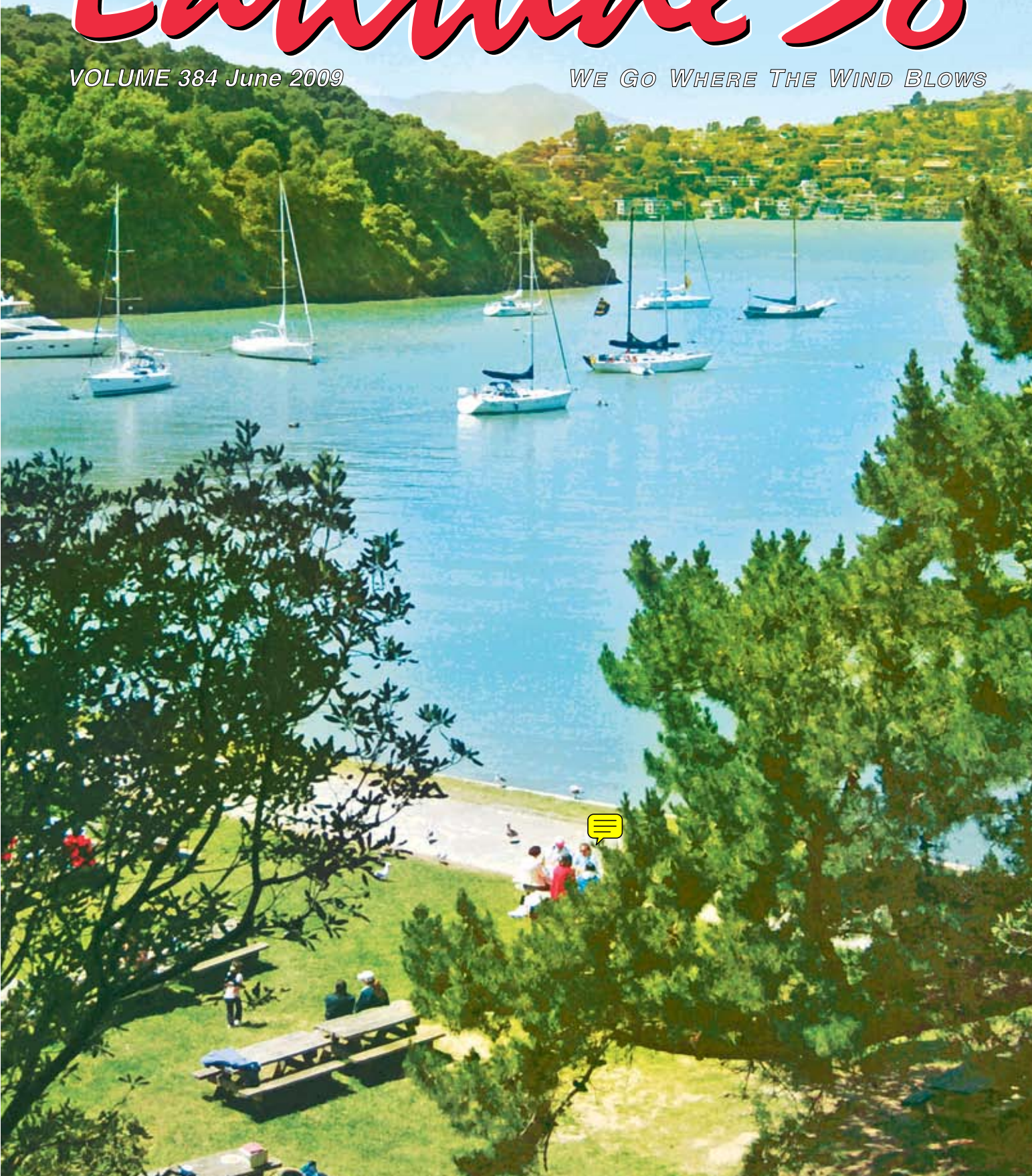


Latitude 38

# Latitude 38

VOLUME 384 June 2009

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JUNE 2009

VOLUME 384



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# Pineapples - Always in Season



*Cassiopeia, Nancy, Baleineau, Goose, Ditsy, Elan, Can o'Whoopass, Kelika\**

Last month's Yacht Racing Association's season opener to Vallejo and back divided up 295 boats into 14 divisions. It was a weekend of delightful racing with plenty of wind and challenging current.

Boats powered by Pineapple Sails placed first in 8 of 14 divisions on the Saturday segment. Kit Wiegman won his division on his Islander 36, *Cassiopeia* using a shiny new Dacron main. Patrick Broderick's WylieCat 30, *Nancy*, won his division with his new Pineapple mainsail made of Carbon. Charlie and Candace Brochard's Olson 34, *Baleineau*, won their division with a brand new Dacron Pineapple mainsail.

And there were Pineapple powered winners with not-so-new sails as well: Mike and Lorianna Kastrop on their Catalina 30, *Goose*, won their class on Saturday. Deb Clark and Ralf Morgan on their Alerion Express 28, *Ditsy*. Bill Riess in the Express 37 fleet on *Elan*. Richard von Ehrenkrook on his Cal 20, *Can O' Whoopass*. And Michael Weaver on his Hunter 33.5, *Kelika*.

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Cover: Some of our favorite destinations are the South of France, St. Barth and Angel Island's Ayala Cove.

Photo: *Latitude/LaDonna*

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



## Brokerage - Staff Picks



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**X-412 2001**  
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**Beneteau 45f5 1991**  
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**Tartan 4400 2005**  
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**Fantasia 35 1979**  
Center cockpit. Unique interior. Affordable cruiser. \$74,900  
Call Don Wilson

BENETEAU 47.7, '01 ..... 228,000  
BENETEAU 473 ..... 2 from 259,000  
EXPLORER 45, '79 ..... 130,000  
BENETEAU 43, '08 ..... 239,000  
TAYANA VANCOUVER 42, '79..... 79,500  
SUNNFJORD 42, '81 (power).... 118,500  
CALIFORNIAN 42, '87 (power).. 119,950  
CASCADE 41, '71 ..... 59,500  
CARROLL MARINE 1200, '95 ..... 89,000  
BENETEAU 400, '94 ..... 114,900  
BENETEAU 393 ..... two from 143,000  
ISLAND PACKET 370, 04 ..... 299,000  
BENETEAU FIRST 36.7, '05 ..... 127,500  
CS 36, '84 ..... 55,000  
SEA RAY 340, '06 (power) ..... 169,000  
TIARA 29, '98 (power) ..... 69,900

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# CALENDAR

## Non-Race

**May 29-31** — 11th Annual Catalina Owners Rendezvous at Tradewinds Sailing School & Club at Marina Bay in Richmond. Info, [www.raft.c380.org](http://www.raft.c380.org) or (925) 820-7370.

**May 30** — About Boating Safely course by USCGA Flotilla 17 at Yerba Buena CG Station, 8:30 a.m.-5:30 p.m. \$55 fee includes lunch and book. Info, [dktalton@comcast.net](mailto:dktalton@comcast.net) or (415) 285-1100.

**May 31** — Fun in the Delta talk at the Bay Model in Sausalito, 1-3 p.m. Get a bird's eye view of the spots to hit during your Delta cruise. Info, [www.spr.usace.army.mil/bmvc](http://www.spr.usace.army.mil/bmvc).

**June, 1959** — Marin Power Squadron begins teaching thousands of boaters the rules of the road and good seamanship.

**June 3-24** — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at [www.stfyc.com](http://www.stfyc.com).

**June 6** — Nautical Swap Meet at San Leandro YC, 8 a.m.-1 p.m. Food & live music! Info (510) 975-5220.

**June 6, 13, 27** — 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. \$35 adult, \$20 kids 6 & up. Info, [www.nps.gov/safr](http://www.nps.gov/safr).

**June 7** — Howl at the full moon on a Sunday night.

**June 7-28** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**June 7, 21** — Cal Sailing Club's free introductory sails at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**June 7** — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or [minneys@aol.com](mailto:minneys@aol.com).

**June 8** — An Evening with Chris Welsh, owner of 65-ft, 14-time TransPac winner, and winner of the '08 Tahiti Race, *Ragtime*. Dinner starts at 7 p.m., \$25. RYC, (510) 237-2821.

**June 8** — World Ocean Day was created at the 1992 Earth Summit to celebrate the stuff that makes up 70% of our planet. Info, [www.worldoceanday.com](http://www.worldoceanday.com).

**June 11** — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 6:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org), [www.bbyc.org](http://www.bbyc.org) or (510) 233-1064.

**June 12-21** — The Raymarine Mobile Showroom will be parked at Bay Area West Marines for you to try out new products, 11 a.m.-4 p.m. 6/12: San Carlos; 6/14: South San Francisco; 6/18: Sacramento; 6/20: Sausalito; 6/21: Alameda.

**June 13** — Marine Swap Meet at Alameda West Marine, 7 a.m.-2 p.m. Info, (510) 521-4865.

**June 13** — Group Open House at Star Marine in Oakland with the Raymarine Mobile Showroom, Sal's Inflatables, Outboard Motor Shop, Diversified Marine Products & Brother's Boats. Discounts, demos & seminars. Info, (510) 533-0121.

**June 19-20** — Raymarine Mobile Showroom at Johnson Hicks Marine Electronics in Sausalito, 9 a.m.-5 p.m. Info, (415) 331-3166.

**June 19-21** — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

**June 20** — Triton One-Design of San Francisco's lunch cruise-in to Quinn's Lighthouse on the Estuary. Former, current and wannabe vintage Alberg owners welcome! Info, <http://albergsfbay.memberlodge.com>.

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**44' MASON, '90 \$237,500**  
 Priced to sell, *Juliet* is currently cruising the Pacific Northwest. Showings can easily be arranged in the Seattle area.



**42' LANCER, '81 \$54,900**  
 Roomy and very liveable sailing vessel with large rooms, big tankage, spacious cockpit and a proven track record.



**41' CT KETCH, '73 \$82,000**  
 If a traditional pilothouse vessel is what you are looking for, you owe it to yourself to inspect *Lieveling*. Call us now!



**38' HANS CHRISTIAN 38T, '86 \$119,500**  
*Hokulani* has been well maintained and has enjoyed continuous upgrades. She's easy to tack and maneuver with her Telstar keel.



**36' HERRESHOFF NEREAIA, '70 \$35,500**  
 A beautiful ketch! She sports new sails and has a Westerbeke diesel. An excellent cruiser, she will turn heads in any port.



**35' CAL 30/35, '70 \$24,500**  
*Windthief* has been extended with a scoop transom and totally modified by industry pros. Check her list of upgrades and gear!



**33' NEWPORT, '84 \$28,900**  
 Popular, proven racer/cruiser does many things well. She's easily singlehanded and makes an ideal boat for weekendng.



**32' ELITE 324, '86 \$44,000**  
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**31' MARINER KETCH, '73 \$24,900**  
 This proven cruiser is capable of taking you anywhere and small enough to be easily handled by a couple. Nice interior.



**30' CATALINA, '87 \$34,900**  
*Rune* has been maintained well and shows pride of ownership. A folding wheel makes the cockpit very roomy. Nice canvas.



**25' SEAWARD with Trailer, '97 \$32,500**  
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1995 Catalina 320	\$66,000	2004 Hunter 41AC	\$184,000
1991 Hunter 32	\$42,500	1995 Catalina 42	\$130,000
2003 Jeanneau 32	\$89,000	2000 Hunter 42	\$165,000
2003 Hunter 326	\$69,900	1998 Catalina 42	\$148,000
2005 Hunter 33	\$99,500	1991 Hunter 42	\$124,900
1987 Catalina 34	\$49,900	2006 Jeanneau 42	\$269,000
2003 Hunter 326	\$69,900	1994 Fountaine 42	\$245,000
2005 Hunter 33	\$99,000	2003 Jeanneau 43	\$259,000
1999 Hunter 340	\$83,500	1998 Hunter 430	\$157,000
1972 Coronado 34	\$29,900	2002 Jeanneau 43	\$235,000
1985 Irwin 34	\$35,000	2003 Jeanneau 43	\$198,500
2000 Hunter 340	\$79,900	2006 Hunter 44DS	\$238,000
1986 Hunter 34	\$49,500	2006 Hunter 456	\$299,500
1997 Catalina 34	\$81,250	1992 Catalina 45	\$159,000
2005 Hunter 36	\$129,900	2003 Jeanneau 45	\$269,500
2002 Catalina 36	\$119,500	2003 Hunter 456	\$239,500
2005 Catalina 36	\$129,500	2006 Jeanneau 45	\$329,500
1987 Catalina 36	\$55,000	1983 Morgan 45	\$119,000
1996 Hunter 376	\$117,000	1998 Hunter 450	\$189,000
1987 Hunter 37	\$55,000	2000 Hunter 460	\$219,500
1996 Hunter 375	\$92,000	2004 Hunter 466	\$249,000
1980 Choate 37	\$39,000	2002 Hunter 466	\$249,900
1999 Isl'd Pckt 380	\$235,000	2003 Hunter 456	\$249,500
1994 Catalina 38	\$119,000	2004 Hunter 466	\$239,000
1969 Hughes 38	\$27,800	1979 Ta Shing 47	\$199,000
1990 C&C 37+	\$99,000	2007 Beneteau 49	\$350,000
2003 Beneteau 393	\$149,000	2005 Jeanneau 49	\$419,000
1970 Pearson 39	\$54,900	1996 Jeanneau 50	\$238,000
1994 Beneteau 40	\$118,500	1981 Pearson 530	\$199,000
2004 Catalina 400	\$199,000	2005 Jeanneau 54	\$650,000
2000 Jeanneau 40	\$149,000	2005 Jeanneau 54	\$599,000
2004 Jeanneau 40.3	\$199,000	1992 Tayana 55	\$329,000
1999 Hunter 410	\$149,000		

## CALENDAR

**June 20** — Bay sailors are invited to Treasure Island's big Summer Sailstice party, noon-7 p.m. Live music, food, treasure hunts and a boat-building contest will keep the whole family entertained. Anchor in Clipper Cove for the weekend. Find out more at [www.summersailstice.com](http://www.summersailstice.com).

**June 20-21** — Celebrate with sailors around the world during Summer Sailstice. Sign up for fun prizes and see who'll be sailing in your area at [www.summersailstice.com](http://www.summersailstice.com).

**June 21** — While you're out celebrating the solstice, be sure to take Dad along for the ride.

**June 26** — Free Boat Electrical & Battery class at San Jose West Marine. Call (408) 246-1147 to sign up.

**June 27-July 3** — *Latitude 38's* inaugural Delta Doo Dah, a laid-back rally to the warm Delta waters. Follow the event on Twitter or at [www.deltadoodah.com](http://www.deltadoodah.com).

**June 28** — Master Mariners Wooden Boat Show at Corinthian YC, 10 a.m.-4 p.m. Info, [www.mastermariners.org](http://www.mastermariners.org).

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

**July 16** — Free presentation on Modern Sailing Instructor John Connolly's trip from the Canaries to Morocco, Gibraltar and Mallorca at GGYC, 6:30 p.m. Info, (800) 995-1668.

**Aug. 1** — Flea Market & Maritime Celebration at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554 or [www.galileeharbor.org](http://www.galileeharbor.org).

### Racing

**May 29-31** — ICSA Team Race Championship, TISC/Cal Berkeley/Cal Maritime. Info, [www.collegesailing.org](http://www.collegesailing.org)

**May 30** — YRA-HDA/ODCA. SBYC, [www.yra.org](http://www.yra.org).

**May 30** — YRA-WBRA in Mid-Bay. Info, [www.yra.org](http://www.yra.org).

**May 30-31** — J/105 Invitational. SFYC, [www.sfyf.org](http://www.sfyf.org).

**May 31** — Spring Series #3 (Lidos) on Fremont's Lake Elizabeth. Info, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**June 1-3** — ICSA Coed Dinghy National Championship. StFYC, [www.collegesailing.org](http://www.collegesailing.org)

**June 6** — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, [www.richmondyc.org](http://www.richmondyc.org), [www.stocktonsc.org](http://www.stocktonsc.org) or (510) 237-2821.

**June 6-7** — YRA-OYRA Drake's Bay. CYC, [www.yra.org](http://www.yra.org).

**June 6-7** — 26th Annual Classic Mariners' Regatta in Port Townsend, WA. For wooden boats of classic designs. Info, [www.woodenboat.org](http://www.woodenboat.org).

**June 12-13** — West Marine/Challenged America Regatta in San Diego. A fundraiser for Challenged America's adaptive sailing program. Paul Cayard will give the keynote speech, with racing on both days. Info, [www.wmcaregatta.com](http://www.wmcaregatta.com).

**June 13** — YRA-WBRA City. StFYC, [www.yra.org](http://www.yra.org).

**June 13-14** — Finn California Championships. SFYC, [www.sfyf.org](http://www.sfyf.org).

**June 13-14** — El Toro Regionals on Clear Lake. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**June 17** — Coastal Cup Race, from the Bay to Catalina Island. A perfect feeder for the TransPac. EYC, (510) 823-5175 or [www.enicnal.org](http://www.enicnal.org) or [vicecommadore@encinal.org](mailto:vicecommadore@encinal.org).

**June 19-21** — Catalina 25, 250, and Capri 25 Nationals at BYC. Info, [www.catalina-capri-25s.com](http://www.catalina-capri-25s.com).

**June 19-21** — Woodies Invite. StFYC, [www.stfyf.com](http://www.stfyf.com).

**June 20** — YRA Spring 3/Summer Sailstice. SBYC, [www.yra.org](http://www.yra.org).

**June 20-21** — BAYS #2 for 420s, FJs & Lasers; Jr. Olympic Festival; & Summer Sailstice Regatta at TISC. Info, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**June 20-21** — Summer Keel 1 & 2. SFYC, [www.sfyf.org](http://www.sfyf.org).

**June 21** — Summer Series #1 (FJs) on Fremont's Lake





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Catalina 400	2004	\$197,000
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Catalina 380	2000	\$129,000
Catalina 380	1999	\$134,500
Catalina 36	1994	\$79,000
Catalina 36	1987	\$59,000
Catalina 36	1990	\$65,900
Catalina 36	2003	\$139,900
Catalina 36	2003	\$119,900
Catalina 36	2000	\$95,000
Catalina 350	2003	\$124,900
Catalina 350	2004	\$139,800
Catalina 34	1989	\$57,500
Catalina 320	2002	\$79,000
Catalina 320	2006	\$120,000
Catalina 320	2000	\$88,000

Catalina 320	1997	\$74,500
Catalina 320	1998	\$64,000
Catalina 320	1996	\$78,000
Catalina 320	1999	\$75,000
Catalina 30	1983	\$18,500
Catalina 30	1984	\$26,500
Catalina 30	1995	\$57,000
Capri 26	1993	\$29,500

**Preowned Sailing Yachts**

Cavalier 45	1985	\$255,000
Bravaria 42	2006	\$199,500
Endeavour 43	1980	\$139,000
C&C Landfall 43	1983	\$104,500
Endeavour 43	1980	\$139,900
Hunter 420	2004	\$185,000
Hunter 450	2000	\$189,000
Hunter 42 CC	1996	\$165,000
Hunter Passage 42	1996	\$154,900
Morgan 38	1979	\$57,500
Hunter 36	2004	\$130,000
Wylie 36	1978	\$67,500
Hunter 35.5	1993	\$61,000
Hunter 31	1985	\$22,500

**Preowned Power Yachts**

McKinna Pilothouse 57	2001	\$550,000
Mediterranean 54	2004	\$699,999
Carver 466	2004	\$469,000
Maxum SCB 41	2000	\$215,000
Fairline 37	1999	\$169,000
Trojan II Meter Exps 37	1988	\$49,900
Carver Santiago	1990	\$39,000
Regal 2860	2004	\$57,000

**Cruising Catamaran**

Fontaine Pajot 42	1995	\$299,000
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**New 2009 Ranger Tugs in Stock**

NEW R29 Tug	2009	\$214,937*
R25 Tug	2009	\$137,937*
R21-EC Tug	2009	\$49,937*

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**CALENDAR**

Elizabeth. Info, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**June 24** — Ladies Day Regatta. MPYC, [www.mpyc.org](http://www.mpyc.org).

**June 26-28** — South Tower Race, Stockton to YRA #16 and back. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 26-28** — Acura Ullman Sails Long Beach Race Week, Alamitos YC and Long Beach YC. Info, [www.lbrw.org](http://www.lbrw.org).

**June 27** — Half Moon Bay Race. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**June 28** — Summer Series #2 (Lidos) on Fremont's Lake Elizabeth. Info, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**June 29-July 5** — 45th L.A. to Honolulu Race, better known as the TransPac, starts. Info, [www.transpacrace.com](http://www.transpacrace.com).

**July 4** — 61st Annual Boreas Race, Half Moon Bay to Moss Landing. Elkhorn YC and HMBYC, [www.elkhornyc.com](http://www.elkhornyc.com).

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

**July 4** — Firecracker Regatta. CYC, [www.cyc.org](http://www.cyc.org).

**July 11** — Silver Eagle Long Distance Race, with a shorter course for boats rating 150 or above. IYC, [www.iyc.org](http://www.iyc.org).

**July 12** — Jack & Jill Race. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Summer Beer Can Regattas**

**BALLENA BAY YC** — Friday Night Grillers: 6/12, 6/26, 7/10, 7/24, 8/7, 8/21, 9/4, 9/18, 10/2, 10/16, 10/30. Info, (510) 523-2292 or [race@bbyc.org](mailto:race@bbyc.org).

**BAY VIEW BOAT CLUB** — Monday Night Madness Spring: 6/8, 6/15 (make-up). Peter McCool, (415) 864-4334 or [bay-viewracing@sbcglobal.net](mailto:bay-viewracing@sbcglobal.net).

**BENICIA YC** — Thursday nights through 6/25 & 7/9-9/24. Mike Munn, (408) 671-1484 or [mmunn88@sbcglobal.net](mailto:mmunn88@sbcglobal.net).

**BERKELEY YC** — Every Friday night through 9/25. Bobbi Tosse, (925) 939-9885 or [bobbj\\_john@jfcbat.com](mailto:bobbj_john@jfcbat.com).

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Email Gary and Alistair at [racing\\_chair@cal-sailing.org](mailto:racing_chair@cal-sailing.org).

**CORINTHIAN YC** — Every Friday night through 9/4. Donal Botkin, (415) 497-5411 or [racing@cyc.org](mailto:racing@cyc.org).

**COYOTE POINT YC** — Every Wednesday night through 10/28. Torin Knorr, (650) 863-2570 or [regatta@cpyc.com](mailto:regatta@cpyc.com).

**ENCINAL YC** — Friday Night Spring Twilight Series: 6/12, 6/26. Matthew Dean, (510) 406-0851 or [rearcommodore@encinal.org](mailto:rearcommodore@encinal.org).

**FOLSOM LAKE YC** — Every Wednesday night through 9/16. Steve Galeria, (916) 635-3911 or [www.flyc.org](http://www.flyc.org).

**GOLDEN GATE YC** — Friday nights: 6/5, 6/19, 7/3, 7/17, 7/31, 8/14, 8/28. Mont McMillen, (209) 481-5158 or [ggycrace@deck.aol.com](mailto:ggycrace@deck.aol.com).

**ISLAND YC** — Friday Night Spring Twilight: 6/5, 6/19. Info, (510) 521-7442 or [www.iyc.org](http://www.iyc.org).

**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night through 10/14. Mike Robinson, (530) 713-9080

**LAKE WASHINGTON SC** — Every Thursday night through 8/27. Roy Pitts, (530) 908-7160, [rpitts@ucdavis.edu](mailto:rpitts@ucdavis.edu) or [www.lwsailing.org](http://www.lwsailing.org).

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night through 9/30. Ray Ward, (831) 659-2401 or [www.mpyc.org](http://www.mpyc.org).

**OAKLAND YC** — Wednesday Night Sweet 16 Series through 6/24 & 7/29-9/16. Sheldon Haynie, (510) 368-5427 or [sheldonhaynie@gmail.com](mailto:sheldonhaynie@gmail.com).

**RICHMOND YC** — Wednesday nights: 6/3, 6/17, 6/24, 7/1, 7/8, 7/15, 7/22, 7/29, 8/5, 8/12, 8/19, 8/26, 9/2, 9/16, 9/30. Eric Arens, [ericarens@comcast.net](mailto:ericarens@comcast.net) or (510) 841-6022.

**ST. FRANCIS YC** — Wednesday Night Series through 6/27 & 8/5-8/26. Thursday Night Kiting Series through September



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42' Fountaine Pajot Venezia,  
1995, \$230,000



36' Islander, 1975  
\$38,500



Passport 40, 1985  
\$114,800



51' Morgan Out Island, 1982  
\$135,000



27' Farallon, 1982  
enclosed helm, \$35,000



34' Irwin, 1980  
\$23,800



35' Niagara, 1980  
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46' Moody, 2000  
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# CALENDAR

Friday Night Windsurfing Series through September John Craig, (415) 563-6363 or [racemgr@stfyc.com](mailto:racemgr@stfyc.com).

**SANTA CRUZ YC** — Wet Wednesdays, every Wednesday night during Daylight Saving Time. Larry Weaver, (831) 423-8111 or [lweaver@cruzio.com](mailto:lweaver@cruzio.com).

**SAUSALITO YC** — Tuesday Night Spring Sunset Series: 6/9, 6/23. John Mount, (415) 509-8381 or [race@syconline.org](mailto:race@syconline.org).

**SEQUOIA YC** — Every Wednesday night through 10/7. Rich Butts, (650) 576-3990 or [rbutts@pacbell.net](mailto:rbutts@pacbell.net).

**SOUTH BAY YRA** — Summer Series: 6/6, 7/11, 8/1, 9/5, 10/3. Richard, [rjgreenawald@hotmail.com](mailto:rjgreenawald@hotmail.com).

**SOUTH BEACH YC** — Friday Night Series: 6/5, 6/19, 6/26, 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Nancy DeMauro, (415) 409-1071 or [rearcommandore@sbyc.org](mailto:rearcommandore@sbyc.org).

**STOCKTON SC** — Every Wednesday night: 6/3-8/26. Phil Hendrix, (209) 476-1381 or [phil.hendrix@excite.com](mailto:phil.hendrix@excite.com).

**TAHOE YC** — Wednesday Night Spring Keelboat Series through 7/8. Monday Night Spring Laser Series through 7/13. Darren Kramer, (530) 581-4700 or [www.tahoeyc.com](http://www.tahoeyc.com).

**TIBURON YC** — Every Friday night through 8/11. Gary Proctor, (415) 827-2622 or [www.tyc.org](http://www.tyc.org).

**VALLEJO YC** — Every Wednesday night through 9/30. Gordon Smith, (530) 622-8761 or [fleetcaptainsail@vyc.org](mailto:fleetcaptainsail@vyc.org).

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

### June Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	LOW	HIGH	LOW	HIGH
6/06Sat	0534/-0.9	1254/4.3	1704/2.9	2309/6.0
6/07Sun	0611/-1.0	1338/4.4	1747/3.0	2344/5.9
6/13Sat	0303/4.7	0950/0.0	1716/4.7	2242/2.8
6/14Sun	0357/4.3	1030/0.4	1750/4.9	2348/2.4
6/20Sat	0415/-0.9	1136/4.2	1535/2.8	2154/6.7
6/21Sun	0502/-1.5	1227/4.4	1629/2.9	2244/6.9
6/27Sat	0317/5.5	0945/-0.4	1657/5.6	2240/1.9
6/28Sun	0424/4.8	1034/0.3	1742/5.8	2354/1.4

### June Weekend Currents

date/day	slack	max	slack	max
	6/06Sat	0023	0347/4.8E	0746
	1411	1629/1.9E	1932	2218/2.5F
6/07Sun	0101	0424/4.8E	0826	1136/3.8F
	1453	1703/1.9E	2009	2255/2.4F
6/13Sat		0223/1.6F	0455	0827/3.6E
	1212	1519/2.8F	1850	2111/2.1E
6/14Sun	0046	0319/1.5F	0553	0917/3.1E
	1252	1603/2.6F	1930	2203/2.4E
6/20Sat		0230/5.0E	0633	0938/3.7F
	1302	1508/2.1E	1807	2105/2.8F
	2349			
6/21Sun		0320/5.5E	0720	1027/4.2F
	1354	1600/2.2E	1857	2154/3.0F
6/27Sat		0221/2.7F	0511	0819/4.4E
	1205	1510/3.7F	1828	2104/3.1E
6/28Sun	0047	0327/2.5F	0621	0914/3.5E
	1256	1600/3.3F	1914	2202/3.3E



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40' J/120, '95, <i>Attitude</i> **	\$189,000
40' J/40, '86, <i>China Cloud</i>	\$159,000
40' Tripp, '92, <i>Snake Oil</i> **	\$85,900
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30' J/30, '84**	\$34,000
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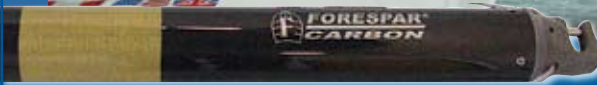
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## LETTERS

### ↑↓ HOW SAFE ARE ANCHOR SWIVELS?

After a very enjoyable time doing Sea of Cortez Sailing Week in early April, Easter Sunday found us on the hook at San Evristo in Baja. The wind was blowing at 14 knots when, without warning, we seemed to start to drag. This was a surprise, since it had blown much harder the night before. Plus, it wasn't blowing hard enough for our 55-lb Delta not to hold, since it was well-set in sand with plenty of scope on an all-chain rode. But once we realized that the boat behind us was now next to us and that we were quickly headed for the beach, there was no doubt that we were dragging. We fired up the engine and tried to raise the anchor. Unfortunately, it was no longer at



JOHN FOY

*Gilly holds the recovered anchor as if it were a guitar.*

the end of the chain! After getting over the shock of seeing nothing but chain, we deployed our Fortress backup anchor. We spent the balance of the afternoon considering how lucky we were that we hadn't lost the anchor

during the night or when we were ashore hiking.

The reason we lost our anchor is that the stainless steel swivel between the anchor and chain had come apart. We'd purchased it 3.5 years before from West Marine for about \$110. Having read several reports in *Latitude* that some swivel shackles of this type seem to be prone to failure, we took it back to West Marine for their opinion. We were assured that ours was one of the "good ones." For the record, our swivel has a logo that looks like 'CKN', and beneath it, 'Italy'. On the other side it says, "INOX AISI 316, SWL Kg 2000". All this comes from the remaining half of the shackle that was attached to the anchor, which we were able to recover.

Some cruisers have speculated that the pin was not properly set, while others believe the pin simply broke. All we can say is that we've periodically inspected the shackle and everything looked to be in good shape. Unlike some swivels,



JOHN FOY

*Detail of the broken anchor swivel.*

ours was designed to better withstand loads from some directions than others. Whatever the reason for the failure, we now have an old fashioned galvanized shackle that is wired shut, and have no plans to go back to a stainless swivel-type shackle.

We know of two other boats in Mexico this season that have had similar swivels part. Fortunately, there was no serious loss of property, but neither of them was able to recover their anchor. If you haven't looked lately, anchors aren't cheap.

We suggest that anyone with this type of anchor swivel strongly consider whether or not to keep using it. For us, continuing to use it would result in too many sleepless nights





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## LETTERS

wondering what's going on at the bottom, even in relatively light winds and current.

John & Gilly Foy  
Destiny, Catalina 42  
Alameda / Banderas Bay

*Readers — Based on the photos John and Gilly sent to us, they had a Kong brand anchor swivel from Italy. There are about 12 different manufacturers of such anchor swivels, and the designs, manufacturing processes, quality and price vary tremendously. For what it's worth, the Kong is one of the less expensive anchor swivels.*

*We'd always been a little fainthearted when it came to such anchor swivels, so when we ultimately did buy one, it was from a manufacturer whose products cost about three times as much as similar size ones made by Kong. Our cat spends most of the year on the hook, and a swivel failure could easily cause us to lose the boat. Because of this, we weren't going to be penny-wise and pound-foolish.*

*We're not recommending any particular brand of anchor swivel, or even that one be used. But for what it's worth, we use an Ultra-Swivel that is imported by Quickline USA of Huntington Beach. It's design is very different from the one made by Kong, having far fewer parts and having been designed to accept loads equally no matter the direction. If you're thinking about using such a swivel, we strongly recommend that you do some research into the pros and cons of the different major brands — and be ready to pay top dollar for the best in breed. Anything else would seem to be false economy.*

### ↑↓ WE'VE NEVER CONSIDERED UPGRADING

Our family has owned the Santana 22 *Rick's Place* since 1978. The Santana 22 was designed by Gary Mull specifically for sailing in heavy-air venues such as San Francisco Bay. We purchased her new from Schock Boats, and took delivery in Newport. There were 747 Santanas built of this basic design. The boat came equipped with almost nothing in the way of sail control hardware. For example, there was no cleat for the mainsheet or any backstay control. Over the more than 30 years that we have owned her, we have modified the deck hardware to make her a competitive racer.

Our boat's name, of course, is a shortened version of the night club in the movie *Casablanca*. We've always kept the boat in dry storage in Santa Cruz, but she's been sailed on San Francisco Bay and up the Delta. She has also been raced with varying degrees of success. Our son Bob skippered her to second place in the '87 Nationals, won a national championship in '90, took third in the '05 Nationals and second in the '08 Nationals. In the last national championship, *Rick's Place* was sailed by three generations of Comstocks. Larry, son Bob, and grandson Chris.

The Santana 22 continues to provide our family with great pleasure, as it can be easily sailed by my wife Marilyn and me. We've never considered upgrading to a larger boat since the cost-fun ratio of *Rick's Place* is unbeatable.

R. Larry Comstock  
*Rick's Place*, Santana 22  
Santa Cruz

### ↑↓ 'OVER 30 CLUB' KEEPS GETTING MORE IMPRESSIVE

We just noticed that *Latitude* has started a '30 Year Club' for people who have owned the same boat for that period of time or longer. We've not only owned our Westsail 32 for 32 years, we've lived aboard her for all that time. We spent our first 12 years in the Antioch Marina, and we've spent the last



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# LETTERS

20 years cruising. We're now in the Seychelles in the Indian Ocean, halfway through what we expected — back when we started in '89 — to be a five-year circumnavigation. We're still enjoying the lifestyle, so we have no plans to give it up anytime soon.

Don & Nancy Chism  
 Bag End, Westsail 32  
 Seychelles / Antioch

*Readers — Living aboard the same boat for more than 30 years — we're giving Don and Nancy a VIP membership in the 'Over 30 Club'. We tried to contact the couple for more details on their trip, but their email address wasn't working. If anybody crosses paths with them, please have them contact us.*

## ↑↓ THIS ONE TOPS EVEN THE 'OVER 50 CLUB'!

Members of the 'Over 30 Club' and 'Over 50 Club', for



**Maybe 'Doc' has made it to 96 because he goes sailing every week.**

people who have owned the same boat for those respective years have my full respect. As for myself, I purchased my 42-ft R-boat *Machree* in 1939. I still sail her every week, year 'round, so I'm a member of the 'Over 70 Club'. If any sailor meets the qualifications, please leave a message courtesy of the Corinthian YC in Tiburon and we'll sign you up. But you'd better hurry up, because I'll be 96 years young on June 26.

Lorán 'Doc' Mebine  
*Machree*, R-boat  
 Corinthian YC, Tiburon

## ↑↓ HOW MUCH DID THAT RESCUE COST US?

I read the April 29 *Lectronic* item about Stephen Szukics of San Rafael's Loch Lomond Marina and his crew being rescued from his 55-ft wooden Baglietto powerboat *Black Pearl* while 50 miles off the coast of Costa Rica. According to your report, fellow boatowners at Loch Lomond said that *Black Pearl* needed a lot of work to be seaworthy, and that when they expressed their reservations to Szukics, he seemed unconcerned and said, "If I die, I die." Apparently Szukics was only slinging BS when he claimed not to care if he slipped off this mortal coil. For he had an EPIRB on his boat and activated it when he needed help. I can't help wondering how much it cost the U.S. taxpayer to retrieve his lame ass after his known-to-be-leaky boat sank.

Larry Watkins  
 Moondance  
 Los Alamitos

*Larry — How much such rescues cost the U.S. taxpayer is a very good question, but one for which we unfortunately can't provide a precise answer. The rescue of the Black Pearl required a search by a Coast Guard C-130, which also dropped off expensive gear that was no doubt lost or ruined. The Black Pearl's crew was later picked up by the crew of the 378-ft Coast Guard Cutter Sherman. No matter if the C-130 had come from Sacramento — as most do for rescues in this part of the Pacific — or happened to have been in Costa Rica, there was some expense. But it's likely to have already been in the Coast Guard*



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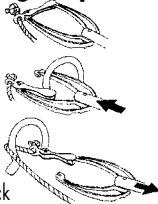
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## LETTERS

budget, and if the money hadn't been spent on the rescue, it probably would have been spent on training for such a rescue. In the case of the 378-ft Sherman, the Coast Guard declined to tell us what she was doing down there. Gee, we wonder if maybe they were trying to put a dent in the flow of contraband to the United States. In any event, being diverted so she could rescue the crew of Black Pearl was probably also a relative drop in her operating budget.

Nonetheless, our feeling is that if somebody with a manifestly unsafe boat has to be rescued by the Coast Guard, they, on principle of personal responsibility, should be presented with some kind of bill. Maybe \$5,000 to \$10,000, depending on what it cost. We think this would discourage some folks with manifestly unsafe boats from getting into trouble, and the money could be used to pay the health and life insurance policies of Coasties who have to risk their lives to save such reckless folks.

### ↑↓ A TRULY WONDERFUL EVENT

I want to thank *Latitude* for organizing the Salute to John Guzzwell evening at the Oakland YC on April 16. Although we're seniors and fairly new sailors, we have hopes of doing long passages in the South Pacific. As such, we both thoroughly enjoyed the evening. John's presentation was heartfelt, personal and fascinating, and his film a real treat. In addition, we had interesting tablemates. What a truly wonderful event!



LATITUDE/JR

**Living legend John Guzzwell, a prince among sailors.**

Joyce Gunn  
 Pittsburg

Joyce — *Latitude* has received tremendous thanks and praise for putting together the Salute to

John Guzzwell, but the person who is really responsible for it is Senior Editor and Assistant Grand Poobah Andy Turpin. While researching an article a year ago, he came across the factoid that 2009 would be the 50th anniversary of Guzzwell's magnificent circumnavigation with the 20.5-ft *Trekka*. Using this information as a springboard, Turpin put all the pieces together for what was a magical evening.

### ↑↓ A GATHERING OF SAILING LEGENDS

We just wanted to thank you for the great Salute to John Guzzwell at the Oakland YC, and also for the nice mention about Serge in the latest *Latitude*. We're going to be in the Brisbane, Australia, area for awhile, so stop by!

Robin & Serge Testa  
 Brisbane, Australia

Robin and Serge — It was our pleasure. By the way, looking over the West Coast Circumnavigator's List, we see that the 25th anniversary of Serge's circumnavigation aboard the breathtakingly small, 12-ft *Acrohc Australis*, will be in 2011. Maybe we can put on a salute to him also.

### ↑↓ MAMA, PUT MY GUNS IN THE GROUND, I CAN'T SHOOT THEM ANYMORE

I will be leaving San Francisco Bay soon for the cruising



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## LETTERS

life in Mexico, and eventually beyond. I'm concerned about personal safety, and therefore wish to take both a United States-legal 12-gauge shotgun and possibly a semiautomatic handgun. Can you provide me with some insight on the pros and cons of carrying weapons as I've described. Input from other cruisers would be great, too.

On a separate note, my gal and I were present at the Salute to John Guzzwell evening at the Oakland YC, and thoroughly enjoyed the presentation. Thanks to *Latitude* and the Oakland YC for putting it on. As a side note, what was up with the prices and 'service fee' for the beverages at the Oakland YC? I'm not a cheap individual, but damn! Whose Ferrari was I paying for?

No Name Because Of The Subject Matter  
Sausalito

*No Name — We've taken our boats to Mexico for about 24 of the last 32 winters, never carried a gun, and never once felt the need for a gun. We're going to Mexico again this winter, and we'll not be taking a gun this time either. Sure, we know all the stories about the narco wars in Mexico. They are true, but they are just that, wars between different narco groups, and sometimes the police, who are sometimes part of the narco groups themselves. In the highly unlikely event you were confronted with narco gangs, your guns wouldn't mean diddly compared to what they carry. But keep things in perspective. We spent about three months in Mexico last winter, and we never heard cruisers express concern for their personal safety — except to say they felt safer in Mexico than they did in urban areas of the United States.*

*Guns such as you've mentioned are also illegal in Mexico. In some cases you can get permits for hunting guns, but it's an enormous pain. Boats are being searched more often than before, so if you're carrying them, the chances of your getting caught are greater. We're not sure they would do it, but officials could confiscate your boat.*

*Furthermore, we see no need whatsoever to carry guns any-*



**Shotguns like this Remington 870 12-gauge are illegal in Mexico.**

*Venezuela have seen cruiser murders during the last several years. Much of the Caribbean is dangerous — but only at night and while ashore.*

*Those are our opinions. Like you, we'd be interested in hearing what other cruisers have to say.*

*As for what cost what at the John Guzzwell presentation, we're happy to provide full disclosure. The expenses were as follows: \$500 for a speaker's fee, \$217 for Marina Village Inn, \$159 for Alaska Airlines, \$20 for a bottle of champagne at Safeway, and \$50 for John's airport parking in Seattle. That came to \$947.50. The income was as follows: There were \$100 donations from Scanmar Marine, Waypoint Marine, and Fine Edge Publishing, and a \$150 contribution from the Single-handed Sailing Society, which also covered the \$100 fee for the bartender. The cash donations at the door were \$318. That*

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## LETTERS

left a deficit of \$179.50, which was picked up by Latitude. The Oakland YC waived their normal venue rental fee.

As for the price of drinks, as we remember beer, was \$6 and wine was \$7. That doesn't seem out of line for what yacht clubs are charging these days, and in light of the fact that the Oakland YC donated the use of their facility, we think it was reasonable. Want some good news? When you get down to Mexico, prices are going to be much cheaper.

### ↑↓ HOW DO THOSE PIRATES GET ABOARD?

When Somali pirates hijack a 500-ft ship, how the hell do they get to the side of the hull?

John Daigh  
Oddie, Lehman 12  
Newport Beach

John — The pirates throw grappling hooks over the transom of the ship, and then, protected by fellow pirates with AK-47s and other weapons, just pull themselves up and aboard. Apparently it's not very difficult, and many ship owners instruct their crews not to put up a fight.

It's hard to imagine that world governments can allow such piracy to flourish, as it can't help but give similar ideas to the equally impoverished locals in other areas of the world. The argument against carrying arms so the crews can defend themselves has been that there are too many legal problems when the ships call on ports. Maybe the ships should apply pressure on those ports by not calling on them anymore unless they are allowed to carry weapons. Or better yet, maybe military teams with powerful weapons should join ships at each end of the



NINJA

### A grappling hook gets the job done.

danger zone for the passages through the zone. If any vessel violates a safety zone of something like two miles, they get one shot across the bow, then they get blown out of the water. Once the ship made it to the other end of the danger zone, the military team would get off and board a ship headed in the opposite direction. No doubt some lives would be lost in the short run, but probably a lot fewer than if the situation were allowed to fester and the pirates allowed to profit wildly.

### ↑↓ STOLEN DINGHIES

You might remember we had a spate of dinghy thefts here in Mazatlan about five years ago. As a group, we did manage to recover all five dinghies. But we ran into a problem — proving that each dinghy and outboard belonged to us in the first place.

My suggestion is that someone with computer skills could put together a database of all outboards and dinghies, such as an engine serial numbers, dinghy hull numbers and a digital photo, and post it on *Lectronic Latitude*. It would be a valuable tool for port captains and the Navy down here in the event of a dinghy and/or outboard theft. Stolen boat details could be posted on the site with a desktop alert so all cruisers could be on the lookout.

A few days back, I noticed a local in a *panga* with a nearly new 10 h.p. Yamaha four-stroke outboard. Curious about the



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## LETTERS

fuel consumption because I'm planning an outboard upgrade, we chatted in Spanish about it. When it came to price, he told me he'd just paid 10,000 pesos — about \$770 U.S. — and that it had come from *el otro lado* — meaning the other side — of Puerto Vallarta. I just priced such an outboard from a dealer and was quoted \$2,500 U.S. Anyone out there missing a 10-hp Yamaha four-stroke?

Mike Wilson  
Mexicolder  
Mazatlan

Mike — Although almost nobody has taken advantage of it, we've always offered space on *Electronic* so sailors could post notices of things stolen from their boats. That offer still stands.

Cruisers to Mexico should have the serial numbers of their dinghy and outboard in the paperwork for their Temporary Import Permit (TIP), thereby proving ownership.

People should also remember that the more unique your dinghy looks, the less likely it is to be stolen. For example, if you have a yellow Carib inflatable as opposed to a gray one, and you've painted the gray Yamaha outboard cover pink, thieves are likely to go for something less-conspicuous.

### ↑↓ IS THERE SOMETHING MISSING?

I can't help thinking there is something missing in all the stories about the Clear Lake boating disaster story. Shouldn't a sailboat under sail have the right-of-way over any motorboat — except in the case of ships that are confined to shipping lanes?

*Latitude's* description of the event seems to imply that the incident took place at night. There was no mention of running lights, leading one to wonder whether or not *Beats Workin' II* was displaying running lights at the time of the collision. If they had no lights, they might be guilty of some sort of contributory negligence — although Deputy Perdock's reckless speed was still the primary cause of the accident.

P.S. I've been reading *Latitude* since the first issue. We were at the San Francisco YC's Opti Regatta in April as spectators, and *Latitude's* description was spot on.

Charles Gay  
Inverness / Kathmandu, Nepal

Charles — The tragic manslaughter incident on Clear Lake did indeed take place on a pitch black night. In all our many early stories on the case, we mentioned that there are claims and counter claims about whether the sailboat's running lights had been on. The prosecution claims that the sailboat's running lights were off. This is going to be tough to prove to a jury of 12 when everyone on *Beats Workin' II* says they were on, and even more important, so do independent witnesses on shore, including a retired law enforcement officer.

As we've written a number of times before, if the sailboat's running lights had not been on, we think it would have been a contributing factor in Lynn Thornton's death. In fact, we'd assign the responsibility for Thornton's death on a 80-19-1 basis. It would have been 80% the fault of Deputy Perdock, for the completely reckless operation of his boat and violation of numerous rules of the road. It would have been 19% percent the fault of Mark Weber, the owner of the sailboat, who was awake and presumably in charge of his craft. And at most, it would have been 1% the fault of Bismarck Dinius, who just happened to be sitting at the helmsman's position of the drifting sailboat when it was rammed by Perdock.

That Dinius, the least responsible of the three, is the only



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## LETTERS

one to have been charged with the death of Lynn Thornton has outraged her family. In our view, Bismarck has been set up as the scapegoat for this tragic accident, and it's cost him a fortune. Since no jury on earth is going to convict him of vehicular manslaughter,



COURTESY KGO ABC 7 NEWS

it's wasted untold amounts of taxpayer money, too. We're disgusted by crap government.

There were alcohol issues, too. Deputy Perdock admits to having drunk alcohol earlier in the evening, and there has been no good

**Inexplicably, the deputy who caused this destruction has not been charged.**

explanation for why he wasn't tested until hours after the accident. Furthermore, the deputy who testified that he was ordered not to give Perdock a Breathalyzer at the scene is curiously no longer with the department. Weber, the owner of the sailboat, was well over the legal limit. Bismarck was also over the limit, but just slightly. In fact, up until a couple of years ago, he could have legally operated a motor vehicle on California highways at his level of intoxication. In any event, Perdock's boat was coming at them so fast that nobody on the sailboat had time to react.

### ↑↓ DOES A BADGE AND GUN EQUAL IMMUNITY?

I am a prior duty U.S. Coast Guardsman. I'm also a sea captain. In over 500,000 nautical miles, I've had no accidents or major injuries. Over the past three years, I have closely followed the fatal boating accident that occurred on Clear Lake in April of '06. This is the one in which Lake County Chief Deputy Russell Perdock slammed his powerboat into the nearly stationary sailboat *Beats Workin' II*, resulting in the death of Lynn Thornton, a guest on the sailboat. I personally don't know any of these individuals, but I have a strong feeling that justice is not being done.

First of all, after conscientiously reviewing the available reports, I must conclude that the wrong person — Bismarck Dinius, who was sitting at the helmsman's position of *Beats Workin' II* — has been charged with vehicular manslaughter. Since the powerboat was being operated in the dark of night, it was the responsibility of the operator of that vessel — Deputy Perdock — to not hit the other vessel. Why isn't he on trial? Operating a powerboat at high speed — at least 40 mph — in the dark of night without running lights was, in my opinion, not only stupid, it was criminal. And you have to wonder why Perdock was not tested for alcohol within an hour of the accident.

Second, *Beats Workin' II* was under sail so, under the COLREGS of the United States Coast Guard, which applies to all inland waterways, had the right of way. Perdock had the obligation to not only avoid the sailboat, but provide it clear passage while it was under sail and he was under power.

After reviewing the writings of Lake County Deputy Attorney John Langen in regard to this prosecution of Dinius, the skipper of the sailboat, I must ask myself and others what is going on in Lake County? Does the possession of a badge and a gun mean you're above the law?

In the opinion of this experienced skipper, Lynn Thornton was killed due to the direct and malicious actions of Chief



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## LETTERS

Deputy Perdock. Until this officer is prosecuted, I will be wondering if the pond scum from the shallows of Clear Lake has not permanently washed into the offices of the Lake County District Attorney and Sheriff.

Captain Rory Kremer  
Alike  
Monterey

*Capt Roy — For the record, nobody is claiming that Perdock was operating his boat without its running lights on. The prosecution is claiming that Beats Workin' II didn't have running lights on, and that it was therefore a cause, or the cause of the accident. According to those aboard Beats Workin' II, both the running lights and cabin lights were on. Even more significantly, witnesses on shore, including a retired marine safety officer, said the sailboat's running lights were on just prior to the collision.*

*To most people, what's going on seems to be very clear. The Lake County District Attorney has charged Bismarck Dinius with vehicular manslaughter in order to take attention away from and protect the truly guilty party, Deputy Perdock, who, after all, is part of the law enforcement community in Lake County. Why didn't the District Attorney charge Perdock? He told Latitude it was because he couldn't prove beyond a reasonable doubt that Perdock was operating his boat recklessly. This despite the fact that Perdock himself testified that he was doing over 40 mph on the lake in the black of night — and regularly made such reckless speed runs.*

*The safeguard to prevent such things from happening is that the State Attorney General can step in. That Attorney General Jerry Brown has failed to take any action in this case, while collecting lord knows how many state and municipal pensions, is pretty much all that needs to be said about the quality of public servants in the State of California these days.*

*It's noteworthy that the extended family of victim Lynn Thornton is convinced that Perdock, not Dinius, is responsible for her death.*

*Check out this month's Sightings for the latest details.*

### ↑↓ YOU MUST BE YOUR OWN 911

Here's my two cents' worth about your recent article on the Coast Guard's response to an EPIRB signal being received. When my young son Andy and I left for Oregon from San Francisco, I had a rental EPIRB from The Sailing Foundation aboard. Unfortunately, it wasn't hooked up to the GPS when my son went overboard 36 miles west of Pt. Reyes. The Coast Guard — which I will always hold in high regard for risking life and limb while trying to find my son alive — couldn't find our boat for several hours, and therefore couldn't find my son in time to save his life.

The terrible lesson for me is that all sailors have to be proactive in emergencies. You simply can't rely on anyone but yourself and your crew, and you have to train for the unthinkable. Yes, you should have all the latest safety gear, but you must be prepared to be your own 911.

And thank you, *Latitude*, for your kind thoughts over the past few years.

K.D. Brinkley  
Andy's Dad

*Readers — To summarize, the Coast Guard told us that it can take up to an hour for them to receive an EPIRB signal. Although the average time is a little over an hour, it can take them as long as three hours to know the position of the EPIRB. So yes, it only makes sense to assume that you are entirely*



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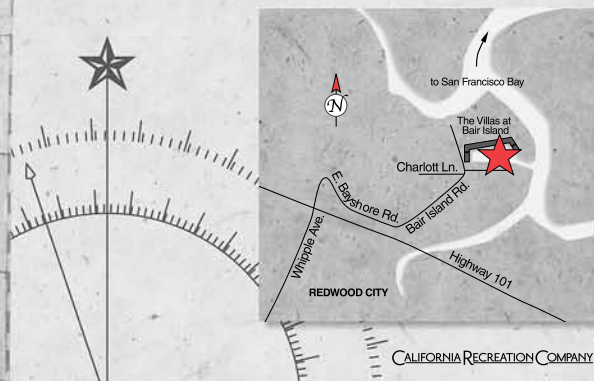
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## LETTERS

*responsible for your safety on the ocean.*

*K.D. — We've never met you, and we never had a chance to meet your son. Nonetheless, we continue to think good thoughts about him.*

### ↑↓ THE DUXSHIP SHOULDN'T HAVE BEEN CANCELLED

We at Team DB agree with John Liebenberg in his May letter, that the Duxbury Lightship Race should not have been cancelled at the last moment. As past president of OYRA (Ocean Yacht Racing Association) for four years and a current member of the YRA (Yacht Racing Association) board, I think the cancellation was a huge mistake on many levels.

First, were the predicted light winds going to present a danger to the participants? No. If there was a concern about the risk of having a 'bumper boat' start, the race committee should have known that all participants were required to carry two anchors and have a working motor with sufficient fuel. The same could be said about the risk of "the fleet sailing into a huge flood." If that had turned out to be the case, each skipper could have decided whether to anchor or turn the motor on. If the race had gone into the night and even the next morning, it still wouldn't have been a problem, as we were all required to carry sufficient provisions, emergency water reserves, multiple communication devices, emergency lighting devices, and various types of flares exceeding the U.S. Coast Guard minimum boating requirements.

Second, the race was completely doable. Bob Gardiner and his crew on the Olson 40 *Spellbound* proved it by going ahead and sailing the course anyway. They finished that afternoon, well before what would have been the 24-hour time limit.

Third, based on information from NOAA, the race committee said there was "little prospect of wind until much later in the day." They did not, however, mention what the NOAA forecast was for Saturday evening or Sunday morning. Indeed, a boat could have been becalmed for eight hours at the start, then averaged only two knots, and still finished the 31.8-mile race within the deadline. The Duxship is a 24-hour race, so the race committee should have been prepared for that possibility.

The race committee also should have known that there is no way to predict the weather off the coast of Northern California. Two weeks after the cancelled Duxship, there were similar light air conditions for the start of the Farallones Race. It turned out to be a very challenging event, with light air at the start followed by heavy air later on. In fact, we hit 18.1 knots — our fastest inside-the-Bay speed ever — on the way back in. And there was a J/105 in the Lightship Race that must have been doing over 20 knots.

Liebenberg asked, "Why did a race committee of three or four people deny this group of 200 sailors the opportunity to race?" The question was not adequately addressed by PRO Charles Hodgkins, nor by YRA President Pat Broderick, who endorsed abandoning the race. My understanding is that it was just Hodgkins and Broderick who made the decision. The '09 Duxship Race is not the first time a president of the OYRA has tried to interfere with a race committee's decision to run or not to run an ocean race. Unfortunately, this time his opinion prevailed for all the wrong reasons. I formally requested (points) redress from the YRA for the boats in the series that took the time and effort to show up at the starting line, but have received no answer to date.

With the exception of extreme and hazardous sea conditions, race committees should start races and let each competing skipper decide if he/she wants to continue — this is the race committee's obligation to racers. Last year's Windjam-





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## LETTERS

mers was another good example of a light-wind race. Thirty-three boats signed up, 12 boats finished, 13 boats motored off to a DNF, and eight boats elected not to start. After doing some math, we on TeamDB, despite our rating of -36, decided not to leave the dock that day, even though we'd done a day of prep work and had paid the entry fee and for bottom cleaning. It was our decision, as it should have been, not the race committee's.

Douglas Storkovich, Skipper, TeamDB  
*Delicate Balance*  
Monterey Peninsula YC

### ↑↓LATITUDE'S PUBLISHER IS AN OLD FART

Give me a break! Liz Clark of the Cal 40 *Swell* is begging online, and you're her helper. And her urgent need seems to stem from the fact that she has an aversion to getting a job — and a [unprintable]. The publisher of *Latitude* is an old fart, and there is nothing chivalrous about his being her agent in seeking the easy way out.

Why would I call the publisher an old fart? Because he never took his catamaran to the Pacific. Oh — too much trouble! It's so much easier to sit in St. Barth and write about the Pacific. You old fart!

Gary  
Cyberspace

*Gary — You've got a reasonable point to make, so why undermine it with such misogyny and vitriol? Besides, that kind of talk brings shame to your mother.*

*The following surely won't affect you, but might provide a context for others with more open minds. We met Liz about five years ago in Santa Barbara while getting ready to do a race. Thanks to a patron, she'd acquired her Cal 40 on attractive terms in order for her to pursue a dream of a surfing-sailing safari. Such an idea wasn't out of the blue. She'd cruised Mexico with her parents, and she'd been a collegiate surfing champion at UCSB.*

*Some people have issues with the concept of somebody having a patron. Usually they are people who never had a patron, so that's somewhat understandable. But if you have a problem with Clark ending up in the position she's in, what do you have to say about someone like Paul Cayard, who would not have achieved the tremendous success he has without the benefit of patrons when he was young? (And if you want to know about having to beg for money to sail, we're sure Cayard could give you an earfull on what it's like trying to fund an America's Cup campaign.)*

*But even more to the point, what are your feelings about the following sailors who didn't earn the money for their boats and/or expenses: B.J. Caldwell of Honolulu, who circumnavigated when he was 19 aboard the *Contessa 26 Mai Miti*. Robin Lee Graham, went around on the *Gladiator 24 Dove* when he was in his teens. Teenager Zac Sunderland, who is nearing the completion of a terrific solo circumnavigation aboard the *Marina del Rey-based Islander 36 Intrepid*. Or even Bruce Schwab with the *Wylie 60 Ocean Planet*, who has been relying on the funds of others for many years? Does it make a difference to you that Liz Clark is a young woman? That she's attractive? What are your thoughts about the money that was given to Ellen MacArthur for her various sailing exploits? Or Sam Davies? And does it matter that Clark is adventuring rather than racing?*

*The truth of the matter is that many sailors have benefitted from patrons, be they their parents or others. Does it make a difference if it was a parent or friend? You tell us. And patronage is hardly limited to the world of sailing. We'll remind you*

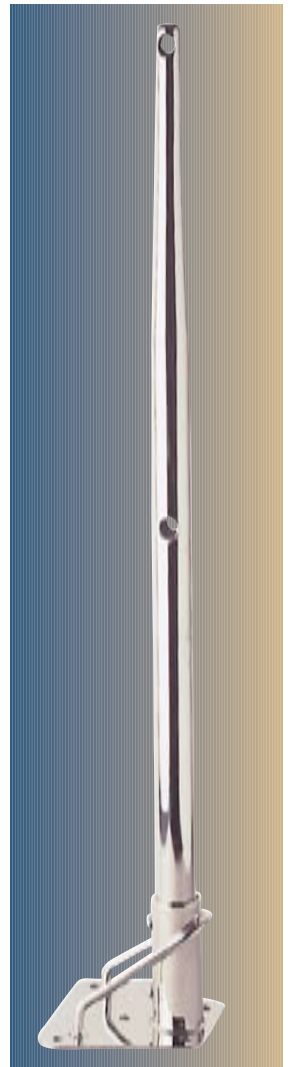




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## LETTERS

that there are huge patrons in the world of sport, sometimes also known as universities. Patronage is rampant in the world of education, the arts, and just about every other field you can think of.

When we first met Liz, she was in her early 20s and in no way ready for such an adventure. But she was attractive in the sense that she had a dream, she had experience that lent credence to the dream, and was busting her ass as a waitress to try to help make it happen. Her trip got postponed for a year because neither the boat nor she was ready, and that was a good thing. In January of '06, she finally took off. We didn't encourage anybody to chip in any money to her effort at the time because we figured there was only a 50-50 chance that she'd make it to Cabo without wanting to turn back. After all, she was still a novice cruiser and was naïve about the challenges she'd face.

In the three years since then, Liz has faced many personal and sailing challenges. She's had help along the way to be sure, but who among us hasn't? During this time she's provided a lot of entertainment and inspiration to readers of Latitude and many other magazines and websites. As guys, it's impossible for us to fully appreciate the adversities that women experience while cruising, particularly women who are singlehanded. Many women readers have told us that Liz has made them proud and/or inspired them. But to be fair, some women agree with you, and say she should get a job.

Anyway, when we heard about Liz's recent problem with the leak, we offered to put a request on 'Lectronic for people who might want to contribute. She agreed. We didn't make a forceful request, just said that if people wanted to contribute, they could. It's a free world, man. And we're happy that we put the word out. By the way, it's far from the first time that we've mentioned there were sailors in need of funds.

As for us, the publisher of Latitude, we're always amazed at the number of people who are certain they know how to run this magazine better than we do. Indeed, the less they know about publishing and business in general, the more sure they are of themselves.

There are a number of reasons that we haven't taken Profligate to the South Pacific. First, we don't have the time.



**We make no apology for taking Profligate to the Caribbean as opposed to the South Pacific.**

Speaking as the publisher, we produce over 30 pages of editorial a month, including many photos and layouts. That's an average of a finished page a day, weekends included, not counting all the stuff we do for 'Lectronic and the general running of the business. It's difficult enough to accomplish this during a Ha-Ha, where we at least have access to high speed internet in Turtle Bay after three days, and then again in Cabo after five or six more days. Perhaps you could explain to us how we'd keep the magazine going while doing an 18-day crossing to the South Pacific. And what we'd do without broadband internet in the Marquesas and Tuamotus. The longest crossing we've done was a fabulous 16-day crossing of the Atlantic aboard Big O, our previous boat. Combined with the downtime before we started and after we arrived, it



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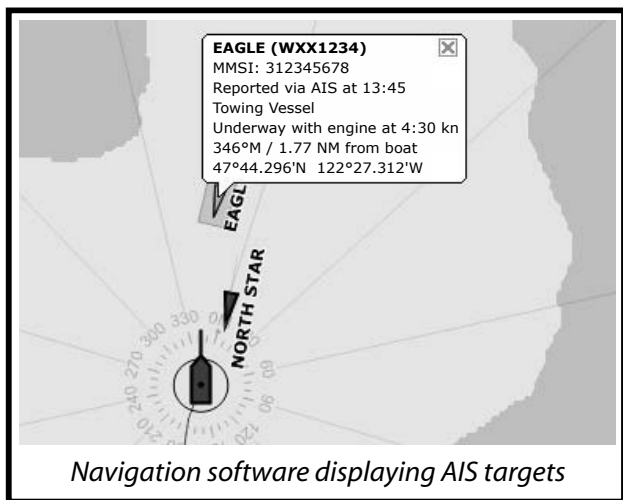


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## LETTERS

was very hard on us. Indeed, it meant that we had to miss the start of the Atlantic Rally for Cruisers by two days. Lack of time is the same reason we've never been able to do a TransPac, Singlehanded TransPac or Pacific Cup.

A second reason that we haven't taken our cat to the South Pacific is that — and this may shock you — we're not so crazy about the South Pacific. We've been to Tonga, Fiji, Tahiti, Moorea and New Zealand a couple of times. These places are beautiful, and we understand why they are the favorites of many circumnavigators, but they are not at the top of the list of places we want to cruise. The best explanation we can give is that we're not 'primitivists'. We're just too Type A to be fascinated by Polynesian culture. The place that whets our cruising appetite is Southeast Asia — Malaysia, Vietnam, Thailand, Bali and the like. So, for the first time in more than a decade, we're not be spending New Year's in St. Barth, but rather Southeast Asia. Our goal is to be cruising there the winter after this one aboard a Thailand-based F-31 trimaran that we plan to own with two or three partners. Our inspiration is Peter Carr, whom you can read about elsewhere in this issue.

The last, but not least, reason we haven't taken Profligate to the South Pacific is that it's Senior Editor Andy Turpin's territory. He knows it far better than we do and he knows the people, so why wouldn't we have him in charge? Because of his knowledge and connections, he was able to pull off the incredible coup of getting the very expensive bonds in French Polynesia waived for members of the Puddle Jump fleet.

Apparently you have a problem with our spending two months at St. Barth in the winter. Well, that's just too damn bad, because we've got plenty of good reasons for doing it. First, it's a crossroads of the Caribbean, with notable boats and sailors from all over the world stopping by. As such, there is no end to the number of great stories that come out of there. Second, because we have a charter boat in a yacht management program, we can spend all that time in St. Barth for almost nothing. Third, because we're able to set up a small office there, we can still get in five to eight hours of productive work done most every day. And finally, because St. Barth is the cleanest and safest island in the Caribbean, has some of the most spectacular beaches and sailing conditions, and because we have so many good friends there.

That said, we feel no need to answer to you for what we do and how and why we do it. If the result of our busting our asses every month doesn't result in a magazine that's up to your standards, don't read it. God knows you could use the extra time to clean out your potty mouth and change your attitude toward women.

### THE POST-TRANSPAC RACE TO KAUAI

With a big fleet sailing to Hawaii in the TransPac this



For TransPac boats, the Nawiliwili Yacht Club is practically on the way home.

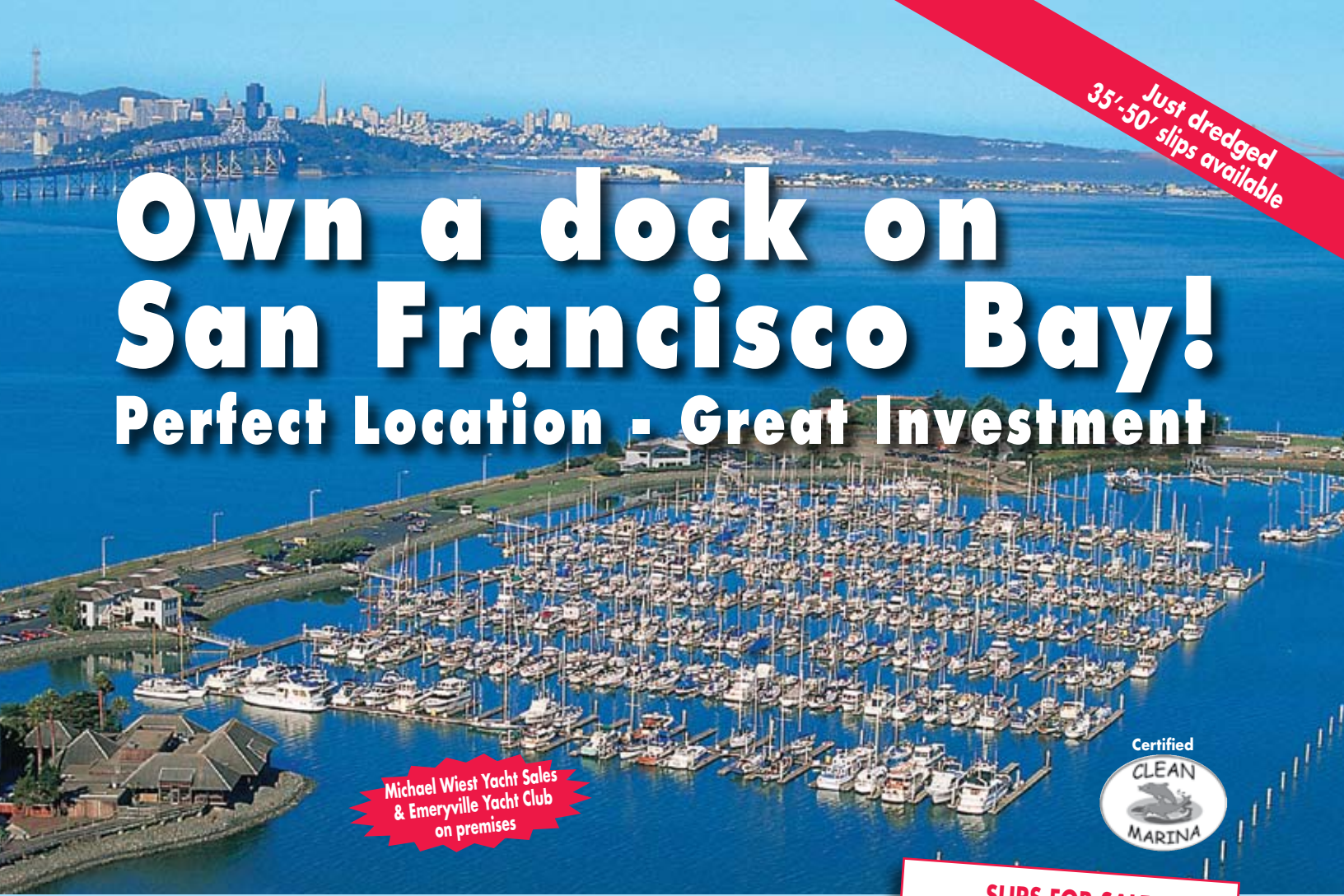
year, I'd like everyone to know that the Nawiliwili YC of Kauai will again be hosting the Kauai Channel Race. It will start at 7 a.m. on July 31 from the Ko'Olina Marina and Resort on Oahu, and end 78 downwind miles later at Nawiliwili,



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## LETTERS

Kauai. The first finishers are expected to cross the line that afternoon. Last year we had 22 entries, but we're expecting even more this year. After all, the best way to sail back to California from Hawaii is via Kauai. For more info, contact Rear Commodore Terry Wells at (808) 828-1011.

MaryAnn Holden  
 Nawiliwili YC, Kauai, Hawaii

### ↑↓ I EXPECT TO TAKE AT LEAST THIRD IN CLASS

Come hell or high water, I'm going to do the Ha-Ha this year. In fact, I plan on doing no worse than third in class. Participants in last year's Ha-Ha may recall that I intended to do last year's Ha-Ha — until two hours before the skipper's meeting, when I fell off a scaffold in a boatyard and broke my wrist. I showed up at the skipper's meeting with my arm in a cast to ask other skippers in the Ha-Ha fleet to please find berths for the four people who were going to crew for me. In what I believe is true Ha-Ha tradition, my entire crew got rides on boats. Thank you skippers!

Tom Christensen  
 Julia Morgan, Morgan O/I 41  
 Long Beach

### ↑↓ A RESPITE FROM VERY TOUGH DUTY

Do you know what this little six-meter vessel in the accompanying photograph is? She's *Nomad*, ocean weather station number 46005 in NOAA's Ocean Data Acquisition System. Since '76, she's spent her entire solitary life on the North Pacific, one of the world's roughest oceans. *Nomad* was anchored in over 9,000 feet of water some 315 nautical miles west of Aberdeen, WA. Her job was to signal back all sorts of ocean data to NOAA, which then used it to provide us mariners with important weather information. *Nomad* is equipped with sensors that provide data on barometric pressure, wind



ARNSTEIN MUSTAD

After all those years of service, 'Nomad' took a break.

speed and direction, wave height (using an accelerometer), wave direction, and air and sea temperature. Over the years she's survived winds of well over hurricane strength and seas in excess of 50 feet.

On December 18 of last year, *Nomad* went adrift. But she was recovered on March 13. I saw her sitting on the docks in Newport, OR, looking a wee bit tired and in need of some TLC and a bottom job. I've been

told that she'll be restored to service when it can be worked into the Coast Guard's schedule. For more information on NOAA's Dial-a-buoy and ODAS services, readers should visit <http://seaboard.ndbc.noaa.gov/dial.shtml>.

Arnstein Mustad  
 Mustad Marine

### ↑↓ I USED THE SAME PFD FOR 20 YEARS

Hey, why not help your readers out here, especially those who equip themselves and their boats with 'the latest' in gear and accessories? There is now a little-known device available that will solve the PFD problem that you wrote about in your May issue. The device is called a life jacket or PFD. I've owned many of these. Twice, I have worn one particular jacket for as



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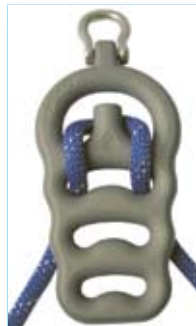
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## LETTERS

long as 20 years without really testing it. So, after about 20 years, I put on my stylish life jacket and jumped into a warm swimming pool. Voila! Just as I had hoped, the lighter-than-water material that was sewn into the jacket's outer skin was still lighter than water and still, after all those years, kept me afloat. And looking good, too!

Hey, why don't you suggest to your readers that they think for a few minutes before purchasing the 'latest crap'?

Dave Vickland  
 Alameda

*Dave — Most of us are no longer sailing boats and using gear from the '70s, so evidently some of the "latest crap" is superior to the old crap. Not all of what's new is good, but it seems to us that a lot of the new stuff — particularly if we take the time to educate ourselves about why — might actually be better. While there is certainly nothing wrong with wearing a traditional PFD, many sailors prefer the inflatable type due to their comfort and the ease of maneuverability that they allow.*

### ↑↓ RESURRECTING A VINTAGE DESIGN

I work for a boatbuilding company in downeast Maine, and was offered a potential project for my own small boat shop. The project involved my taking a complete pair of molds off their hands and putting them back into production. The molds are the Lippincott 30 and Lippincott 36, boats which were built between '79 and the '80s.

I'm a very driven person and have been mulling the proposal for a year or two. I'm interested in your feedback as to whether it would be a good business move for me to acquire these molds for my first undertaking. I've read reviews about the two boats and there seem to be waiting lists on forums for used boats. But as I said, I'm interested in an independent point of view from someone who knows the boat business inside out. What do you and your colleagues think of a revival of what could be a family-budgeted sailboat with a small touch of style and nostalgia?

Peter Taylor  
 Downeast Maine

*Peter — Yours is one of the easiest questions we've ever had to answer. We may not know the boat business inside out, but we know for sure you shouldn't even remotely consider such a proposal. Even in the best of times, building boats is an extremely risky business proposition that requires lots of capital. And you're thinking about trying to revive a design from the '70s and going up against the likes of Catalina and Hunter in terms of bang for the buck? It's not going to happen. We can imagine that being offered a complete set of molds for two boats might sound tempting, but it shouldn't. After the heyday of boatbuilding in Southern California, some boatbuilders offered complete molds for free to anyone who would take them off their hands. Being driven is a very good thing, but make sure you're being driven in the right direction.*

### ↑↓ WORKING FOR THE PUBLIC GOOD

Reading your editorial response to the May letter of M. Lee Fowler, in which you stated your views on life, including the importance of personal responsibility, reinforced my decision to drop my subscription to *Cruising World*. *Latitude* is the only sailing magazine for sailors interested in some serious philosophical ideas, and I'd rather read about them than lots of reviews of expensive boats.

I'm an 84-year-old retired engineer/systems analyst, and a sailor of 43 years — who still sails my '83 Catalina 30 ev-



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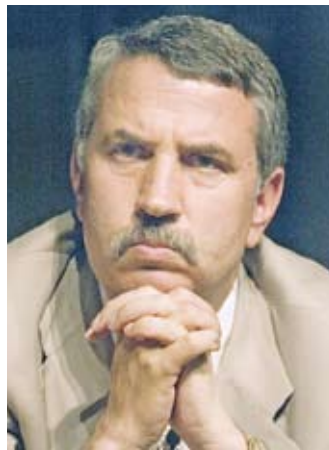
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## LETTERS

ery week along the coast. I say politics is only necessary for politicians, and I'll bet that you agree. To go from an oligarchy — which is what we have now — to a real representative democracy — which would be nice, would require publicly funded elections and deliberative polling. This would allow successful career people — such as the publisher of *Latitude* — to serve one term as a representative of the people as opposed to the regular political hacks. Instead of making policies based on special interests, you'd be doing what you do now, which is working for the public good. Furthermore, your loyal readers would stick with *Latitude* while we followed your service to humanity.

Walter C. Tice  
 San Diego

Walter — Thank you for the very kind words. Alas, being an effective representative of a citizenry requires a skill set — including patience and willingness to wade through endless details — that we don't possess. While we'd be a terrible representative — doing things like daydreaming about cruising in the Sea of Cortez during policy discussions — we have no doubt that we'd make a splendid benevolent dictator. For example, upon learning that in these most of difficult financial times the Bay Area Air Quality Management District just blew \$75,000 to have New York Times columnist Thomas Friedman give a two-hour talk — which was already available online — the heads of those responsible would have rolled right down Broadway and into the Oakland Estuary. Figuratively speaking, of course. But they would be shit-canned and made to pick up the tab for Friedman's speech, his first-class plane ticket, and time at the Claremont Resort. As for the additional \$125,000 that was spent to put on the shindig, it would be taken from BAAQMD's salary budget for the following year. You could be pretty confident that the BAAQMB wouldn't piss away taxpayer money like that again anytime soon, and that other taxpayer-funded boards would take notice.



**Thomas Friedman, looking a little puzzled.**

Plato had it right when he wrote that the best recipe for public servants was for them to be paid "the expenses of the year, but no more." In other words, public servants should be true public servants, rather than pigs at the public trough for themselves and their extended families, friends and the pack of special interest groups they actually work for.

Hilarious Update: After the Chronicle's Phil Matier and Andy Ross broke the story of that preposterous fee, James Rainey of the L.A. Times wrote an article taking Friedman to the editorial woodshed for his major ethical flub. Before you could say "The World Is Flat", Friedman returned the money — which amounted to nearly 50% of what he's paid a year by the New York Times. Through a spokesman — journalist Friedman was apparently too embarrassed to comment to the L.A. Times — he gave the pathetic excuse that he thought he was going to be speaking before a group that wasn't heavily involved in politics or lobbying. Who does he think is going to buy that nonsense? In any event, if BAAQMD is listening, our LaDonna Bubak would be happy to give a presentation on how



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## LETTERS

*green it is to live on boats for a fraction of Friedman's fee.*

### ↑↓ **CRUISING B.C. DOESN'T HAVE TO BE EXPENSIVE**

In the February issue of *Latitude*, there was a letter by Richard Drechsler of the Catalina 470 *Last Resort* titled *Cruising British Columbia Isn't So Cheap*. There was no mention made that he spent the winter at the Port Sidney Marina, which is probably the most expensive marina in all of British Columbia. All the local cruisers I know avoid that place like the plague. There are a number of other less-expensive marinas only a few miles around the corner, as well as the free anchorage in Tsehum Harbour. All are within a few blocks of the public transit system that can take riders the 10 blocks to downtown Sidney or 15-mile distant Victoria.

Bob Beda  
*LaBoo*  
 Vancouver, British Columbia

Bob — Thanks for the heads up.

Many first-time cruisers take off with the notion that marinas in the Third World — not that Canada is the Third World — will be less expensive than in the States. That's usually not true, because Third World countries normally don't have a sailing tradition, and therefore don't have marinas that were built and paid for many years ago. Most Third World marinas are relatively new, and they are often part of high end resorts — both of which spell high berth fees. For those cruisers who stay in a marina, the slip fees are often the largest monthly expense. So if you'll be cruising on a budget, you might want to spend extra money on a slightly larger anchor, rode and windlass.

### ↑↓ **GOING IT ALONE IS VERY TOUGH**

*Latitude's* singling out "some nurse" in San Francisco, who allegedly was paid over \$330,000 in one year, is, in my book, not much different than citing Bernie Madoff as representative of every investment manager. One individual does not necessarily represent a system that employs many thousands.

Speaking as a person who cannot obtain private insurance of any kind due to that wonderful insurance industry 'out' called "pre-existing conditions," going it alone is very tough. Imagine yourself with treatable cancer and a regime that will cost you \$250,000 or more out of pocket. If you can afford this, and continue on as rugged sailors, things must be very cushy in your world.

I don't own a sailboat because I can't begin to afford such a luxury. I do have friends with a modest old Cal 30 who are kind enough to include me in their adventures from time to time, for which I am grateful for both their experience and company. Their boat is moored in Shilshole Bay Marina, a 1,400-slip facility here in Seattle that was built by the City of Seattle in 1963 with — oh my gosh — taxpayer funds after the receipt of a federal grant — more taxpayer funds — to construct the breakwater. Should I ask for my share back so that I can use it for my health care?

My point is that there is nothing 'rugged' about having to go it alone. It's the stuff of B-movies and dime store novels. It is the type of bravura expressed by those who have never faced an extreme personal financial crisis where their very lives were at stake. We have a responsibility for and to ourselves, and for and to our tribe — which in this case is my fellow Americans.

To live as you suggest, you would need to own your own private island. So the next time you travel on public roads, send children and grandchildren to public schools, or moor your boat in a public marina and so forth, be grateful that



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## LETTERS

there are many out there who have helped pay for you to enjoy these privileges, who may themselves never use them.

Steve Hunter  
Seattle, Washington

Steve — *The pay for the nurse we referred to was not "alleged," it's a matter of public record. Go to [www.sfgate.com](http://www.sfgate.com) and muck around, and you'll find a list of the salaries and overtime pay for government employees in many cities around the Bay Area. It's eye-popping enough without any mention of the lavish benefits. In the City of San Francisco, for example, it's not unusual for employees to get 44 days off a year. Maybe that's why the City of San Francisco is now facing a \$575 million budget deficit. Unfortunately for the city, it's not like the old days when 7,000 different entities in the United States printed their own currency, or else they could continue to party on while sticking everyone's children and children's children with the tab.*

*Let's say you think the individual in San Francisco was the only nurse who was paid over \$300,000 a year, let us call your attention to Lina Manglicmot, a nurse working for the state at a prison facility in Monterey County. She earned \$108,000 in base pay and nearly double that — \$198,000 — in overtime, for a total of \$316,000. It's also a matter of public record that 18 nurses, 23 prison guards and 274 shrinks working for the State of California made over \$200,000 a year. Who said working for the government wasn't as lucrative as it is easy? And you can only imagine the pensions they'll receive.*

*Not that many people have heard of the city of Vernon, and probably even fewer have heard of Bruce Malkenhorst, who served as mayor and in other capacities there. But get this, old Bruce pulls in \$500,000 — yes, a half million smackers! — each year as his state pension. hilariously, he's collecting this ungodly amount while under indictment for embezzling public funds, a charge that ironically has nothing to do with his pension. As one L.A. Times reader commented, you don't have to be Sherlock Holmes to figure out why California is bankrupt. You're up in Washington, so maybe you're not aware that the once Golden State is facing an annual shortfall of \$21 billion. The state can't print money any more than the city of San Francisco can, or you know they'd be at it 24/7.*

*When it comes to single-payer insurance, you'd think we'd be the biggest supporters. After all, since day one we've provided health insurance for all employees, despite the fact it's cost a fortune and put us at a competitive disadvantage to competitors who don't provide such coverage. But for us it's been a moral imperative, a case of company and personal responsibility. So why wouldn't we simply want to turn the whole problem over to the state? Because to the depths of our soul, we believe that government programs at all levels are so corrupt, incompetently managed and inefficient, that it would be irresponsible to do so. Mind you, we're not lathered up or wild-eyed when we say this, but rather calmly stating a belief based on all the evidence we've seen. Note that our city, state and federal governments are already wildly in debt, and it's getting worse by the minute even if you don't take into account Social Security, which is the world's biggest Ponzi scheme. Despite these problems, there has been no effort to align spending with income. Surely you've heard about the \$2.6 million the National Institute of Health is getting to study ways to help Chinese prostitutes drink more responsibly?*

*You might think twice about how well single-payer health insurance would work out for your "tribe." The April 16 edition of the Los Angeles Times had a fascinating story about the case of Ana Puente. She was born in Mexico, but brought to the*



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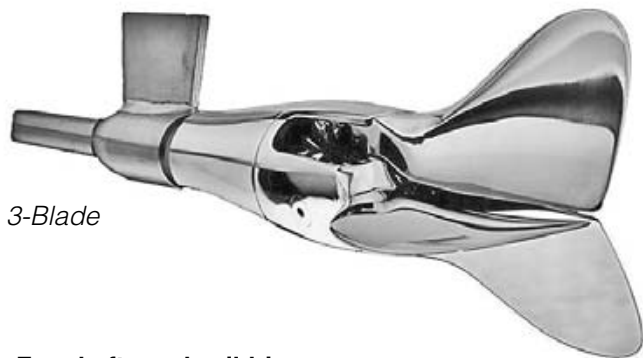
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## LETTERS

States as an infant by her aunt because she had a liver ailment. She received a liver transplant, which is a rationed procedure, at a cost to California taxpayers of \$490,000, plus \$30,000 a year in medicine. Then she had another liver transplant, and yet another, both again costing state taxpayers \$490,000 each. Now she needs a fourth liver transplant, but she'd 'aged out' of the state health insurance system. But lucky for her, she then learned that if she notified the U.S. Citizenship and Immigration Services that she was in the country illegally, state health officials might grant her full Medi-Cal coverage. It sounds like an insane idea if you'd already cost taxpayers \$2 million and were looking for another half a million in treatment, but here in California, where profligacy is the state's middle name, officials naturally granted her the coverage. California citizens better duck, because here comes another bill for \$490,000.

We have tremendous sympathy for the unfortunate Ms. Puente, but we can't help wonder what you would think if Washington state officials were so generous to members of another "tribe" — and, to at least some degree, at your expense. And how long do you think California taxpayers — the numbers of which are dropping all the time — can fund ultra-sophisticated treatment for the rest of the world? We hate coming back to it, but the state is already facing a \$21 billion shortfall, and that only after legislators have performed all the smoke and mirrors tricks they could think of. Imagine the interest on \$21 billion, every dollar of which can't be used to pay for legitimate programs. And you want to turn the health system over to bureaucracy with a track record like that? And with absolutely no motivation to improve on it?

As for your not being able to get health insurance because of a pre-existing condition, we don't know any of the details of your personal situation, but we can't help wonder why you didn't have health insurance in the first place. If you had, you couldn't be opted out. We've gone to huge expense during our entire adult lives to make sure that we, our kids and our employees have at least had catastrophic health insurance to prevent finding ourselves in the situation you find yourself in. We didn't buy new cars every couple of years, we didn't buy furniture or jewelry, we didn't live in fancy digs, we didn't hire more employees so we could work less — all because those things are of a lower priority than health insurance.

The problem with the 'tribe' or 'it takes a village' concepts is that they assume most people will contribute their fair share. Alas, human nature doesn't work that way. When some members of a tribe realize that others will take care of them if they don't take care of themselves, you end up with — well, the budget deficits you see in San Francisco and California. Contrary to what so many people believe, there is no free lunch. And there is a limited amount of money.

Thankfully, your example of the Shilsole Bay Marina, and the taxpayer funds used to build it, brings us back to the world of sailing. Let us take a wild guess, but we bet that the loaned money was paid back, with plenty of interest, ages ago by the tenants, and that the marina has continued to generate a bundle of revenue for the state. We say that because that's how it's worked in California, where boatowners, via the Department of Boating and Waterways, have been paying their way for so long that the agency has been the object of never-ending raids to make up for shortfalls in the General Fund, which has never been able to pay for itself no matter how high taxes have been increased.

There's nothing you've said that makes us believe any less in the importance — to both the individual and "tribe" — of personal responsibility and its sidekick, rugged individualism. For if the vast majority of people were truly personally respon-

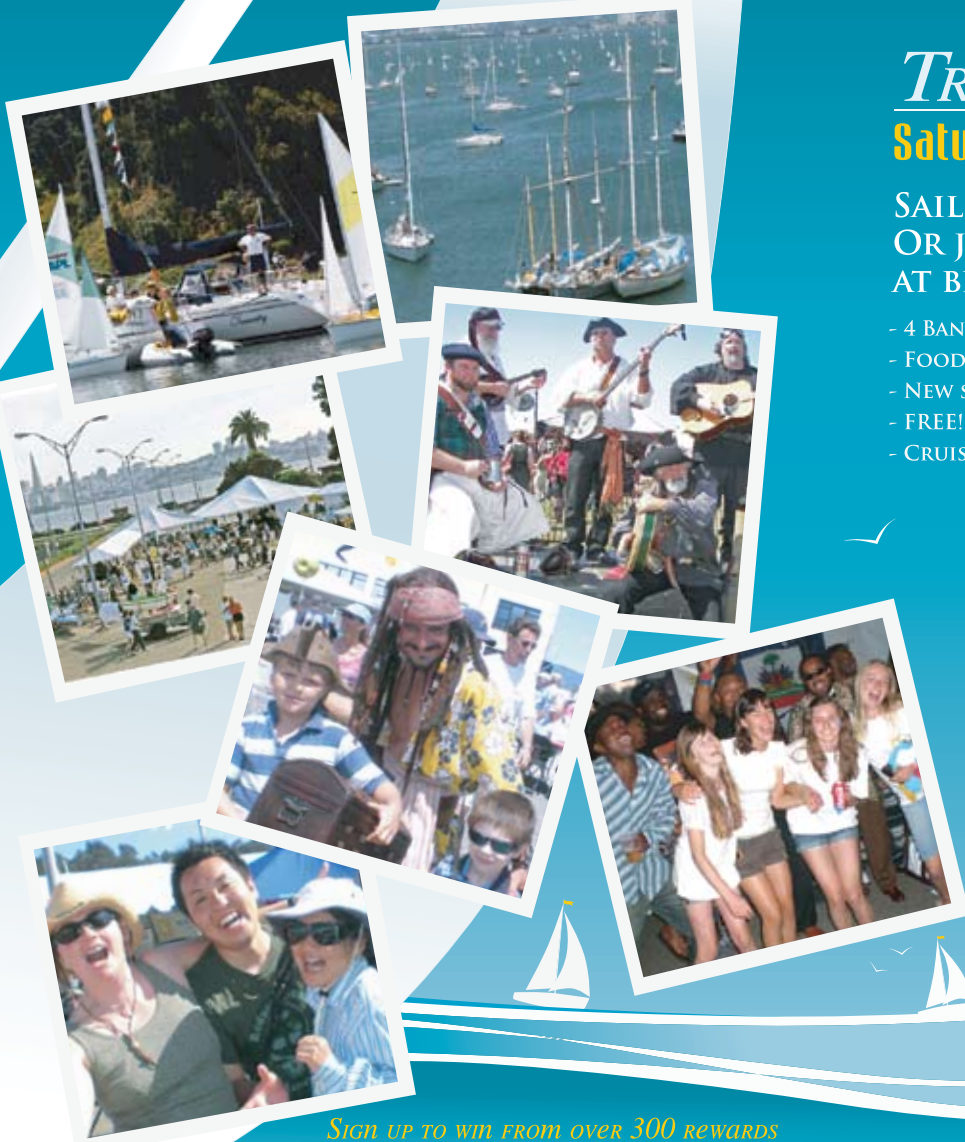




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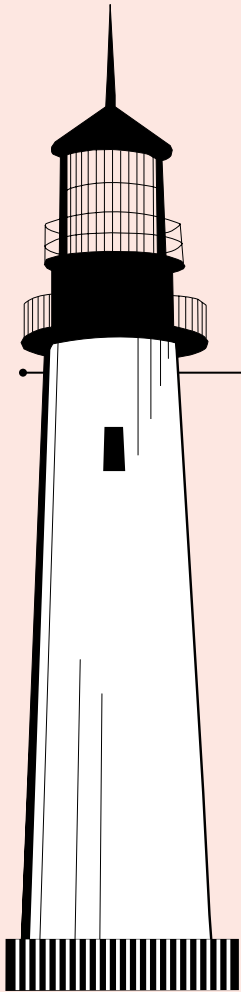
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## LETTERS

sible — and/or the government operated with a modicum of efficiency — we believe the few who are genuinely in need could get most of the help they deserve.

We're going to end with the suggestion that perhaps you look to Mexico for a solution to your personal medical problem. Bill Vaccaro of the Chico-based Moody 44 Miela suffered a bad case of kidney stones about a decade ago while living in Chico. By the time it was all over, it had set his insurance company back \$70,000. Poor Bill had a case of 'stones' again this winter while living on his boat in Puerto Vallarta, so he decided to get treatment in Mexico. The bill for the same procedure and treatment he'd gotten in Chico, 10 years later, mind you, was just \$7,000. And we're not talking about some wacko mystical treatment at the border, but excellent treatment at the hands of a well-trained physician with top equipment at a fine facility.

### ↑↓ THE ALLURE OF SAILING

I'm not a sailor, but that will change in the next six months as I fulfill the dream of learning to sail and experiencing the cruising lifestyle. I work as an outdoor educator for the Yosemite Institute in Yosemite National Park, and each day I take students on hikes in the park to teach them about ecology, stewardship, teamwork and respect for the human and natural worlds.

Every year the Yosemite Institute remembers Matthew Baxter, a particularly inspiring educator who died in a climbing accident 14 years ago, by awarding Matt Baxter grants to employees who propose life-changing experiences for themselves. After doing some research and submitting a proposal on sailing — cruising in particular — I became the '09 recipient of that grant. I love the ocean and have enjoyed many forms of ocean recreation over the course of my life, but have never lived on or navigated a boat before. After all, my life in the Sierra Nevada mountains doesn't afford me contact with saltwater. However, I was reminded of the allure of sailing in



COURTESY BRIAN BATDORF

**Brian, on top of his world.**

January when I passed the Santa Rosalia Marina in Baja at the end of a sea kayaking expedition. I was inspired by the culture of exploring seldom-visited places using just wind energy, and by the independence and complexity of sailing.

In June I'll be taking Basic and Intermediate Coastal Cruising classes in the 'cruise and learn' format at the Vancouver Sailing Club. I'll devote the rest of the summer to a crew position with an experienced skipper on a private boat. Nothing has been finalized, but I trust something suitable will materialize for July and August, which is the time I've taken off work in order to focus on this experience. In November, my entry into the world of cruising will culminate in the Exuma Islands where I'll be chartering a 21-ft Sea Pearl for eight days of sailing.

The prospect of pursuing something so far outside my comfort zone is thrilling. The more I learn, the more confident I become. One of the goals of my project to make contacts in the sailing world, so if *Latitude* publishes this letter, perhaps





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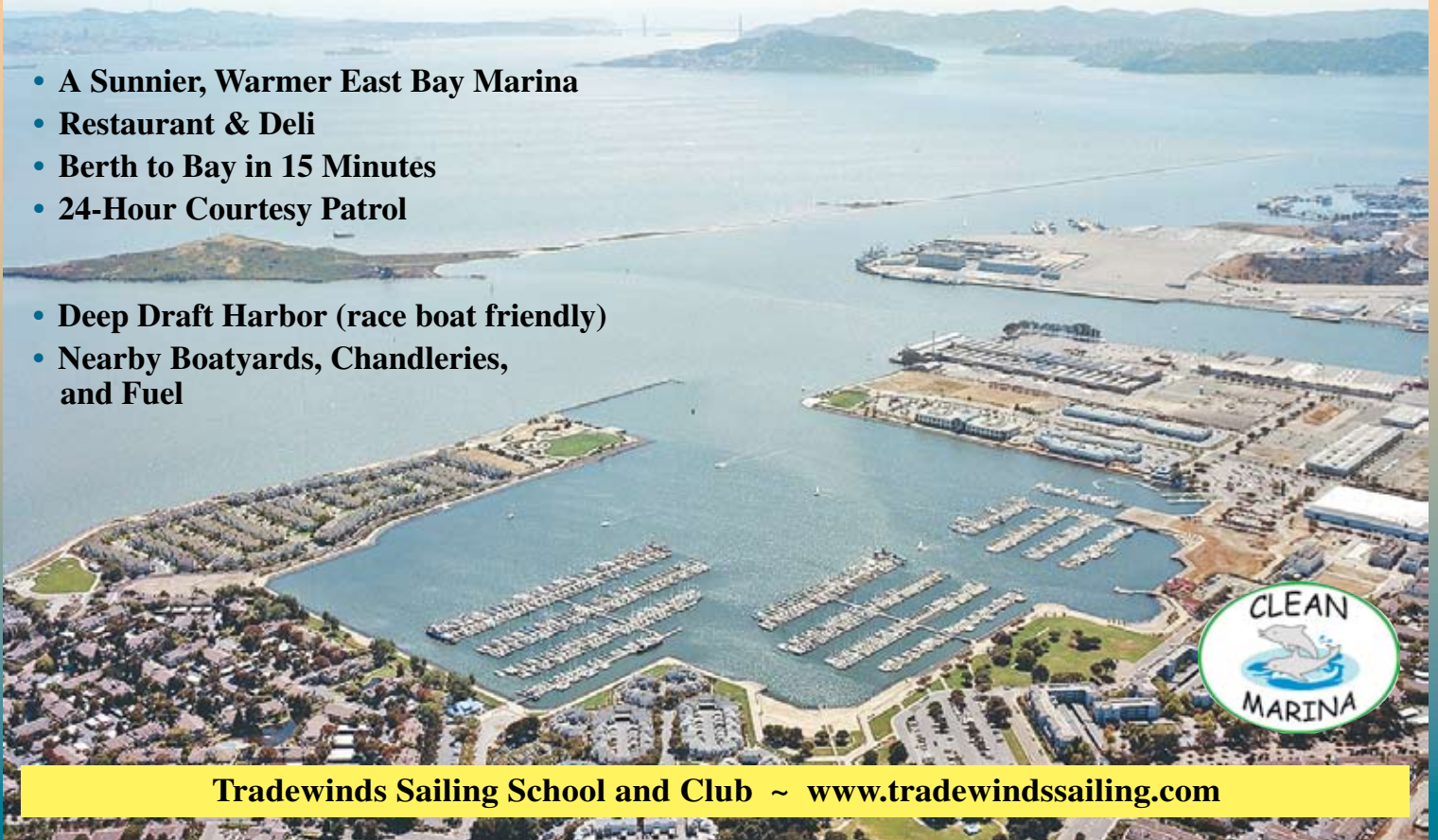


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## LETTERS

folks needing crew for cruises in July and August might be interested in considering having me along as crew. I'm 28, work hard and am good company. I can be contacted at [bsbatdorf@gmail.com](mailto:bsbatdorf@gmail.com).

Bryan Batdorf  
Yosemite

*Bryan — Congratulations on your winning the award. The skills and attitudes necessary to be successful out in the wilds of Yosemite aren't that different from being on the ocean, so we're sure you'll have little trouble with the transition. In fact, lots of people do the mountains of California in the summer and cruise in Mexico in the winter. Good luck!*

### ↑↓ AUSTRALIA, THE EPITOME OF THE NANNY STATE

I'm starting to get the firm impression that the mainspring of most people's lives is to die in some nursing home after drooling on their plastic pillows and pissing themselves for several years. I'm a sailor. I've been living on boats and going to sea in small boats with my partner Lisa for about 16 years and 60,000 miles now. We have a strong, safe boat, but we don't have an EPIRB, a designated liferaft, a SSB radio, satphone or other long-range communication ability. Nonetheless, we have good common sense and a cautious, conservative approach to offshore safety.

We've met very few others who take a similar approach. Most of them have all of the safety gear mentioned above, and most are willing — if not eager — to put it to use. Safety is a hot topic among cruisers. I think cruisers have, since they were little kids, heard stories about wild storms at sea, pirate attacks, shipwrecks, and sailors adrift in liferafts. And I think those stories sparked a kind of primordial fear in their hearts. As these people grew older, the words 'sailor' and 'seagoing' became synonymous with 'tragedy' and 'rescue'.

As I write this, we're anchored near Hobart, Tasmania. Yesterday I stopped at a shop to buy some insulation for our exhaust system. An older guy, probably in his late 50s, waited on me. As he cut my insulation wrap to length, he asked me what it was for. I told him it was for my sailboat. He right away asked if I'd done much offshore sailing. I told him that I had. He then asked me if I had a good EPIRB. I told him no, that I didn't have one. By then we'd spoken long enough for him to ascertain that I was an American — or at least not an Australian. "You'd better not get caught without that stuff by the Australian authorities," he warned me. I replied that as mine was a foreign boat, those Aussie laws didn't apply to me. He then said something that never fails to surprise me — even though, after hearing it for all these years, I should have expected it. In a loud and indignant voice, he asked, "Well, who do you think is going to rescue you?"

There it was, the seemingly indelible connection between going to sea and being rescued. I smiled, trying to defuse the situation, and told him that I really didn't figure on anybody rescuing me. I said the idea is not to need to be rescued, and that should I ever have a real emergency, I'd either deal with it myself or die trying. "Aren't you required to have an EPIRB to go offshore in the United States?" he asked. I told him that no, that it wasn't a requirement. After huffing and puffing, he looked me in the eye and said, "I guess that's why the U.S. is in such a mess then, isn't it?" Our conversation deteriorated from that point on, so I won't get into the particulars.

The important thing for me was that it once again confirmed my suspicions about people's approach to safety and security where boating is concerned. And it's really starting to bug me. Since arriving in Australia some five months ago, and





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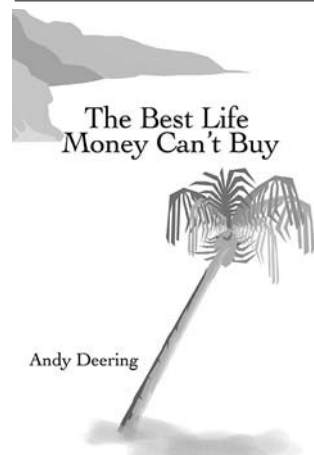
## LETTERS

having cruised down its East Coast, I've been shocked to the lengths the Aussies go to in boating safety and security. It's absurd! With few exceptions, Aussies going out on the water for as little as a two-hour jaunt around the buoys, radio their intentions to one of thousands of Coast Guardsmen maintaining hundreds of little stations along the coast. They tell them where they're going, all their boat registration details, cell phone numbers, alternate phone numbers of friends or family ashore, ETA's, ETD's, POB's, blah, blah, blah. All of this is recorded on a Tracking Sheet held by the Coasties until the trip is concluded, or is passed on — by fax? — down the coast to the next station. At that point, the skipper again checks in to give them course, speed, POB, ETA, ETD, blah, blah, blah, all over again. I have never seen anything so ridiculous in all my years of boating, and find it to be the epitome of the nanny state on the water.

What is always surprising to me is that those who go to the most extremes about their safety and security, both at sea and in general, are relatively old people. I'm not here to say that you can't have some really good times in your life after you're say 65 or 70 years old, but let's face it, those years are no longer even close to your prime. Regardless of how many EPIRBs, liferafts, satphones, seat belts, bicycle helmets, health insurance policies and First World hospitals are at your fingertips, you are going to die. To state such an obvious fact seems like it should be unnecessary, given all the years everyone's had to think about it. But people seem obsessed with trying to guaran-damn-tee that nothing is going to interrupt that appointment with the plastic pillows and those bed-wetting, drug-induced years awaiting them in an expensive nursing home. It's downright weird.

I don't have a death wish and would like to live longer. But when I say live, I really mean live. I know that someday

I could die at sea. In fact, I've thought about it a lot. It seems to me it wouldn't be all that bad a way to go. I could also die on one of my treks into the wilderness, where I also refuse to carry a radio, EPIRB and so forth. I could be killed by a grizzly, drowned in some wild river or die by falling through the ice on some lonely lake. I could also die in an automobile crash, of some disease or even by some maniac going 'postal' with a gun. But I can guarantee one thing — before I die I will have really lived. And I will continue to really live right up until the time



**For more of Deering's insights, check out his book.**

I stop living. I'm not going to work my entire life at making damned sure I live to a ripe old age. Some of that 'ripe old age' stuff really doesn't sound too appealing to me.

So maybe it's time to ease up a little on all the safety and security stuff. Maybe it's time to start concentrating a little more on life and liberty, and a little less on security. Maybe it's time to accept a little risk. To try to eliminate risk is not only an effort in futility, it's also a sure fire way to forfeit a good chunk of your time for genuine living. Don't forget, you're going to die. There's no question about it. The question is how much living are you going to do before it happens? Come on, live a little!

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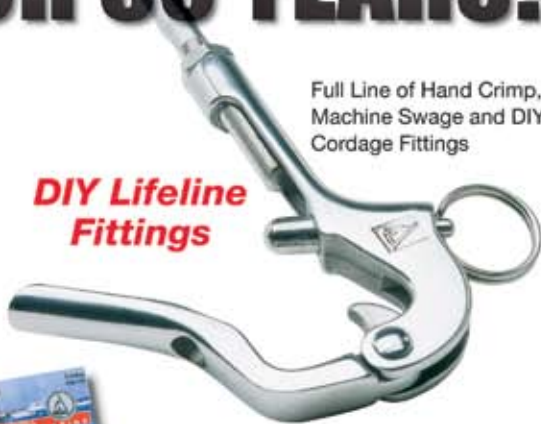


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## LETTERS

As Abraham Lincoln so eloquently put it: In the end, it's not the years in your life that count. It's the life in your years.

Andy Deering

Author of *The Best Life Money Can't Buy*  
 Alaska

Andy — While we're generally in agreement with your the-only-thing-worse-than-dying-is-having-never-lived point of view, it seems to us you're being unnecessarily callous in making your point — and in some respects are just plain wrong. You say you are going to live life to the hilt right up until just before you die. We hope you do, but it might not be possible. If you end up suffering from the early stages of the four leading causes of death — heart disease, cancer, vascular diseases of the brain, and lower respiratory diseases — or any other number of ailments, your mind might be willing to live vigorously, but your body won't be able to follow through. And don't you realize that it's insulting to exhort people who are no longer mentally or physically able to live life to the hilt? Our father spent the last few months of his life in a debilitated state in a nursing home, but we can assure you he would much rather have been playing in the park with his grandchildren.

Your assertion that "old people" are the most likely to be obsessed with safety is also curious. In the first place, we don't think that's necessarily true. There are all kinds of geezers singlehandedly the oceans of the world who pick and chose among the safety gear they keep on their boats. In some cases it's because they are on tight budgets, in other cases it's because they no longer give a hoot about listening to what others tell them to do. Furthermore, it only makes more sense for older folks to be more concerned with safety gear, as they are physically less likely to be able to prevent or withstand mishaps than are younger folks.

Nonetheless, we agree that most modern cruisers would do better to devote their time and money to skills and gear that would make it less likely that they'd ever have to call for help, rather than with safety gear and ways to call for help. The old 'stitch in time saves nine' philosophy.

It is interesting, however, to see how dramatically society's perspective toward safety at sea has changed over the years. We just read Captain Irving Johnson's *The Peking Battles Cape*

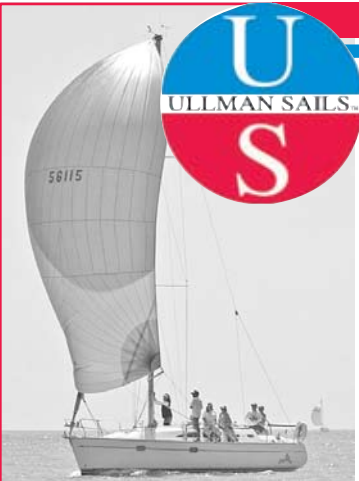


LATITUDE / RICHARD

**Australia has an iconic opera house and some great people, but it has a lot of crazy rules, too.**

Horn, the Peking being a four-masted bark that had a sparred length of 377 feet and 45 feet of beam. What the German owners, captain and crew did with that 3,100 ton powered ship during that 1929 passage would strike any modern sailor as being completely insane. For example, if the captain, a huge man with the largest hands Johnson had ever seen, was unhappy with the steering by one of the two helmsmen, he'd sucker punch the man in the stomach with all his might. But that's just mild insanity compared to the astonishing risks the crewmen took on a regular basis, and with what little concern there was for their life and limbs. As for Johnson, he thought it was fun to scramble to the top of the 171-ft mast in the worst





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## LETTERS

*weather just to see if he could do it. And no, there was no bosun's chair or safety line. If he fell, he was dead, it was just that simple. Complete sissies, that's what we sailors of today are compared to those guys. And that goes for all but the very ballsiest of the modern offshore racers.*

*If we were on a very tight budget, our major emergency gear would consist of a quality inflatable dinghy to double as a liferaft, and an Iridium satphone. While we do have a dedicated liferaft, an EPIRB, strobes, a million flares, DSC, AIS and god knows what else on Profligate, we think the inflatable and satphone would handle 95% of all emergency situations quite well.*

*Readers may be interested to learn that Deering is the author The Best Life Money Can't Buy. Here's an excerpt from J. Lewis' review of the book on Amazon: "I had the privilege of meeting Mr. Deering, and I must say he knows what he is talking about! In a modern world where we are told that happiness is achieved through acquiring more stuff, and where we have less and less free time, even though we are overwhelmed with modern conveniences, Andy Deering proves there is a better way to happiness. His thoughtful analysis of owning a home versus renting is an eye-opener, and if this is the only part of the book you read, then you have gotten your money's worth! I think this is a wonderful message for our time and it is very entertaining as well!"*

### ↑↓A LESSON LEARNED THE HARD WAY

Thanks for publishing the April issue photo of my Cal 20 *Asagao* on the sand east of the Golden Gate YC. Perhaps a few words of clarification are in order as to how my boat ended up there on that Friday the 13th in March.

I'd been singlehanded my Cal 20 into the West Basin of the San Francisco Marina in about 18 to 22 knots of wind from the west. I'd taken in the jib and luffed the boat into the wind, which meant she wasn't moving very fast. On port tack, and having cleared the pilings southeast of the narrowest part of the opening, I tried to tack back to starboard as I approached the shoal so obvious in your photo. But as I passed through the eye of the wind, I missed stays. *Asagao* fell back onto the port tack and began moving backwards. Although I released the main sheet and the rudder answered to my putting the helm up, the westerly was too strong and still drove her onto the sand.

The grounding was gentle, and as the picture shows, she was heeled toward the beach. This meant that as the tide came back in, she gradually came back upright without any damage.



LATITUDE / JIR

***When aground on a low tide, you've got a lot of time to think about how to avoid a repeat performance.***

After I refitted the rudder — which I had removed to prevent damage — I took in on the anchor rode of the anchor that had been so kindly set for me by the crew of *Templeton Crocker*, the inflatable from the St. Francis YC that had come to help. Just before midnight, *Asagao*, with the help of the anchor and an outboard, broke free of the sand.

What did I do wrong? I carried the jib too long, which



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## LETTERS

meant I didn't have enough sea room to properly secure it on the foredeck. This is what caused the bow to blow off at just the wrong time, preventing me from being able to head up. I probably could have used a reef in the main, too. A more prudent sailor would have started the outboard, taken in the sail, and powered into the marina. The downside to that is that outboards often choose the worst times to stall.

What did I do right? I kept my cool. It was an unpleasant situation to be sure, but not really dangerous unless I did something to make it so. I simply waited for the tide to come back in and refloat my Cal 20.

By the way, five days later, after a singlehanded adventure to the South Bay, I sailed her back into the marina successfully. I started by taking in the jib off the Fort Mason piers, which gave me plenty of time. When I got to the pumpout dock, I took in the main, then started my outboard to reach my inside slip. Doing it this way took a little longer than normal, but nowhere near the eight hours I spent on the beach with *Asagao* just five days before.

Mike Farrell  
*Asagao*, Cal 20 #1709

### ⇕ **WILL THE FLU SCARE AFFECT THE HA-HA?**

Given the swine flu outbreak and scare, are you still going to do the Ha-Ha this fall?

Mark Slemmons  
Cyberspace

*Mark — The most recent expert opinion seems to be that the H1N1 flu isn't as virulent or transmitted as rapidly or easily as had first been feared. Nonetheless, there has been a rush to develop a vaccine, and health agencies are being cautioned to be on guard for its return in the fall. Naturally, we'll be monitoring the situation, but we do intend to hold the Ha-Ha again this fall. Although the flu season usually starts well after the Ha-Ha, for what it's worth we plan to cruise in Mexico for much of the rest of the winter, too. We hope you can join us.*

### ⇕ **UNFORGETTABLE MEMORIES OF SEA RUNNER**

Although I can't contribute to the search for the current location of *Sea Runner*, a schooner that's been written about a lot lately in *Latitude*, I can tell you of an adventurous night we shared with her and her owners George and Judy Knab. This was back in August of '71, when Geoff and I, and our two children — Lisa, then 12, and Nate, then 11 — were in Port San Luis on our way back to Newport Beach from a cruise to the Sacramento Delta aboard our Ericson 35 MK I *Natalie*. The San Francisco-based *Sea Runner* came in after us. The Knabs told us they'd originally taken off from San Francisco for Canada, but had to give up at Pt. Arena because the conditions were just too difficult. So they were headed to the Channel Islands and San Diego.

My brother Dick joined us for the trip to San Miguel and the rest of the Channel Islands, where we'd cruised every summer for 20 years. We met *Sea Runner* again at Cojo, where the Knabs decided to follow us to windy San Miguel Island, as. Once at Cojo, the Knabs had some trouble getting their anchor to bite, but she finally seemed secure a short distance downwind of us. It was a typical day at San Miguel Island, with white caps in the harbor and our *Natalie* heeling under bare poles in the gusts. We put the outboard on one of our dinghies, and Geoff ferried us and the Knabs ashore for an afternoon of hiking.

Later in the day, when the sun approached the yardarm, the Knabs rowed over for a drink. We had a delightful gather-

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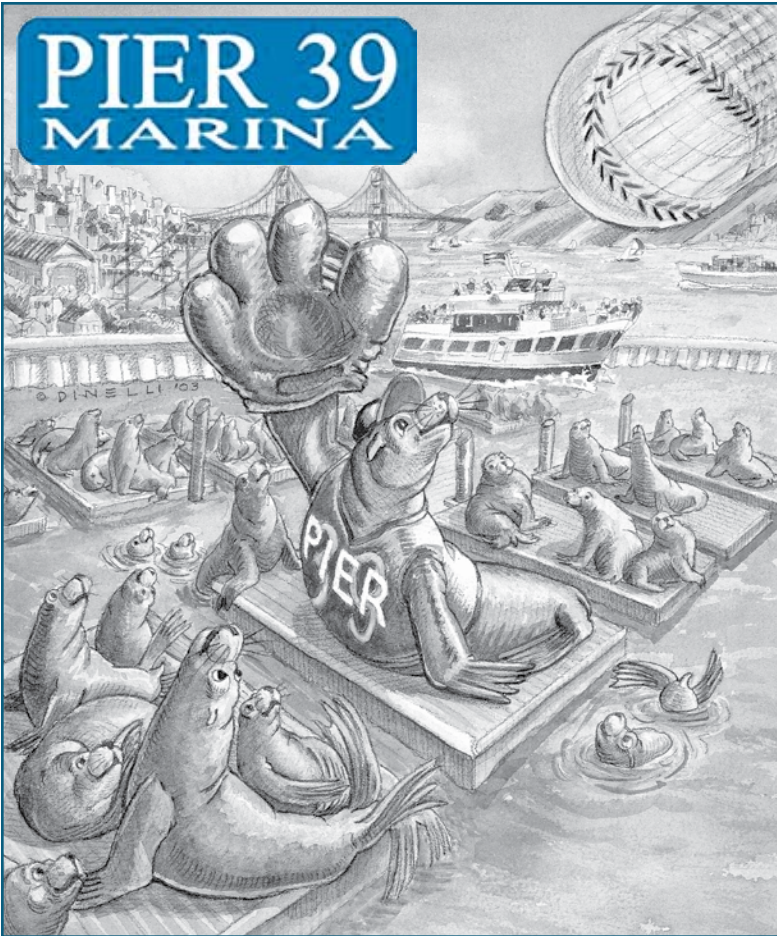
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ing in our cozy cabin until I happened to look astern. From my log: ". . . *Sea Runner* dragging sideways toward Judge Rock! The Knabs took our outboard dinghy — and swamped it almost immediately. There they sat in the dinghy underwater (52° water! 40-kt winds!) as their boat progressed rapidly toward the rock. Geoff jumped into their rowing dinghy, picked up George, and they went to save the boat. Dick took our little dinghy and extra flotation and went to help Judy and Jay — who were clinging to the outboard dinghy, which had now turned turtle. At the last minute, *Sea Runner's* anchor bit, she headed up, and slowed enough for George and Geoff to get aboard and start the engine. An abalone boat saw Dick and went to rescue him, and wound up saving Jay, Judy, the outboard dinghy, and assorted floating gear and, incidentally, Dick and his dinghy."

It took several attempts to finally get *Sea Runner* securely anchored. I need to elaborate on the 'several attempts.' With George at the helm, Geoff was forward in about 45 knots of wind, handling the anchor — and all 400 feet of chain — with one of those manual windlasses that brings in about four links a crank. Every time they tried to reanchor without success, all 400 feet of chain had to be brought back in. It just about did Geoff in.

It was after 9 p.m. before *Sea Runner* was secure, and Geoff, Dick and our outboard were back aboard *Natalie*. After dinner, Geoff dismantled the drowned outboard and had it running by midnight. Though we've spent a lot of nights in Cuyler Harbor, the evening's events kept us on edge with whitecaps dolloping on board and the boat swinging to her anchor. Nobody got much sleep. The abalone boat came by the next morning with our dinghies and all the floating gear they'd rescued. Dick rowed ashore and combed the beach, finding our gas can, life ring, and a cushion.

Log: "Tucked in a reef and after breakfast we weighed our lovable — how she held! — anchor and headed for northwest anchorage on Santa Rosa, and anchored at our favorite place inside the kelp line under the cliffs. *Sea Runner* came in and, after the usual ups and downs, anchored beside us." The sea was calm here despite the 45-50-knot wind. "The Knabs came over about 8 am for guidance ... They were looking for warmth (we sent them to Coches Prietos) ..." After what we'd led them into, why would they ask for more guidance?

We lost track of the *Knabs* and *Sea Runner*, but we remember them for giving us one of our wilder cruising adventures. As for our Ericson 35 *Natalie*, we sold her in January after owning her for 43 years.

Nancy Baker  
North Tustin

*Nancy — Great story! It also makes us wonder, does anybody ever keep a real log anymore. We mean a consistent, day-by-day log. We know just about everybody starts out with a log, but as with exercise programs, most people drop out. Have they gone the way of sextants?*

We've been swamped with letters for the last several months, 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](mailto: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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ALEX PASCO

An armada of Optimists crowds the line off Ashdod, Israel, last month.

the fog, wind and cold, think about sailors in Ashdod, Israel. As recently as three months ago, locals in this southern Israel port city had to run for their bomb shelters every day to avoid the threat of Qassam rockets raining in from Gaza. This didn't stop plans for an annual regatta in mid-May that attracted a fleet of 400 dinghies — mostly Optimists, but also some Lasers and 420s.

Participants traveled from all parts of Israel to take part, many arriving several days early to train. According to Ashdod Marina manager Iris Katz, all the visiting sailors were comfortably housed in a nearby school where there were ample beds to throw their sleeping bags, as well as showers and restroom facilities.

The weekend series of races, jointly sponsored by the marina and the City of Ashdod, was well organized. "Everything went like clockwork," said Katz, adding that the "weather was perfect: clear skies, warm weather, good winds."

Iris says that the event was so successful that a future European and possibly even World 420 Championship venue is being discussed. Climate-wise, Ashdod is much like San Diego, with nice, warm breeze and sunny skies in the summer, and balmy and pleasant in winter, with few storms and infrequent rain. Despite the frequent threats from Gaza, Ashdod is Israel's fastest growing city, with beautiful beaches and a clean, well-run marina that welcomes boats big and small. What more does a sailor need?

—john skorjak

Pieces of the rock.

Elsewhere in *Sightings* we take a look at some of the better known rocks of the Bay. An interesting addendum to Red Rock — which, yes, is actually not a rock but an island — is that it is the only privately-owned island in the Bay — and it's for sale. Or we should say, still for sale as it's been on the market for several years now. David Glickman and the Durning family are the current co-owners. The asking price is \$22 million. Glickman points out that the island "is basically made up of rocks that have a value in excess of that amount, so a buyer would be getting the island at no cost if he or she would sell off an excess of about 1 million tons of surplus rock."

That, of course, is presuming you could get permits to do so from three counties, one city and half a dozen agencies.

Wait — does this mean we're *not* sexy?

You may have read online recently about a study that claimed sailors had a much higher 'virility index' than other segments of the population. The work was supposedly done in Holland and involved 2,000 people who were part of a human sexuality study. While most of you will probably agree that sailing men are indeed extra studly and the women are all lusty and beautiful, it turns out the 'study' is fake. It was an April Fool's joke that rapidly took on a life of its own. The Bay Area-based sailing site *YachtPals.com*, where it originated, reported that by mid-May, the results of the 'study' had been translated into a dozen languages.

Credit local sailor and *Chronicle* columnist Paul Oliva for actually doing some fact checking before he ran the story. We're glad he did. We had it all tee'd up to go in this exact space.





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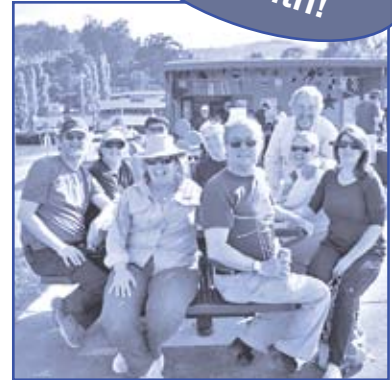
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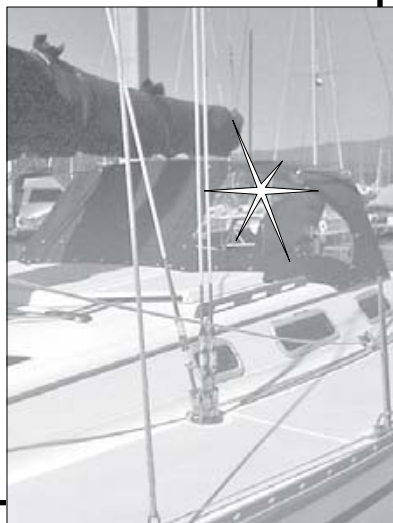
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# SIGHTINGS

## ramping up for the 45th transpac

As of this writing, and with a week to go before the May 27 entry deadline, the 2009 TransPac Race is looking to surpass the 50-entry bar. The numbers are not quite up to those in the last two editions; but given the economic climate in which owners have had to make the decision to go, and the quality of the entries, the Transpacific YC has to be happy with the way things are shaking out for the 45th race. After all, go back 10 years and the fleet only had 23 boats . . .

Normally about this time, we like to anoint a boat in each division with the as-of-yet unproven "Latitude Jinx" in the form of a prediction of a division win. However this year, the race is actually starting some two weeks earlier than the last few editions, and because entries hadn't yet closed as we went to press, we didn't have the division assignments and TransPac ratings. So in lieu of placing hexes, we'll give you a partial listing of who's going.

continued on outside column of next sightings page

## no time like

Contrary to what you might have heard, this is actually a great time to buy a boat, especially if you've found one that's right for you. Asking prices are lower than they've been in years, financing is available and the selection is impressive.

Whether you buy from an individual or a boat broker, there are a few things you should be aware of. When those papers are signed, that boat is yours. There is no 'lemon law' for boats, so if the engine craps out on the way out of the harbor, that's just your tough luck. To protect yourself and your investment, hire an independent surveyor to thoroughly check

**Spread, Chip 'Dr. Megadeath' Megeath got hooked on going offshore in a 'do-rag when he sailed the chartered 'Kokopelli' to a division win and third overall in '07. This year he's back, but with his significantly faster R/P 45 'Criminal Mischief', on which he and navigator Jeff Thorpe have already scored division wins in last year's Pac Cup and this year's Cabo Race. Inset, Kyle Fitzgerald of Fitzgerald Racing (right) hands a resin-saturated carbon fiber tape to Ted Brown of Alfresco Composites for application to 'Flash's keel grid. The grid is being beefed up to accommodate the added loads from the boat's new keel which is four inches deeper than the old one and carries a heavier bulb, good for 7.5% more righting moment.**



SPREAD, LATITUDE / SUTTER; INSET, LATITUDE / ROB



## the present

out the boat, including the rig and engine. Don't rely on an old survey or the seller's surveyor. Find your own, and make sure he/she is a member of the Society of Accredited Marine Surveyors (SAMS) and/or the National Association of Marine Surveyors (NAMS). It doesn't hurt to check their references as well.

When the price of a boat is more than a few thousand bucks, consider setting up a private trust account through a title company or lawyer for all financial transactions. While brokers usually have such accounts set up for this process, there

continued in middle column of next sightings page



## transpac — cont'd

The big boat division this year looks really solid, with Neville Crichton's R/P 100 *Alfa Romeo* as the no-brainer bet for elapsed-time honors. The silver-hulled sliver might never have had the chance to race if the Transpac YC hadn't brought the entry requirements in line with most of the world's best-known offshore races by setting an upper length-limit at 100-foot LOA and dropping the prohibition against using powered sailing systems like winches.

Likely joining her in that group will be the brand new, Ian Franklin-built, hot rod red Davidson 69 *Pendragon VI* which should have completed sea trials in Auckland by the time you read this. The new boat is for Southern California's John MacLaurin, whose Davidson 52 *Pendragon IV* spawned the TP 52 concept. Navigated by Peter Isler, the new boat features tricks like twin rudders for offshore sailing and a single rudder for inshore work. Check out the photos at [www.franklinboatyards.co.nz/pendragon-vi](http://www.franklinboatyards.co.nz/pendragon-vi). In addition to those two, we also figure to see Doug Baker's Long Beach-based Andrews 80 *Magnitude 80*, Bob Lane's Andrews 63 *Medicine Man* with John Jourdane behind the chart table, Philippe Kahn's turbo Open 50 *Pegasus* and finally Los Gatos' Bill Turpin and his R/P 77 *Akela* in that group.

Other Northern California notables include John Kilroy's TP 52 *Samba Pa Ti*, a division winner in '07, and Chip Megeath's R/P 45 *Criminal Mischief*, navigated by Quantum Sails' Jeff Thorpe, the latter of which has racked up class wins in both this year's Cabo Race and last year's Pacific Cup since Megeath purchased it after sailing the chartered *Kokopell* to a third overall and first in class in '07. Santa Rosa's Bob Barton and his Andrews 56 *Cipango* will be back to try to better his class- and overall-second from '07. Tom Akin, who sailed the SC 52 *Lightning* to an overall win in the '06 Pacific Cup, will be chartering Mark Jones' TP 52 *Flash* in an 11th-hour effort rumored to include Paul Cayard in the crew roster. Last month, *Flash* got turboed by a new keel fin and bulb for more righting moment, and side deck extensions which go all the way to the transom in order to get both the weight of the crew and stacked sails all the way aft when sailing off the wind in breeze.

While it's not technically a Northern California boat, Jim Partridge's new wild-looking, canting-keel Antrim 49 *Rapid Transit* is in the final stages of build at Berkeley Marine Center. Although it's down to the wire, Partridge is confident she'll be ready and plans to spend June "sailing laps around the Farallones and trying to break things" before sailing south in the Coastal Cup. *Rapid Transit* won't be the only new Jim Antrim-design in the race. Southern Californians Sue and Barry Senescu's new Antrim Class 40 *Yippee Kai Yay* will be making its debut as the first Class 40 on the West Coast.

While impressive in breadth, the international flavor of the fleet — including entries from Australia, Japan, Mexico and Spain — isn't as noteworthy as is the homecoming of sorts for a couple West Coast brainchildren back from tours abroad: four TP 52s and seven ULDB 70s are signed up for the trip. Oddly enough though, one of the designs most associated with the race for the last 40-some years — the Cal 40, which sailed as its own class of 13 boats in 2005 — is not represented as of this writing. Keep a close eye on *Lectronic Latitude* at [www.latitude38.com](http://www.latitude38.com) in the coming weeks for our predictions, which we'll hand down when the division breaks and ratings go up. In the meantime, check out the race's massively-improved website at [www.transpacrace.com](http://www.transpacrace.com).

— rob

## princess tai ping lost near home

*Princess Tai Ping*, the 54-ft Chinese junk that visited the Bay Area last October, was run down by a freighter off Taiwan on April 25. Thankfully, all 11 crew, including three Americans, survived with mostly minor injuries. The collision occurred less than a day from the completion of a 14,000-mile round-trip to the Americas and back that 'proved' what has long been speculated: that 15th Century Chinese vessels — the

*Princess Tai Ping* was an accurate replica of a Ming Dynasty warship — had the capability to come here and then sail back home.

Sailor and adventurer Nelson Liu, now 62, conceived of the project and built the *Princess* in 2007. He has been aboard as captain during the entire voyage, which started last June. As part of her concurrent missions of cultural exchange and goodwill, most of the rest of her crew were sailors of many nationalities who hopped aboard for various legs. She also made stops in Los Angeles, San Diego and Hawaii before heading for home.

The incident occurred about 2:40 a.m. Taiwan time. Bound for Keelung in gale-force winds and rough seas, the *Princess* was about 30 miles off the fishing port of Suao in north-eastern Taiwan when they saw the northbound

tanker *Champion Express* change course toward them. Reports differ as to whether they were able to raise her on the radio — some say yes, others no. At any rate, the crew did everything they could think of to get the engineless junk noticed, including shining flashlights on the sails. The 192-ft Liberian-flagged tanker rammed her anyway, cutting the junk in half. The crew were thrown into the ocean where they would remain for about five hours, until daylight when rescuers arrived. Miraculously, most suffered only mild hypothermia. The worst injuries were suffered by an ex-pat American, Thomas William Cook, who is originally from Humboldt County but currently living in Okinawa. He reportedly suffered a broken arm, cracked vertebra and a large gash in his head. Another crewman held his head above water through the night as he passed in and out of consciousness. We are happy to report he is currently on the mend.

One of the worst aspects of the incident is that it was a hit and run. Following the collision, the *Champion Express* reportedly stopped momentarily, but did not return nor render any assistance — not even a radio call — before resuming its course. An investigation into these actions is underway and hopefully the skipper and owners will have to answer for their inactions in court.

In a real bit of cultural exchange and goodwill, the first alert from *Princess Tai Ping*'s EPIRB was picked up by the U.S. Coast Guard. They contacted Taiwanese authorities, who performed the rescue.

"We had earned 99 marks (out of 100)," said Liu from his hospital bed. "It would have been nice to have that last mark."

— jr

## missing singlehander's fate unknown

Completing the Pacific Puddle Jump — the 3,000-mile passage from the west coast of the Americas to French Polynesia — is a major accomplishment in a sailor's life that typically yields a sense of pride and elation. This year, however, the festive mood in the anchorages of the Marquesas Islands was severely dampened when one of their own went missing.

Having arrived at Nuku Hiva a few days earlier, American singlehander Billy Landers, 64, set sail aboard his Islander 36 *Emily Pearl*, on May 3, for the tiny island of Ua Pou, 25 miles to the south. It was

continued on outside column of next sightings page

## boat buying

have been occasions — very, *very* rare occasions — when a broker has tapped into the account to pay other bills, leaving the seller's account short. Setting up a private trust account is a good way to protect everyone involved.

After buying a boat, it's important to protect yourself by obtaining the right insurance coverage for your needs. Not all insurance policies cover all situations. If you sail outside the Gate, for example, you want to be sure your boat is covered for ocean sailing. If you often have guests aboard, you might want to increase your



CHRISTIAN BUHL

Nelson Liu suffered a minor head injury in the collision.





## — cont'd

personal injury coverage.

One last suggestion to protect yourself: If the boat you have your heart set on is a documented vessel, be sure to surf on over to the National Vessel Documentation Center ([www.uscg.mil/hq/cg5/nvdc](http://www.uscg.mil/hq/cg5/nvdc)) and order an Abstract of Title. The meager \$25 fee will be well worth the peace of mind knowing that the boat doesn't have any liens on it. While we're on the subject, the redocumentation process is relatively painless to do yourself, and only costs about \$150 for everything you need.

— *ladonna*

## singlehander — cont'd

to be a relatively easy trip, with mild sea conditions and 12 to 15 knots of breeze. Unbeknownst to Landers' friends in the Taiohae Bay anchorage, he never made it.

The following morning, local fishermen found a guitar, a laptop, and some wreckage floating off the south coast of Nuku Hiva. Although cruisers were initially doubtful that these items could have come from *Emily Pearl*, a search was begun and the 36-footer was eventually located, holed and sunk in about 40 feet of water, roughly 50 feet off the southwest coast of the island, and only seven miles from Taiohae. Landers, however, was nowhere to be found.

Over the next several days an exhaustive search was conducted on land and sea, both above and below the surface, by cruisers, local residents and French military resources who coordinated their ac-

continued on outside column of next sightings page



*Though sheared in half, 'Tai Ping' cared for her crew until the Taiwanese Coast Guard could arrive.*



# SIGHTINGS

## singlehander — cont'd

tions with the U.S. Coast Guard. A number of possible clues emerged, but nothing conclusive. The fact that Landers' PFD — which fellow cruisers say he wore religiously — was found floating near the beach, inshore of the wreck, made his friends hopeful that he might have gotten ashore safely and tried to hike to civilization through the rough, largely uninhabited terrain. Alternately, the fact that *Emily Pearl's* engineless Portland Pudgy rowing/sailing dinghy was not found gave cruisers and French authorities hope that Landers might have abandoned ship aboard it, and tried to sail or row to safety. A more troubling observation was that one of the sloop's lifelines was broken, which could possibly indicate that Landers fell overboard. French Navy divers could not determine conclusively whether the boat was holed by something offshore, or by drifting into a near-shore obstacle.

After more than a week of searching, efforts were reluctantly called

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## 'new' evidence

As we predicted from the beginning of the Lake County District Attorney's shameful and misguided prosecution of Bismarck Dinius for the boating death of Lynn Thornton, their case is crumbling around them like a sandcastle at high tide. According to Channel 7's I-Team investigator Dan Noyes, who has covered the case flawlessly since we first reported on it, in a hearing on May 19 — the day the trial was scheduled to start — the prosecution turned over 110 pages of discovery that it had in its offices for *months*.

Inside was a report from a private eye



JEN EDNEY



## in dinius trial

hired by Sheriff Chief Russell Perdock, the number two man at the Lake County Sheriff's Office and the man who slammed his high-octane powerboat into the drifting sailboat on which Dinius and Thornton were passengers on the pitch-black night of April 26, 2006. (Everyone aboard the sailboat was hurt, but Thornton died a few days later from her injuries.) The report included statements from several witnesses who say the sailboat's running lights were on. The basis of the prosecution's case is the contention that the lights were off and that Dinius, having had his hand on

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**Having completed roughly 20,000 miles of his voyage, Zac Sunderland, 17, is now on the homeward-bound bash to Southern California.**

## singlehander — cont'd

off, but some locals and sailors still held out hope, including Landers' good friend Erik Dix. A fellow singlehander who made the crossing aboard his Oregon-based Morgan 38 *Sidetrack*, Dix remains hopeful that his buddy may still be adrift within the eight-foot, canopied craft — which is said to be "unsinkable" — and will find his way to a landfall downwind. According to Dix, "Seven months ago a local fisherman survived drifting from here to Tonga and wrote a book about it." An ex-Army officer, Landers was well aware of the risks of singlehanded and was reportedly well prepared for emergencies. Regardless of the outcome, Dix takes some comfort in knowing that, "Bill was doing something he enjoyed in an incredible part of the world."

In all the years we've been covering the Pacific Puddle Jump, there has never before been a severe injury, let alone loss of life or a sunken boat. This year, however, less than two weeks after *Emily Pearl* met her untimely end, one of last year's fleet sank from unknown causes 500 miles north of Auckland, New Zealand. Luckily, the Ventura-based J/44 *Elusive* was buddy-boating north to Fiji with nearly a dozen other boats when her steering went out and she suddenly began taking on water. Aboard were Steve and Wendy Bott and their son, Allen. Within a half hour, friends John and Renee Prentice arrived on the scene aboard the San Diego-based *Serendipity 43 Scarlett O'Hara*. Despite their best efforts, Steve and John could not locate the source of the leak — which apparently was *not* coming from either the rudder or prop shafts — and were forced to abandon the impeccably-maintained sloop as water continued to rise rapidly inside the cabin.

The Botts continued aboard *Scarlett* on to Fiji, where they will assess their options. Thankfully, *Elusive* was insured, but the family lost all their personal possessions, as this boat was their only home. They could not have found themselves in the hands of more empathetic rescuers, though. In the spring of 2004, the Prentices set out for the Marquesas from Mexico, but 700 miles out *Scarlett's* rudder sheared clean off at the waterline. They got back safely, however, and restarted again last year — with a carbon-fiber rudder shaft. Let's hope the Botts can put this sad ordeal behind them, and will be back out there again soon too.

— andy

## zac's on the home stretch

We're thrilled to report that 17-year-old singlehander Zac Sunderland has transited the Panama Canal aboard *Intrepid* and begin the 3,000-mile slog north to his Marina del Rey homeport. With any luck, he will soon become the youngest sailor to have singlehanded around the globe with or without stops.

Breakdowns and delays are a predictable part of such an ambitious endeavor, and Sunderland has had his share of them — including having to replace his Islander 36's diesel engine just prior to his June 14, 2008, start. Even so, he has a comfortable six-month buffer in which to reach home before his 18th birthday, November 29. The current holder of the 'youngest around' title is Australian David Dicks who was 18 and 41 days when he returned home to Fremantle in 1996.

Nevertheless we're certain that Zac will be pushing hard to reach home as soon as possible, as another 'youngest around' contender is figuratively nipping at *Intrepid's* heels. A 16-year-old Brit named Mike Perham left Falmouth, England, November 18, aboard the well-funded Open 50 *TotalMoney.com*, which is, needless to say, a much faster boat. Currently in New Zealand, Perham has at least 13,000 miles left to go — including crossing the Southern Ocean and rounding Cape Horn — versus Sunderland's 3,000. So our money is on Zac to hold the 'youngest' title, at the very least, temporarily. He is, however, 108 days older than Perham, which gives the Brit a broad window in which to close the time gap.

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## zac — cont'd

Add to all this drama the fact that two more young challengers — Australian Jessica Watson, now 15, and American Ryan Langley, now 16 — are currently preparing to set sail this fall. Both have their sights set on Aussie singlehander Jesse Martin's record as the youngest around, nonstop and unassisted. (Dicks originally sought that record too, but did not qualify, as a crucial rigging bolt was air-lifted to him near Cape Horn.) Martin, like Dicks, sailed east-about via the five great capes, while Sunderland sailed west-about via the Cape of Good Hope and the Panama Canal.

While it's important to make such clarifications, it's also important to point out that meeting the World Sailing Speed Record Council's lofty criteria — via the great capes, etc. — was never Sunderland's intention. Although he considers Jesse Martin to be both a friend and mentor, his family considered it too unsafe to send Zac, the oldest of seven kids, around Cape Horn in the vintage *Islander* that he bought with his life savings. We can't say we blame them. Zac has, however, had the grand adventure he set out to have, and his status as a West Coast sailing star will likely endure for many years to come. During the past year, thousands of diehard sailors and armchair voyagers alike have been following his trip via [www.zacsunderland.com](http://www.zacsunderland.com).

The last teen to set sail from California with dreams of solo circumnavigating was Robin Lee Graham, then 16, in 1965. The best-selling book Graham co-wrote about his five-year voyage, *Dove*, was one of Sunderland's early inspirations, and we're sure he'll be eager to publish his own detailed account soon after returning home this summer. Release of a documentary on the trip is also a foregone conclusion, as *Intrepid's* seven on-board cameras have been capturing oceans of footage throughout the trip. Move over, reality TV. Make room for the solitary day-to-day realities of singlehanded the globe at age 17.

— andy

## don't just go sailing, [gosailingsf.org!](http://gosailingsf.org)

When life gives you lemons . . . [www.gosailingsf.org!](http://www.gosailingsf.org)

While the recession continues to jerk structural supports from the house of cards that used to be our economy, it's heartening to note the odd paradox that in the worst of times, some of the best things happen. That's certainly the case with local sailing.

Allow us to explain.

Earlier this year, specifically in response to the economic freefall, a couple dozen marine business professionals got together and tossed some ideas around — ideas for not only making it through, but making it better; even attracting new people to the sport in a time when some could barely afford to take up jogging. While it was certainly not the first or only forum where industry folks have discussed these things, there was a decided 'all for one, one for all' vibe about this group, and a positive, cooperative energy that has endured through many subsequent meetings. The Sailing Renaissance, as the group has become known, has become larger and more organized lately, with individuals and committees currently working behind the scenes on many different projects and aspects of the sailing cause. Once the word got out what was happening up here, a few Renaissance founders were asked to fly to Southern California to help them form their own group. Similar groups have also been formed in the Pacific Northwest and Chesapeake Bay areas.

One of the first and biggest good things to come out of the Sailing Renaissance meetings was the San Francisco Bay Sailing Directory at [www.gosailingsf.org](http://www.gosailingsf.org). This long overdue website is the first to focus entirely on getting people out sailing on our local waters, especially new people. Here at *Latitude 38*, we receive tons of queries every year from people wanting to know the answers to such simple questions as "Where can I learn to sail?" If we had time, we'd respond with a list of

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## dinius

the tiller at the time of the accident, was responsible for turning them on.

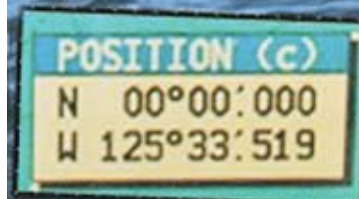
The prosecution also confirmed that several witnesses have come forward — including Perdock's ex-wife Donna — to contradict Perdock's timeline of his evening. He claims he was home until well after 8 p.m. Donna says 6 p.m. He claims he never set foot at the Konocti Harbor's outdoor bar that night. Several people say they saw him socializing there with a drink in his hand. One man even claims he and Perdock raced their boats shortly before the accident.

The final blow to the prosecution came when the D.A. admitted that the Lake County Sheriff's Office conveniently lost the recording of Perdock's 911 call that night!

"We got a little delirious at the equator," report Pacific Puddle Jumpers Allan and Rina Alexopoulos of the *Volcano*, CA-based *Hunter 44 Follow You Follow Me*. "As the attached photo of King Neptune, a.k.a. Jan Selderijk, clearly documents, we think we actually saw a line across the ocean at 0° of latitude."

Initially, they had plans to transit the Canal and cruise the Caribbean, but after getting caught up in the excitement of this year's Pacific Puddle Jump fleet, the couple decided to hang a right instead. "We are having the time of our lives, and we're thrilled we made the decision to go west."

— andy





## — cont'd

The judge in the case — J. Michael Byrne — ruled that the personnel records of former Sheriff's Sergeant Jim Beland must be entered into evidence, as it's claimed that he was fired for testifying that he was ordered not to give Perdock a Breathalyzer at the scene.

Byrne also expressed concern over the prosecution's ridiculous claim that they won't have enough time to fully investigate all this 'new' evidence by the new June 30 trial date. A hearing will be held on June 12, at which time the prosecution will hopefully, if they come to their feeble senses, dismiss the case against Dinius.

While that would be welcome news, Bismarck Dinius' life is just as quickly

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## *gosailingsf.org* — cont'd

sailing schools. If we didn't, we'd suggest they look in our advertiser index. Now we just say, "Go to *gosailingsf.org*, because it's all there!" Next time someone asks you similar questions, we hope you will refer them there, too.

Just as *gosailing.org* spun out of the Sailing Renaissance, the Media Regatta spun out of *gosailing.org*. Local marine photographer Erik Simonson ([www.h2oshots.com](http://www.h2oshots.com)) came up with the idea for this event, to be held off McCovey Cove during a Giants-A's game this month. The plan is to put local media personalities on a dozen or more boats and hold a few 'races' that will be flashed up on the JumboTron in the stadium, and on TV coverage periodically through the game — as well as utilized in local newscasts later in the week. In another example of bad/good, yin/yang, the departure of Barry Bonds last season actually played a key role in this development — with so few homers splashing into the Cove this year, the 'cove cam' just isn't as busy as in seasons past, and there's more dead air time, and an opening . . .

"A key concept in this is to build a bridge between the sailing community and the local media that will benefit everyone," says Simon-

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COURTESY FOLLOW YOU FOLLOW ME

# SIGHTINGS

## **gosailingsf.org — cont'd**

son. "The Giants, for example, have a huge fan base that comes from as far away as Nevada and Oregon to watch home games. They see boats sailing on the Bay but may not have a clue how to get out there themselves. With cooperative programs like this, and future McCovey Cove events, they'll be able to find out — during the games!"

The Giants themselves have embraced the regatta idea and their own broadcast team members may take part in future regattas. "Ideally, we'd like to see it become an integral part of the Giants year, and a fun 'must-do' rivalry for broadcast personalities," says Simonson.

Like we say, this is a brand new event — so the exact date had not been finalized at presstime. But here's how organizers hope it will work. A contingent of boats with local media personalities on the crews will parade through the cove before the game, along with a contingent of boats from the BAADS fleet — the Bay Area Association of Disabled Sailors. (In another example of boaters working together, the J/105,

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## **dinius**

crumbling. His family and friends have rallied around him, and hundreds of generous strangers have donated to his defense fund, but he was forced to resign from his job in high level tech support at a major telecommunications company at the end of May. "I applied for a leave of absence to deal with the trial — I actually expected it to start on May 19," Bismarck told us. "Unfortunately, the request was denied and I was asked to tender my resignation." Having left on good terms, Dinius will be eligible for rehire in six months, but with a mounting pile of legal bills, his battle is far from over.

**We know times are tough for everyone**



***Despite her smile, TIDA Director Mirian Saez is not at all happy at the state of affairs in Clipper Cove. This was the second boat to have sunk there within seven days. On the day of our visit, there were no fewer than 24 boats moored in the Cove, most of which had been there for more than a month. Removing the wrecks costs TIDA — and taxpayers — about \$20,000 every year.***



## — cont'd

right now, but we're hoping you'll find it in your heart to donate — even a small amount — to Bismarck's legal defense fund. If every person who is outraged by this abortion of justice sent just \$5 — the price of a coffee drink at Starbucks — Bismarck would have plenty to cover his expenses. Please send your check made out to Bismarck Dinius, with "Bismarck Dinius Defense Fund" in the memo section, to Sierra Central Credit Union, Attn: Brian Foxworthy, Branch Manager, 306 N. Sunrise Ave., Roseville, CA 95661.

Watch *Lectronic Latitude* for the latest developments in the case.

— *ladonna*

**gosailingsf.org — cont'd**

J/120 and Catalina 34 fleets have all committed to making boats available for the event, and South Beach YC has offered to host it.) The parade as well as periodic 'mini-races' will be shown on the big screen in the stadium, while Giants announcers (supplied with info sheets on who's who and what's what) will provide 'color', and put in plugs for both *gosailingsf.org* and BAADS.

All the foregoing has occurred in just the last four months or so. We can't wait to see what the Renaissance men (and women) come up with next.

— *jr*

**cleaning up clipper cove**

There are big changes afoot at Clipper Cove, and we found out about them thanks to a letter we never got. Seems an angry boater had heard rumors that the Treasure Island Development Authority was going create "permitting headaches for the honest boaters" of the Bay Area, so he wrote a vitriolic email to TIDA protesting these rumored changes, cc'ing a non-existent *Latitude 38* email address.

Concerned about incorrect information's being disseminated to the public, TIDA Director Mirian Saez contacted us to set the record straight. "Our goal as caretakers of Treasure Island and Clipper Cove is to create an environment where all boaters have an equal opportunity to access the Cove for recreational purposes," she told us.

For years, Clipper Cove has been the repository for derelict boats and for those too cheap to pay for a marina slip. (Treasure Isle Marina manager Roger Ladwig confirmed that he has a number of permanent and transient slips available in a range of sizes.) The derelicts pose the biggest risk — they often break free from their moorings, playing bumper boats with other anchored vessels, and/or sink. When we met with Saez in early May, two boats had sunk in the previous week.

Of course when a boat sinks, it not only pollutes the waters with anything that might be in onboard tanks — fuel or waste — but it also creates a hazard for other boaters. If these boats were never removed, Clipper Cove would look like an ancient elephant graveyard, with nary a spot to drop the hook. As it is, old wrecks eat anchors every year, as the local divers hired to retrieve them will happily tell you.

The other issue with boats stored in the Cove long-term is space. Most of these boats are moored close in to shore, taking advantage of a windbreak created by the land and trees. This forces recreational boaters stopping in for the day or weekend to anchor farther out, directly in the path of the wind funnel that whips over the isthmus connecting Yerba Buena and Treasure Islands. Anchoring can be tricky when the wind is howling and you'd better set that anchor well.

Pollution in the form of raw sewage pumped from these boats is not an insignificant concern either. "We want to make sure these waters are clean for everyone, including swimmers," Saez said.

To that end, TIDA is indeed working on a plan for the Cove. The goal is *not* to inconvenience daysailors and weekenders, but rather allow TIDA the authority to prevent boats from taking up permanent residence in the Cove, thus opening up more room for those wanting to use the harbor responsibly.

The idea is to require permits to anchor in the Cove. Now don't get your sailing shorts in a twist. A permit would *not* be required for the first 24 hours of a visit, and, for those staying longer, the free three-day permit would be renewable for up to two weeks. TIDA also hopes to implement an online permitting procedure, but that's still in development. As it stands, boaters will be able to get a permit through the marina or TIDA's office in the Administration Building on shore.

Saez was quite emphatic that the plan is not meant to discourage boaters from visiting Clipper Cove. Quite the opposite. She hopes

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**'Beverage Consultant' Amy Kubasak, owner Dirk Alton, Miran Saez and manager Matt DeSilva won't be the only ones smiling at the return of a T.I. cafe.**

## clipper cove — cont'd

that by forcing the derelicts out, and preventing them from taking up residence again, more “responsible boaters” will want to visit.

The details are not nailed down yet, and Saez would like to hear the opinions and suggestions of those who use the Cove. Contact her at (415) 274-0660 or by email at [mirian.saez@sfgov.org](mailto:mirian.saez@sfgov.org).

Incidentally, the cafe in the marina's parking lot should have had its grand reopening by the time you read this. The Treasure Island Bar & Grill will feature not only tasty treats, but those of the liquid — and alcoholic — variety as well. All the more reason to stop in for a visit.

— *ladonna*

## rockin' in the free bay

In San Francisco Bay, there are rocks and then there are Rocks. Alcatraz has long been known as The Rock, even though it's an island. Likewise, racers often refer to the Farallon Islands as the Rock Pile, or Southeast Farallon as the Rock. We've also heard Red Rock called 'the Rock' even though — again — it's really an island.

Now that that's out of the way, we can address the interesting query from a reader about where the 'hazard to navigation' rocks are in San Francisco Bay, and which ones sailors should be particularly concerned about. Oddly, this is the first time we've ever gotten this question and it took a bit of head scratching to come up with a list, since not all of the 'hittable' rocks are noted on charts, and not all notable rocks are hittable. Anyway, here's what we came up with.

**Blossom Rock** — The sailing ship *Blossom* is hardly the only ship that came to grief on the submerged rock off the northeast 'corner' of San Francisco. But her 1826 demise gave the rock its name. Roughly 180 feet long by 100 feet wide, and lurking only a fathom underwater at low tide, Blossom Rock would continue to sink or damage ships for almost another half-century before a bid was awarded to blow the thing up. In a hugely elaborate scheme — and a hugely popular public event — a giant cofferdam was erected around the rock, the water pumped out, 23 tons of blasting powder (in barrels) placed and, on April 22, 1870, the switch thrown. The ensuing blast sent tons of mud and water high into the air, and was followed closely by the cheers, bell ringing and shots fired into the air by the estimated 50,000 to 60,000 people who had gathered on land and water to witness the event. Today, the Blossom Rock buoy still marks the spot, but only deep-draft commercial ships need worry about the 24-ft depth over what remains of the rock itself.

**Harding Rock** — The ubiquitous buoy used as a mark in so many racing courses actually marks the position of an underwater rock. Located roughly halfway between the Golden Gate and Angel Island, Harding is actually one of a trio of three rocks — Shag Rock and Arch Rock to the south being the other two. All three rocks have been blasted down to about 35 feet. Obviously, these pose no danger to yachts, or most ships except the deepest-laden tankers. About once a decade, the idea of lowering the rocks to bottom level — about 80 feet in that area — is discussed, but with a \$20 million-price tag (as of 2000) it's never gotten past the talking stage. Fortunately, the San Francisco Bar Pilots keep deep-draft ships well clear of the 'three amigo' rocks. Incidentally, Harding Rock was

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## june fun

Lots of fun stuff is happening on the water this month — and we don't mean just racing. First and foremost, don't forget Sailstice on the solstice. That's right, June 21 marks the first day of summer. It is also the longest day of the year, which makes it perfect for Summer Sailstice, the celebration of sailing now in its ninth year that has caught on worldwide (except in the Southern Hemisphere, they celebrate Winter Sailstice!).

All you have to do is to go sailing anytime that weekend (June 20-21) to be part of something pretty big and cool. Plus if you really want to plug in, you can take part in any number of Sailstice-specific events around the Bay, the nexus



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## on the bay

of which will once again be the Treasure Island Sailing Center. There will be music, food, sailboat rides all day long, sailing/boardsailing races and demonstrations, and various sponsor booths — all of it absolutely free (well, except the food, you have to pay for that).

One highlight — back by popular demand — is a boatbuilding competition and race. Sailstice organizers are looking for four or five three-person teams for this. The boats are built out of wood and teams can bring a pre-made 'rig' with them. Two people from each team then sail or row the boats at the end of the day. The crowd loved this event last year and lined the

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## rocks — cont'd

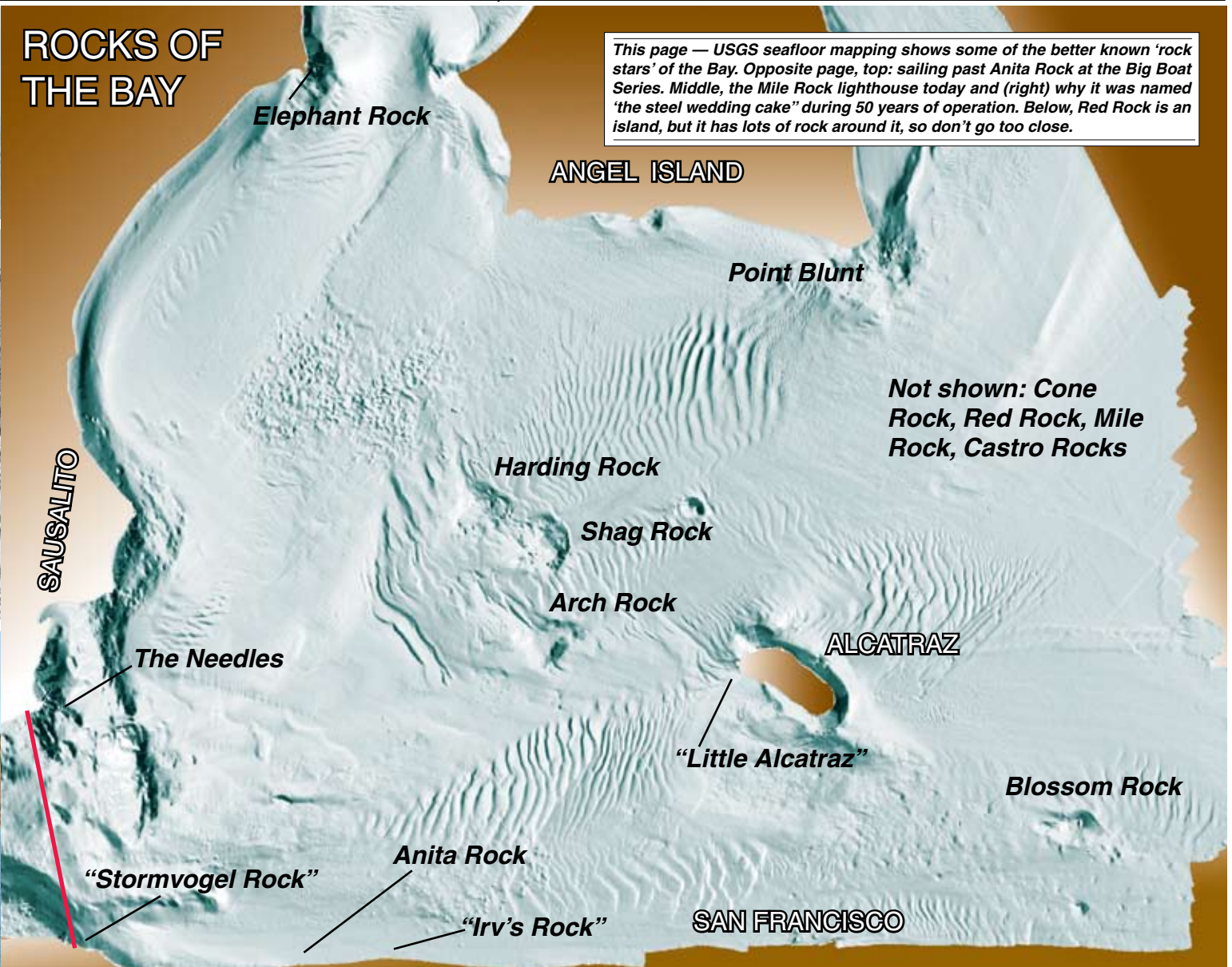
named for President Warren Harding, who died in San Francisco in 1923. Also incidentally, the Little Harding buoy is a channel marker. There's no rock under it.

**Anita Rock** — Yes, there's a rock under that 'permanent buoy' located off Crissy Field. Its highest nub is inshore of the buoy, so always stay on the Bay side of the marker.

**Mile Rock** — Not really 'in the Bay' and hardly something you could miss, Mile Rock, located three miles outside the Golden Gate (but just one mile off the shipping lane, thus the name), nevertheless has a fascinating history. The lighthouse there traces its roots back to February, 1901, when, at night and in thick fog, the sidewheeler *City of Rio de Janeiro* hit rocks somewhere on the south side of the channel and sank in just eight minutes. The 128 souls (of 250 aboard) who went down with her make the *Rio's* loss the worst peacetime disaster in Bay history. It was thought that if a lighthouse and fog signal had been available on her approach, the tragedy might have been avoided.

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## ROCKS OF THE BAY



COURTESY USGS



# SIGHTINGS

## rocks — cont'd

Three years later, the job was bid out, but when the contractor and his crew were ferried out to the wind- and wave-swept rock, they all quit. So the powers that be went down to the Embarcadero and hired a bunch of sailors. After lots of slipping and sliding, the sailor crew managed to blow the top of the rock off and lay the foundations for what, at the time, was said to be one of the most handsome lighthouses on either coast. After it was automated in the mid-'60s, the pretty top half was cut off to allow for a helicopter pad. All that remains is the squat orange and white structure you see today. And just so you know, inshore of Mile Rock is a minefield of rocks that has claimed many boats and ships over the years. Do *not* go in there.

**Red Rock** — Red Rock itself is an island, not a rock. But there are lots of rocks around it that are hittable, and people do it all the

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## june

shore to watch. If you're a shipwright or handy with wood and working on boats, and are interested in taking part, please contact [arianepaul@yahoo.com](mailto:arianepaul@yahoo.com) or [john@summersailstice.com](mailto:john@summersailstice.com).

Everything else you might want to know about Summer Sailstice, including all the cool prizes you could win, can be found at [www.summersailstice.com](http://www.summersailstice.com). For what it's worth, Summer Sailstice at Treasure Island is the absolute best place beginning sailors can go for their first exposure to the sport. It's not about lessons or pressure or any of that. It's just



*Wakes from passing ships, tugs, ferries and the like are a fact of life on our busy Bay. Here the crew of an Express 27, competing in last month's Elite Keel Regatta, show good form dealing with a tug wake in the same way Lord Nelson dealt with enemy men of war: "Never mind the maneuvers, just go straight at 'em."*



## — cont'd

a celebration of sailing by people who love it and want to share it with others.

Next on the June docket is the Wooden Boat Show put on by the Master Mariners Benevolent Association. You've seen the beautiful classic yachts this organization exists to preserve grace the pages of *Latitude* many times, particularly in this month's issue where we cover their famous Memorial Day Regatta starting on page 92. The boat show is a great opportunity to see these lovely boats up close and talk to their dedicated owners. Time and

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## rocks — cont'd

time when the island is used for a racing mark. So steer well clear. Red Rock has a fascinating history that includes manganese mining (that's why it's red), a hermit who lived there and claimed the island as his, and an early survey job that ended with three counties abutting each other there — Marin, Contra Costa and a long tendril of San Francisco County still intersect at the island's highest point.

**Castro Rocks** — Castro Rocks, an outcropping just north of the Richmond Long Wharf, is another boat biter. There's a buoy marking them, but race boats like to go inside the buoy to avoid the ebb. If you've ever been there during a low tide, you'll know that's a dicey thing to do.

**Cone Rock** — Located in Richardson Bay, Cone Rock is actually made up of three points, and the Coast Guard built their light on the highest one. The others are on the south side. The most southerly of the 'points' sometimes breaks the surface at very low tide.

**Elephant Rock** — The only way you could hit Elephant Rock by mistake is if the boat was on autopilot and you were below making lattes. (D'oh!) Located a literal stone's throw off the Tiburon shoreline, Elephant Rock, attached to land by a small bridge, is a popular fishing spot and great photo-op spot for CYC races.

**The Needles** — Again, you'd have to really be out of it to hit the Needles, those picturesque rocks tucked close to shore between the North tower of the Golden Gate and Horseshoe Cove. So keep your eyes open and stay well clear.

**"Little Alcatraz"** — Located a few hundred yards west of the north tip of Alcatraz, this little rock is awash at high tide and well out of the water at low. In other words, you can plainly see the rock or swirl above it during all tidal cycles. Despite that, it probably accounts for more damage to modern boats than any other single rock in the Bay, with sometimes several boats a year (at least that we hear about) smacking into it.

**"Irv's Rock"** — This rock, located near the end of the San Francisco Marina jetty, was named for the late Irv Loube, who hit it during a Big Boat Series in the '70s in one of his *Bravuras*. There used to be a buoy there to mark the suspect area, but we haven't noticed one in awhile, nor have we heard reports of further strikes, so this rock — or whatever it was — may have moved or shoaled over.

**"Stormvogel Rock"** — Again, an unofficial name for an underwater speed bump located between the South Tower of the Golden Gate and Fort Point. It was named for the beautiful 75-ft South African ketch *Stormvogel*, which hit it sometime back in the '60s.

These are the main 'rocks' that we could think of that Bay sailors should be aware of. (Did we miss any? Let us know.) Of course, there are many other unnamed rocks or outcroppings in our local waters, but most are off the beaten track or so close inshore that it would be foolish to sail there in the first place. One final caution: don't sail too close to points of land like Belvedere Point and Point Blunt on Angel Island, as there are rocks well out into the water in those areas. Both these points are marked by buoys for this exact reason. In those areas — and any other point with a buoy close offshore — *always pass outside the buoy*.

Don't say we didn't warn ya.

— jr

## baja ha-ha turns 'sweet sixteen'

Given the struggling economy, we had no idea what to expect when the Baja Ha-Ha website opened for entries on May 1. But based on the 2.5 weeks since then, during which time 58 paid entries had been received, it looks as though there might be another fine fleet setting sail from San Diego on October 26. Indeed, with continuing unemploy-

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## ha-ha — cont'd

ment issues in the States, and a buck still going a long way south of the border, the Mexican option is looking more appealing than ever to some folks.

For those who might be new to sailing, the Baja Ha-Ha, now in its 16th year, is the approximately 750-mile cruisers' rally from San Diego



**Arjan Bok of the Emeryville-based 'Rotkat' with his friend Jim Milski of the Berkeley-based Schionning 49 'Sea Level'.**

to Cabo San Lucas, with R&R stops at Turtle Bay and spectacular Bahia Santa Maria. A cruisers' rally means that you can motor at any time for safety or comfort, and that the worst you can finish is third in your division. Indeed, the way the Ha-Ha folks see it, everyone who finishes is a winner. The goal of the Ha-Ha is for everyone to have a safe and fun trip to Cabo, and to make hundreds of new sailing friends along the way.

For newer cruisers, it's a fabulous opportunity to hone one's skills and benefit from the experience of the more experienced cruisers.

The Ha-Ha is open to boats 27 feet or over that were designed, built and have been maintained for offshore sailing. Each boat must have at least two crew with overnight offshore experience. While folks have to be ready for anything when sailing offshore, over the years Ha-Ha conditions have overwhelmingly been light to moderate winds and seas from astern. Of the 45 Ha-Ha legs to date, only three of them involved any upwind sailing. It's always coolish when the fleet leaves San Diego, but tropically warm by the time it arrives in Cabo.

Unlike most two-week rallies or races, which cost over \$1,000, the Ha-Ha entry fee is just \$350. If your boat is under 35 feet or you're under 35 years of age, it's only \$300. What do you get in return for your entry fee? For starters, you get a swag bag like you've never seen, discounts in the States and Mexico that can easily exceed the price of the entry fee, morning roll calls and professional weather forecasts, a chance to be part of a fabulous and responsible group of sailors, and much more. Many Ha-Ha participants will be doing the event for their third, fourth or fifth times, and each year a number of Ha-Ha boats sail back up to California in order to do it all over again.

The average length of a Ha-Ha entry is always between 42 and 44 feet, and most are built by well-known manufacturers. Indeed, this year there will be at least nine Catalinas from Northern California alone. The smallest entry so far this year is *Siempre Sabado*, Stephen Yoder's Newport, Oregon-based Westsail 28. The biggest is Bob Callaway's Pleasant Harbor, Washington-based MacGregor 65PH *Braveheart*. Perhaps most surprising is that 15% of the entries to date have been multihulls: Paul Martson's Ventura-based Corsair 31 tri *Sally Lightfoot*, Thor and Tanya Temme's Nawiliwili-based 45-ft cat rigged tri *Meshach*, Craig Wiese's San Diego-based Kennex 445 *Gato Go*, Robert Brass's Toledo, Ohio-based Sunchaser 58 cat *The Brass Ring*, Harold Dean's San Francisco-based Seawind 1000 *Stray Cat*, Glenn Twitchell's Newport Beach-based Lagoon 380 cat *Beach Access*, and Arjan Bok's Emeryville-based Lidgard 43 cat *Rotkat*.

What's going to make the multi division so interesting this year is that a bunch of catamarans from last year are planning to return to California over the summer to do the Ha-Ha again this fall. Among them are Steve May's Gualala-based Corsair 42 *Endless Summer*, Jim and Kent Milski's San Francisco-based Schionning 49 *Sea Level*,

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## june

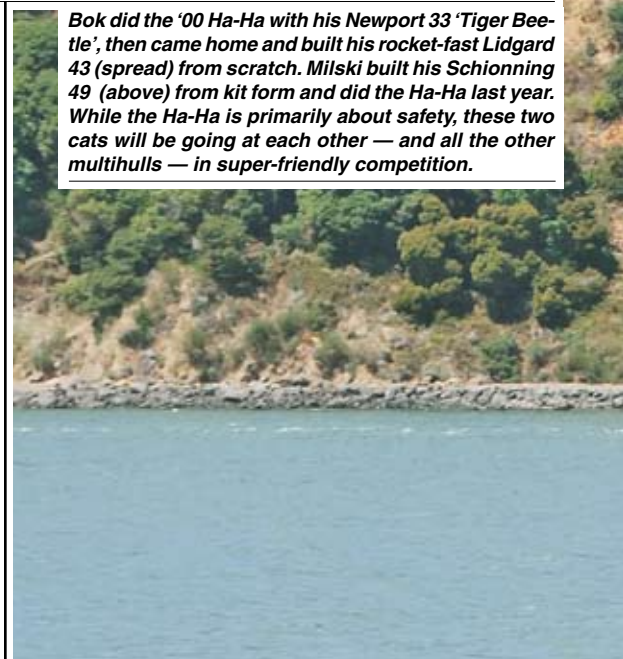
place are June 28 at the Corinthian YC in Tiburon from 10 to 4 p.m. Admission is \$10 and CYC's outdoor bar and grill will be open for lunch.

Finally, at month's end, there is the inaugural *Latitude 38 Delta Doo Dah*, a fleet cruise for 30 boats to our own lovely California Delta for a week of rollin' on the rivers, climaxing with the Fourth of July fireworks show at Mandeville Tip.

To get a feel for what we hope will become an annual event, we capped the entry list at 30 boats this first year, and that was filled pretty much overnight. So



**Bok did the '00 Ha-Ha with his Newport 33 'Tiger Beetle', then came home and built his rocket-fast Lidgard 43 (spread) from scratch. Milski built his Schionning 49 (above) from kit form and did the Ha-Ha last year. While the Ha-Ha is primarily about safety, these two cats will be going at each other — and all the other multihulls — in super-friendly competition.**





## — cont'd

if you didn't sign up, you can't go. We just wanted to rub it in.

For more on cruising the Delta on your own this summer, see the article that starts on page 104. For more on the Doo Dah, as well as Delta resources, go to [www.deltadoodah.com](http://www.deltadoodah.com), follow the goings-on as they're happening during the event at [www.twitter.com/deltadoodah](http://www.twitter.com/deltadoodah), and check out the recap article in the August issue. And then maybe you won't procrastinate so long when it comes time to sign up next year.

—jr

## ha-ha — cont'd

Wayne Hendryx and Carol Baggerly's Hughes 45 *Capricorn Cat*, Greg Dorland and Debbie Macrorie's Tahoe-based Catana 52 *Escapade*, and *Latitude's* Surfin' 63 catamaran *Profligate*. As has been the case for the last 12 years, *Profligate* will be the mothership. The publisher of *Latitude* will, for the 15th year, serve as the Grand Poobah, Andy Turpin will be the Assistant Poobah, and Doña de Mallorca will be the Chief of Security.

The final deadline to enter the rally is September 10, so if you're ready to escape the madness of the workaday world this fall, we suggest you shanghai a fun-loving crew and sign up soon for the Sweet Sixteen at [www.baja-haha.com](http://www.baja-haha.com). (Look for the "Register" button on the homepage.) And make note that slip assignments in Cabo are offered based on the chronological order in which boats sign up.

— the grand poobah



PHOTOS LATITUDE / RICHARD