have a "movie star crush" on Russell Coutts!

• *Ben Rifkin:* This will change the way people look at sailing. It's like comparing a Formula One car with a Geo Metro. Fast, powerful, dangerous, exciting vs. slow and boring.

• *Connie Skoog:* Watching from a boat trumps those great shots on TV. Friday's winds were what the Bay does best. I've been hoping for this for decades. Best venue ever!

• *Marianne Armand:* That was awesome! I would highly recommend having some way to listen to or view the commentary as it's sometimes hard to figure out what's going on out there. I hope that the ACEA figures out a way to make on-the-water viewing more accessible. It's an exciting experience for all sailors and non-sailors alike!

• *Richard Bonilla:* Nice stream. Those guys were movin' right along!

• *Ariane Paul:* I had great fun watching it each day. ACEA should add video monitors close to shore so that crowds near the finish could also see starts, and vice versa.



Hands-on activities were designed to excite.

continued on outside column of next sightings page

SIGHTINGS

reactions — cont'd

• *Chris Tucker:* I came up for the weekend from San Diego because I was so intrigued to see how these cats would perform in actual competition on the Bay. I got what I was looking for and a whole lot more. I will be back next year and will bring more friends. I was in Valencia as well and it looks like their ground plans could beat that, which would be incredible!

• *Rob & Nancy Novak:* My wife and I got VIP passes at Club 45 for the Saturday races. It was awesome! We bathed in Moët Chandon, ate like kings and got a photo with the Auld Mug. The fleet racing was our favorite part. Seeing all the boats charge into the first mark was fantastic. Once they were out of view, we could duck into Club 45, replenish our glasses, and watch the live TV coverage. When the boats returned to windward, we would return to the deck for the next rounding.

• *Chris Peterson:* Excellent stuff. Started shopping for a Hobie Cat with my son on Craigslist within hours. I'm looking forward to the AC when all hulls rise out of the water on foils! You know it's coming.

• *William Sewall:* We watched from the water Saturday and opted for the TV on Sunday. Watching on TV was far more exciting. But kudos to the two announcers at Crissy Field.

• *August Zajonc:* Passed the girlfriend test — she might have enjoyed it more than me. And the non-sailing couple next to us in the beer garden afterward sounded like they'd be back for more. I'd call it a success.

• *Jim Peterson:* What a fantastic four days of sailboat racing. I truly admire Spithill's competitiveness and drive to be first!

• *Jere Visalli:* I saw the future of sailing and it is the America's Cup.

more than one way to cruise

When you hear about Shane Barry's first sailboat trip, you'll probably be amazed — as we were — that he ever set foot on a boat again: In the spring of 2011, he stopped by to visit a friend who told him he'd recently gone to a *Latitude 38* Crew List Party where he hooked



With tattoos all over his body, Shane Barry fit right in in the Marquesas.

up a crew spot on a nice sailboat that was soon to do the Baja Bash from La Paz to San Francisco. Although Shane knew virtually nothing about sailing, he got so excited by the prospect of this adventure that he called both the delivery skipper and the owner, and talked his way into riding along. A week later the two buddies were in La Paz with the delivery skipper, and took charge of the boat.

To hear Shane tell it, though, the voyage began degrading from a dream trip to a nightmare shortly after they set sail. We'll spare you all the unpleasant details, but the low point was when the skipper apparently got very drunk, started to strangle Shane's buddy, then drew a knife on him.

Despite a good deal of negativity on that trip, Shane loved learning about seamanship and being out on the ocean so much that shortly after he returned home to Santa Cruz he bought a beat-up, 1959

wooden Lapworth 36 off of Craigslist for a dollar. Needless to say, it was in very rough shape, but Shane — having been a construction super-intendant — had the skills to get her shipshape again. "I worked 2,000 hours in six months fixing her up," he recalls. In addition to rebuilding

continued on outside column of next sightings page

jeanne socrates solo

On August 1, Jeanne Socrates returned to Victoria, BC, aboard her *Najad 380 Nereida*, completing a 29,000-mile solo circumnavigation via the five great capes: Cape Horn, Cape of Good Hope, Cape Leeuwin, South East Cape of Tasmania and the South West Cape of New Zealand. At 69, she's the oldest woman to do so.

Socrates left Victoria in October, 2010, on a planned nonstop trip around, but a knockdown at Cape Horn forced her to spend nearly a year in Cape Town effecting repairs and upgrading systems. Once underway, she made a handful of stops



Barry took bucket-loads of rot out of this 53-year-old woody.

circumnavigates again

— Hobart, Tahiti and Hawaii — before heading back to the Pacific Northwest, where she'll once again attempt a non-stop solo circumnavigation this fall. "I felt decidedly cheated when I was knocked down," Socrates said shortly before her landfall in BC. "If that hadn't happened, I'm convinced I would have completed my attempt, so I'm going to give it one last try. If that doesn't work out, I'll go back to relaxed cruising in company of friends."

You can follow her attempt at www.svneraida.com.

— *ladonna*

cruise — cont'd

her bones, reglassing the coach roof, and refurbishing both his inboard and outboard motors, he "pulled six five-gallon buckets of rot out of her!"

During that time he also taught himself to sail, navigate and read the weather, along with other essential skills, crediting much of his newfound knowledge to reading Hal Roth's *How to Sail Around the World*. "It's been my bible, my inspiration. And it has saved my ass more than once."

With his dad and a friend along as crew, he made it safely to Cabo San Lucas, then attempted his first singlehanded passage from Cabo to La Paz. Only a few months later he set sail for the Marquesas with an abundance of wanderlust, but very little modern gear, and a miniscule cruising kitty. Remarkably, he made it safely from La Paz to Hiva Oa, in the Marquesas, in 29 days with no engine use, logging

continued on outside column of next sightings page



Shane rebuilt her bones, as well as her inboard and outboard engines.

This dollar store boat has already taken Shane more than 4,000 miles.

SIGHTINGS

cruise — cont'd

2,908 miles. His best day was a 150-miler, and on his worst he logged only 30.

"I think the high point of the crossing was when I got her to steer herself," he reported on his Pacific Puddle Jump questionnaire. His boat, *Clover*, had neither a windvane steering device nor an autopilot. "I can't think of a low point," he wrote. How did he celebrate crossing the equator? "I got wasted and shaved my head, after letting my hair grow for two years." What broke on the crossing? "Nothing. But then, I don't have much."

He arrived in the Marquesas with \$300, and by the time he reached Nuku Hiva, at the northern end of the chain, he was down to \$20. "I didn't worry because I knew anchorages were free and I had plenty

continued on outside column of next sightings page

laura dekker

Laura Dekker, the Dutch 16-year-old who became the world's youngest solo circumnavigator (with stops) in January, has spent the last several months enjoying the lush life in the South Pacific aboard her Jeanneau Gin Fizz *Guppy*, and is now bound for her birth country of New Zealand. Dekker and a crewmember left Tahiti on August 12 for Whangarei.

Dekker was born in Whangarei during her parents' seven-year cruise, and now disenchanted with the treatment she received from The Netherlands' government



DEAN SMITH

leaves for n.z.

prior to her departure, she plans to make it her new home. But leaving the fabled isles was tougher than she'd anticipated. "It feels kind of strange now to leave these Pacific islands that I've come to know so well and try to settle in the place where I was born," she wrote in her blog. "It's a place I know in my heart but just haven't really seen with my eyes. After these years sailing all over the world, I'm on my final trip to New Zealand. It's strange but I'm also really looking forward to it."

— *ladonna*



The Chileans won this year's race . . .

cruise — cont'd

of rice and beans, and, well, it's a sailboat — the wind is free." There he met a family who gave him a job re-glassing and rebuilding their fishing boat. "It was a lot of work. I think I itched the whole month and a half I was there. But it turned out great. Plus, they owned a restaurant, so I ate for free a lot. They took me to local parties where, more often than not, I was the only white person.

"The highlights so far have been the people I've met. I think it's better to travel alone because it's easier to meet people. . . I spent weeks with people and we only had a few words between us. It really puts you in the moment. You can't really talk about the past, because you can't communicate, so everything is about the moment, what you're experiencing together. I've laughed harder than ever before with people that I could only understand one or two words with!"

So what are Shane's cruising plans? "Don't have any. I've gone too far to return, so I'll just take it as it comes."

— *andy*

the rimpac regatta

After I completed the Singlehanded TransPac and enjoyed a week of recovery in Hanalei Bay, my wife Susan and I sailed our Islander *Frolic* to Ko 'Olina Marina on Oahu. We'd joined the Pearl Harbor YC on the advice of a retired Army friend and, at my first meeting, I learned I could volunteer to assist the RIMPAC Regatta held August 3 in Pearl Harbor. What a great event!

The RIMPAC ('Rim of the Pacific') Exercise is a biennial, joint naval exercise with 22 nations, more than 40 ships and submarines, some 200 aircraft and 25,000 personnel. This year's RIMPAC Exercise was held June 29 to August 3 in and around the Hawaiian Islands. PHYC was invited by the Navy's Morale, Welfare & Recreation (MWR) department to help co-host the RIMPAC Regatta. Together, MWR and PHYC ran the race, set marks, helped get the international teams registered and settled into their boats, and timed the event.

Nineteen teams from RIMPAC ships — including Australian Warship 04, with which I had a close encounter and radio contact as I approached Kauai — raced on Capri 18s, with two or three sailors

per boat. The teams came from the warships of seven countries participating in the exercise — the U.S., Canada, Australia, New Zealand, South Korea, Japan and Chile. The event was held at Rainbow Marina in Pearl Harbor in the shadow of the aircraft carrier *USS Nimitz*, the helicopter carrier *USS Essex*, the historic battleship *USS Missouri*, and a converted oil rig called a sea-based, X-band radar platform that the Navy uses for missile defense. My duties included sailing the course before the event to check the elapsed time (26 minutes — very close to the target of 25 minutes). During the event, I was on the safety boat, which tagged along with the racers to make sure they didn't stray into shallows or onto a reef, and to help a few sail back to their slips.

. . . after taking part in more arduous exercises.

After three closely competed heats, an exciting championship race was held between the top two boats from each heat. Chile took first, with New Zealand and Japan rounding out the podium. PHYC and MWR each presented the champions with medals and mementos of their well-deserved victories.

Sailboat racing in the Islands has a long and illustrious history. King David Kalakaua, the last male monarch of Hawaii, instituted

continued on outside column of next sightings page



MC2 CHRISTOPHER PEREZ



The RIMPAC Regatta, hosted by Pearl Harbor YC, offers participating countries the chance to compete in Capris.

SIGHTINGS

rimpac — cont'd

a regatta in 1889 with the award of a large silver cup, which is still presented to the winner of the annual race named for him. In 1924, the sailing elite of Oahu formed the Pearl Harbor YC, which was a center for social and sailing events in the Islands for many years, until the events of December 7, 1941, brought all sailing to a halt. Following the war, the club was re-established as a Navy sailing club, and has continued to support learning and racing activities between the military and the community at large.

— *steve hodges*

speed thrills on foils

Thirty-three knots is the fastest we'd ever sailed on a boat — until July 23. The old record was in the Bay aboard Frenchman Bruno Peyron's 86-ft catamaran *Commodore Explorer* shortly after she'd established a Japan-to-San Francisco record. The new record is 35 knots aboard Frenchman Alain Thébault's magnificent 60-ft foiler *l'Hydroptère DCNS*.

The French have a passion about speed under sail. We surely

would have gone much faster, but *l'Hydroptère* was limited by winds that topped out at about 20 knots. Unlike most boats, she thrives in 30 to 35 knots of wind. Indeed, that's what it was blowing when she hit her record speed of 64.8 mph. Yes, that's 64.8 mph. Had she been on a freeway, the CHP would have thought about pulling her over.



GILLES MARTIN-RAGET

It's easy to get a good look at 'l'Hydroptère's foils when she's upside down.

For the record, she capsized almost immediately after setting that all-time sailing speed record.

l'Hydroptère is unlike any sailboat boat we've ever seen. In fact, Thébault thinks of her as half boat, half airplane. She sort of looks like a trimaran in that she has a main hull and two tiny amas, but these three hulls are only in the water at rest. Give her 12 to 15 knots of wind, and she's up on her foils — and accelerating like crazy. We're talking raw power and speed.

The thing that surprised us was how smooth she is on the foils. Of course, it probably wasn't that smooth when the crew sailed her from Long Beach to San Francisco last week in typical northwesterly winds and 10-ft swells. When sailing *l'Hydroptère*, you must be out in the open and the apparent wind quickly reaches gale force. We weren't surprised to learn the crew said they were cold when they arrived.

We boarded *l'Hydroptère* near Yellow Bluff at about 3:30 p.m., and were shown a wild time zipping back and forth across the Bay. Once the boat begins to pick up speed, she gets on her foils until the windward side is about 10 to 15 feet in the air. And she just keeps going straight and true. It's stunning how she passes all other boats as if they were standing still.

Thébault drove the boat using a wheel looking forward in a sitting position — almost as though he were driving a tractor. He says he's dreamed of such a foiler since he was a little boy, and got started in '75 with one-third size models in conjunction with French sailing legend Eric Tabarly. The evolution of *l'Hydroptère* has not been a short or easy one. There have been four catastrophic failures since the boat was launched in '94, but Thébault has kept plugging away. Yet even after all these years, the 50-year-old welcomes guests and drives the boat with a child-like enthusiasm and delight. It's a wonderful thing to see.

continued on outside column of next sightings page

nepotism in

Well, this should help Lake County residents sleep well at night. Former deputy sheriff Russell Perdock was appointed to the Lake County Fire Protection District board of directors in July. Readers may recall that Perdock was racing his 385-hp Baja Outlaw powerboat at 50 mph across Clear Lake on the pitch black night of April 26, 2006, when he ran up and over the O'Day 28 *Beats Workin' II*, mortally wounding Willows resident Lynn Thornton and injuring most of the crew aboard. He was never charged with a crime, but hapless Bismarck Dinius, who had his hand on the

Alain Thébault surprised the Bay Area by bringing 'l'Hydroptère DCNS' up in time for the AC World Series.



lake county?

tiller at the time Perdock collided with the nearly stationary O'Day, was. Ultimately, Dinius was acquitted by a jury, Perdock was canned by the Sheriff's Office and the district attorney who prosecuted Dinius — and refused to prosecute Perdock — Jon E. Hopkins, was not re-elected.

The *Record-Bee's* report on the appointment noted that Perdock has never served as a volunteer or paid firefighter, but his father had and his mother had served on the same board. Might make some wonder how he got the gig.

— *ladonna*

l'hydroptere — cont'd

l'Hydroptère did not come to San Francisco Bay to steal thunder from the America's Cup World Series. She'd been shipped to Los Angeles with an aim of establishing a new Los Angeles-to-Hawaii TransPac record. Less than four days, anyone? But the winds weren't right, so she was sailed to the Bay to show off this *tour de force* of French technology.

We're told she was a show-stealer from the World Series on July 23. We wouldn't know about that because we were too busy hanging on for dear life and thrilling at the ride on a truly unique sailing craft. Records are made to be broken, of course, so the following day, Associate Publisher John Arndt, Kimball Livingston and several others were aboard when *l'Hydroptère* hit 44 knots. For a minute it appeared that she would fly right into the Bay-front windows of the St. Francis YC, which would have provided a climactic — and expensive — coda

continued on outside column of next sightings page



l'Hydroptere DCNS' steers much like a tractor.

SIGHTINGS

l'hydroptere — cont'd

to the best World Series day of all.

Thébault has decided *l'Hydroptère* will not make a run at the TransPac record this year. Instead she'll spend a few more weeks sailing on the Bay — during which time future crew Doña de Mallorca vows to break the *Latitude* employee speed record. *l'Hydroptère* is impossible to miss, as she's the only boat on the Bay with a beam of 79 feet and that sails with all three of her hulls out of the water. Sometime in September, she'll head back to Southern California for more sailing down there, followed by a winter on the hard, and a '13 run at the TransPac record.

Thébault, who speaks fluent English, and his team are class acts. As is the case with many class acts, they have budget limitations, so it wouldn't be the worst thing for them if some California sailors could put some of them up for a bit. We know that at some point we're hoping to host the entire team aboard *Profligate* for as long as we can. But if you're interested in being a little part of the fastest sailing boat ever, you might give Logistic Coordinator Emilie Monthioux a call at (562) 537-8926.

— richard

vallejo yc

Things have been getting pretty rosy in North Bay as more and more Vallejo YC members and guests have been donning pink, hopping on a boat and sailing down the Napa River in the spirit of sportsmanship, as well as fundraising, during the club's Wednesday night Beer Cans.

How did pink start taking over sailing bags? It began with a little colorful boat-to-boat braggadocio when Pat Patterson's mostly male, mostly macho *Summer and Smoke* crew suited up in tones of pink in July. The following week more sailors were sporting similar hues and, on July 25, the club held its first 'Pink Sail' to benefit breast cancer research.

"Hey, we're not a powderpuff crew, but we can wear pink," insisted Patterson, who himself keeps a dapper Ralph Lau-

The crew aboard Pat Patterson's Beneteau First 36.7 'Summer & Smoke' were the first to sport 'light red' sailing gear.



PHOTOS MARTHA BLANCHFIELD

sails in the pink

ren buttondown below deck. Pit crew and spinnaker man Victor Beltran noted that he's been raiding local thrift shops to stock up on men's and women's clothing in the appropriate hue. "The boat has become even more colorful," he says. "When guests show up, we hand them something pretty and they wear it. Nothing like having 15

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Pretty in pink — VYC members have been showing their support for breast cancer research by wearing pink for the club's Beer Cans, and they challenge your club to do the same.

lawyers 2, litigants 0

There is a saying around courtrooms that once you've gone to see a lawyer, you've already lost. Neither William Simpson of the Portland-based *Holland 70 Iron Maiden* nor Richard Spindler, publisher of *Latitude 38*, will argue with that.

Following the '09 Ha-Ha, there was a *contretemps* between Capt. Simpson and Mr. Spindler over a letter to the editor and the editor's response to the letter that appeared in the December '09 issue of *Latitude*. The details and subject of the letter aren't really important. What's important, and unfortunate, is that it led to a legal battle that — as is the case with so many legal battles — took on a life of its own, and ended up with both litigants losing badly. Both Simpson and Spindler can assure all readers that although the financial costs of such legal battles are very dear, the emotional costs are even higher.

Having called for a break in the legal scrum that was taking place in the luxurious Lincoln Room on the 20th floor of the 'Big Pink' in Portland, Simpson and Spindler slipped off to a side office without the lawyers present and, spending face-to-face time together for the first time, agreed that contrary to all rumors, both were pretty good guys after all. With the issue soon resolved, both Simpson and Spindler are looking to wiser and happier futures. Capt. Simpson and his wife Laura are hoping to return to the Sea of Cortez, while Mr. Spindler is looking forward to spending January sailing in Southeast Asia instead of sitting in a Marin courtroom. Both parties hope they each will be re-embraced by the cruising community.

If there's one good thing that can come out of this, it's that all of you readers can learn from our mistakes of failing to communicate with each other, being hard-headed, not settling differences before they got out of hand, and failing to listen to gossip and rumors with the proper amount of skepticism.

— richard & capt. bill

adrian johnson, dreamer and doer

As a child growing up in France idolizing French singlehanders such as Eric Tabarly and Bernard Moitessier, it's no wonder that Adrian Johnson's dream was to race a boat across an ocean alone. His dream came true in 2010 when he sailed his Olson 30 *Idefix* in the Singlehanded TransPac, winning the race overall. After the victory, and the sail home to Seattle, you might be tempted to think that, since he'd fulfilled his lifelong dream, Adrian's wanderlust had been sated.

You'd be wrong.

Just one month before the start of this summer's Singlehanded TransPac, Adrian quit his corporate job as an aerospace engineer and set sail for the Bay to defend his title. Though he didn't win this year, Adrian sailed a solid race, finishing third in the hyper-competitive 'Fast & Fun' (sportboat) division. To give you an idea of just how competitive, Adrian's corrected time was less than eight hours behind the division winner (this writer) and just four minutes ahead of the fourth place finisher!

With three Pacific crossings under her keel, *Idefix* could be forgiven for needing a break, but Adrian had other plans. Inspired by his '10

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Capt. Simpson (left) of 'Iron Maiden' and 'Latitude's Publisher Richard Spindler are happy to have settled their differences.



adrian johnson — cont'd

voyage, he found he wanted to cruise to Australia aboard his trusty Olson. "I just want to do some more sailing", Adrian explained. "But this time my girlfriend Shirley and friend Nick are coming along for the ride." Simply talking about the trip makes him grin like a little kid. "My dream is to taste croissants in French Polynesia and continue to surf endless tradewind swells on *Idefix*. There are so many beautiful and amazing places I hope to see. I can't imagine a better way to do it than under sail on my Olson 30 with a couple of special friends joining me. I can't wait!"

Having stripped the boat of extra weight for the race, Adrian shipped his cruising gear — an outboard, a couple of cruising sails, two spare anchors and so on — to Hawaii. After relaxing on the hook in Hanalei for several days, Adrian, Shirley and Nick bashed their way upwind to Oahu to complete their final preparations for the cruise. In early August, *Idefix* left the Aloha Dock at Honolulu's Hawaii YC with her bow pointed south. And with that, Adrian's sailing dreams have become a reality . . . again.

— ronnie simpson



LATTITUDE / LADONNA

Adrian Johnson at the finish of the '10 Single-handed TransPac.

china camp saved

In mid-July, the *Sacramento Bee* broke the news that the Department of Parks and Recreation — the same department that state legislators want to absorb the highly efficient and boater-funded Department of Boating and Waterways — has been sitting on a \$54 million surplus that dates back as far as 12 years. Despite the threat of massive park closures, the department had in its coffers a veritable fortune that it failed to report. Close on the heels of this revelation, the *Bee* also exposed an unauthorized secret vacation buyout program that cost taxpayers more than \$271,000, even as 70 parks were facing closure.

Though the Attorney General's office is still investigating the matter, it appears some key employees in the department were playing a sophisticated shell game with state regulators to hide the funds for their use at a later time. According to the *Bee*, if they'd accurately reported the funds, they would likely have received less money from the general fund in the future.

Unfortunately, the surplus is just a drop in the bucket of what's needed to fund the apparently dysfunctional department. So while the 70 parks that were targeted for closure — including China Camp State Park, a favorite of San Francisco Bay boaters — were given a last-minute reprieve, grassroot groups working to keep the various parks operational aren't counting on the found money to help them in their efforts.

The Friends of China Camp (FOCC) took the bull by the horns and rallied such tremendous community support that it was able to raise the \$250,000 in donations and matching grants they needed to finalize a plan to take over the operation of China Camp. Ironically, Parks Department Director Ruth Coleman signed the agreement designating the FOCC as the park's official operator just days before the scandal broke and she was forced to resign.

At the annual Heritage Day at China Camp on August 11, FOCC Chairperson Ernest Chung said the group was now responsible for all of the park's finances. "We will see no money from the surplus,"

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pink

people aboard zipping down the channel in soft pastels."

Vallejo YC staged its first Pink Sail on July 25 and raised \$104 to donate toward cancer research. The club will make this a regular event, and encourages other clubs, sailing associations and groups to host their own Pink Sails. "The event came together in less than a week and was very easy to coordinate," said Club Manager Matthew Ceryes. "We made a flyer, spread the word with club email



The traditional Chinese junk 'Grace Quan', built in the park using traditional methods and materials in 2003, sails through China Camp's anchorage on Heritage Day.



— cont'd

and call down, then passed the donation can post-race. For more fun, we featured a special pink drink on the bar menu and offered strawberry ice cream for dessert. But the best marketing is getting chummy in the club with burly mates in pink!"

Adds Patterson, "The Pink Sail is a lot of fun, builds club camaraderie and the funds raised go to a great cause. We challenge other groups in the sailing community to do their own Pink Sail."

— *martha blanchfield*

china camp — cont'd

he said. "In fact, we will receive no funding from the state at all."

Chung said that, in addition to continued donations and grants from philanthropic organizations, use fees will supplement the park's \$500,000 budget. Currently parking and camping fees are the park's only income, but Chung says the group will soon implement trail- and beach-use fees. "Such fees will help us make the park sustainable. We hope the community understands and will continue to support us."

Considering that, since taking over the park, the FOCC has rehired three employees and keeps the park open daily, it might make more sense for DBW to be "absorbed" into the FOCC instead of the Parks Department.

— *ladonna*



China Camp is now under the direction of the Friends of China Camp, and is open every day with expanded services.

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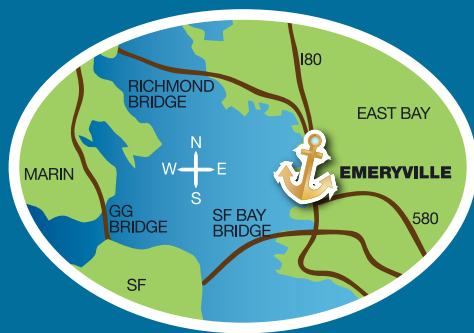
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