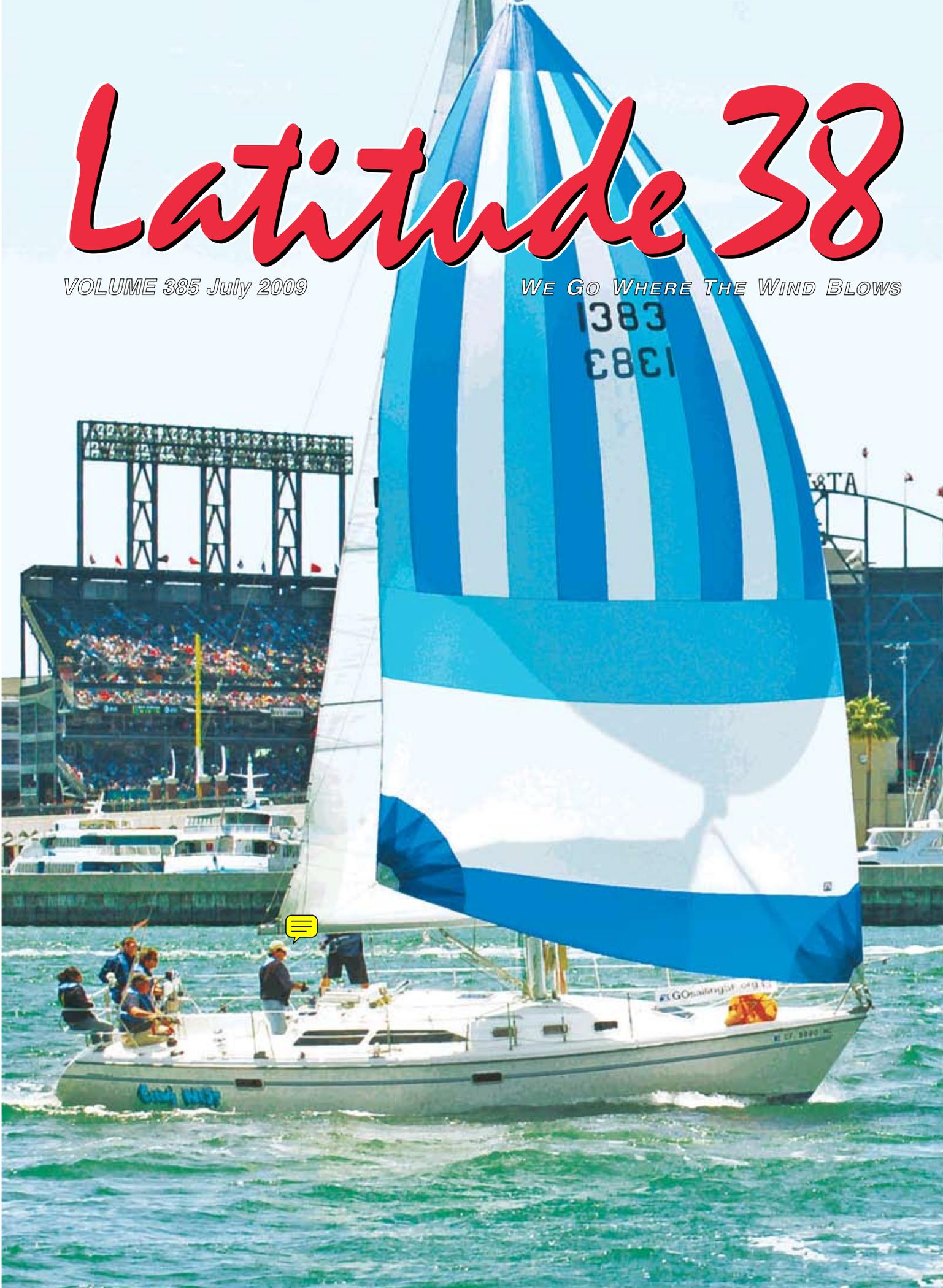


Latitude 38

Latitude 38

VOLUME 385 July 2009

WE GO WHERE THE WIND BLOWS



JULY 2009

VOLUME 385

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

This year's Yacht Racing Association 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: Take me out to the ball game - the inaugural Media Cup Regatta took place off AT&T Park.

Photo: Latitude/JR

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

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Beneteau 46



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Catalina 36	1990	\$65,900
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CALENDAR

Non-Race

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.

July 1-29 — 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.

July 2, 9, 11, 16, 18, 23, 25, 30 — Sail aboard SF 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.

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

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

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

July 7 — Howl at the full moon on a Tuesday night.

July 9 — 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 or (510) 233-1064.

July 10-12 — 27th Catalina Yachts Rendezvous at Two Harbors, Catalina Island. Info www.catalinayachts.com.

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.

July 18 — Beneteau 36.7 Fleet Cruise-In at Richmond YC. Fun regatta, BBQ and more! Info, www.sf367.org.

July 18 — Glen Cove Marina Jazz, Wine & Arts Festival in Vallejo, noon-dusk. Celebrate summer and the centennial of the Carquinez Strait Lighthouse. Info, (707) 552-3236 or www.glencovemarina.net.

July 18 — Nautical Swap Meet at Ballena Isle Marina in Alameda, 8 a.m.-noon. Info, (510) 523-5528.

July 18 — Classic Car and Boat Show at Marin YC in San Rafael, 11 a.m.-5 p.m. Info, www.marinyachtclub.com.

July 18-19 — Triton and Alberg sail-in to South Beach Harbor. Mike Borgerding, (925) 228-2193.

July 18-26 — World War II/Korean War Rescue Boat Rendezvous, visiting Pier 40, Sausalito, Berkeley, Alameda and Redwood City. Info, <http://crashboat.homestead.com>.

July 25 — Coyote Point Marina Lien Sale, 1 p.m. Viewing starts at noon. \$5 park entry fee, so pack a picnic for the rest of the day. Info, (650) 573-2594 or marina@co.sanmateo.ca.us.

July 30-Aug. 2 — H&S Power & Sailboat Owner Rendezvous at Catalina Island. Register at www.hsyacht.com.

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.

Aug. 6-9 — Beneteau Owners Rendezvous at Catalina's Two Harbors. Info, www.southwesternyachts.com.

Sept. 15-Oct. 6 — America's Boating Class by Marin Power & Sail Squadron on Tuesdays and Thursdays, 7-9 p.m. Textbook \$50. Info, (415) 924-2712.

Racing

June 29-July 5 — 45th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

July 3-4 — 42nd Marina del Rey to San Diego Race. Info, www.smwyc.org or www.southwesternyc.org.

July 4 — 61st Annual Boreas Race, Half Moon Bay to Moss Landing. Elkhorn YC and HMBYC, www.elkhornyc.com.

July 4 — Brothers & Sisters Regatta, a low-key lap around the two island groups followed by a BBQ and shoreside fun

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for the whole family. TYC, www.tyc.org.

July 4 — Firecracker Regatta. CYC, www.cyc.org.

July 6-10 — Kiteboarding Worlds off the Cityfront. StFYC, www.stfyc.com.

July 10-12 — Wylie Wabbit & Santa Cruz 27 Nationals on Monterey Bay. MPYC, www.mpyc.org.

July 11 — Silver Eagle Long Distance Race, with a shorter course for boats rating 150 or above. IYC, www.iyc.org.

July 11 — Moonlight Marathon (not to be confused with SFYC's similarly named race). SeqYC, www.sequoiayc.org.

July 11 — TransTahoe Regatta, generally featuring either too much wind or too little but always lots of fun. Tahoe YC, www.tahoeyc.com.

July 11 — South Bay YRA Summer Series #4. Richard, rjgreenawald@hotmail.com.

July 11 — Hart-Nunes for Mercs. SFYC, www.sfyc.org.

July 11-12 — Easom Founders (Etchells)/Melges 24 Invitational. SFYC, www.sfyc.org.

July 11-12 — High Sierra Regatta for Centerboard Classes. Info, www.fresnoyachtclub.org.

July 11-12 — Longboard SF Classic/UN Challenge. StFYC, www.stfyc.com.

July 12 — Jack & Jill Race. SSC, www.stocktonsc.org.

July 17 — Women's Regatta on Lake Tahoe. Tahoe YC, www.tahoeyc.com.

July 18 — Triton One Design Association Perpetual Cup race, in conjunction with BVBC's Plastic Classic Regatta. Mike Borgerding, (925) 228-2193.

July 18 — 25th Annual Plastic Classic, for fiberglass boats from the '60s & '70s. BVBC, www.plasticclassic.com or (415) 864-4334.

July 18 — YRA-OYRA Lightship 2. GGYC, www.yra.org.

July 18-19 — Albert T. Simpson Sportboat Regatta. StFYC, www.stfyc.com.

July 18-19 — PICYA Lipton Series, the annual interclub all-star game. GGYC, www.picya.org.

July 18-19 — BAYS #3/Svendson's Summer Splash (which acts as the Area G Bemis-Smythe Qualifier) at EYC. Info, www.bayarea-youthsailing.com.

July 18-19 — West Wight Potters Roundup on Monterey Bay. MPYC, www.mpyc.org.

July 18-19 — High Sierra Regatta for Keelboats. Info, www.fresnoyachtclub.org.

July 24-26 — San Francisco Inter-Yacht Club Challenge on 1D35s. GGYC, www.ggyc.com.

July 24-26 — Santana 22 Nationals. CYC, www.cyc.org.

July 25 — Dinghy Delta Ditch Run, 31 miles from Rio Vista to West Sac. LWSC, www.lwsailing.org.

July 25-26 — YRA 2nd Half Opener. EYC, www.yra.org.

July 26 — Summer Series #3 (El Toros) on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

July 29-Aug. 4 — 2009 Great Pacific Longitude Race, aka 'The LongPac', a qualifier for next summer's Singlehanded TransPac. Info, www.sfbaysss.org.

July 31-Aug. 2 — Aldo Alessio Perpetual for IRC, J/120s, J/105s and any other big boat one design class that fields six boats. StFYC, www.stfyc.com.

Aug. 1 — South Bay YRA Summer Series #5. Richard, rjgreenawald@hotmail.com.

Aug. 1-2 — Moseley Regatta. TYC, www.tyc.org.

Aug. 2-6 — Flying Dutchman Regatta on Lake Tahoe. Tahoe YC, www.tahoeyc.com.

Aug. 3-6 — Lake Tahoe Race Week for El Toros (Nationals), Lasers, FJs, FDs, Vanguard 15s, Thistles, Windmills, etc. Tahoe YC, Darren Kramer, (530) 581-4700.



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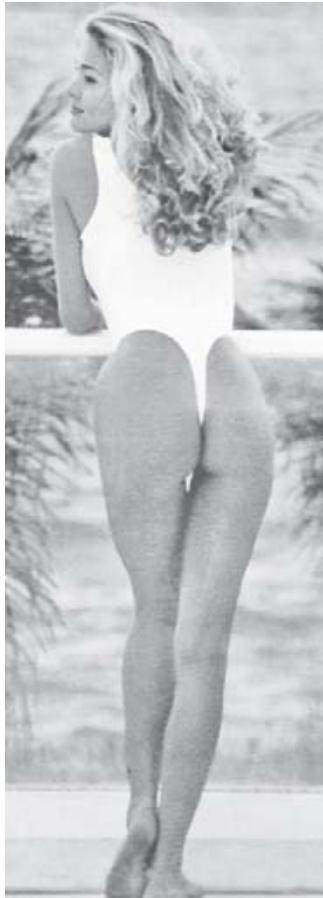
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CALENDAR

Aug. 7-9 — Summer National Senior Games on Emeryville Flats. StFYC, www.stfyc.com.

Aug. 8 — YRA-HDA/ODCA Fall 1. RYC, www.yra.org.

Aug. 8 — Round the Rock, from the South Bay to Alcatraz. BVBC, www.bayviewboatclub.org.

Aug. 8 — Ronstan Bay Challenge. StFYC, www.stfyc.com.

Aug. 8 — HO Lind #5 & 6. TYC, www.tyc.org.

Aug. 8 — Gracie & George Regatta, a co-ed doublehander featuring 'Gracie' on the helm. EYC, www.encinal.org.

Aug. 8 — The return of the Bay classic Midnight Moonlight Maritime Marathon, a night run from Raccoon Strait to Carquinez Strait and back. SFYC, www.sfyc.org.

Aug. 8-9 — J/24 & Olson 25 Nationals. BYC, www.berkeleyyc.org.

Aug. 14-16 — Laser Masters Nationals. MPYC, www.mpyc.org.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 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.

BAY VIEW BOAT CLUB — Monday Night Madness Fall: 7/20, 8/3, 8/17, 8/31, 9/14, 9/21 (make-up). Peter McCool, (415) 864-4334 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights: 7/9-9/24. Mike Munn, (408) 671-1484 or mmunn88@sbcglobal.net.

BERKELEY YC — Every Friday night through 9/25. Bobbi Tosse, (925) 939-9885 or bobbi_john@jfchat.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intracub only, typically in Laser Bahias and JY15s. Email Gary and Alistair at racing_chair@cal-sailing.org.

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

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

ENCINAL YC — Friday Night Summer Twilight Series: 7/24, 8/7, 8/21, 9/11, 9/25. Matthew Dean, (510) 406-0851 or rearcommadore@encinal.org.

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

GOLDEN GATE YC — Friday nights: 7/3, 7/17, 7/31, 8/14, 8/28. Mont McMillen, (209) 481-5158 or ggycracedeck@aol.com.

ISLAND YC — Friday Night Island Nights: 7/17, 7/31, 8/14, 8/28, 9/18. Info, (510) 521-7442 or 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 or www.lwsailing.org.

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

OAKLAND YC — Wednesday Night Sweet 16 Series: 7/29-9/16. Sheldon Haynie, (510) 368-5427 or sheldonthaynie@gmail.com.

RICHMOND YC — Wednesday nights: 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 or (510) 841-6022.

ST. FRANCIS YC — Wednesday Night Series: 8/5-8/26. Thursday Night Kiting Series through September Friday Night Windsurfing Series through September John Craig, (415) 563-6363 or racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays, every Wednesday night during Daylight Saving Time. Larry Weaver, (831) 423-

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CALENDAR

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SAUSALITO YC — Tuesday Night Summer Sunset Series: 7/25, 8/11, 8/25, 9/8, 9/22. John Mount, (415) 509-8381 or race@syconline.org.

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

SOUTH BAY YRA — Summer Series: 7/11, 8/1, 9/5, 10/3. Richard, rjgreenawald@hotmail.com.

SOUTH BEACH YC — Friday Night Series: 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Nancy DeMauro, (415) 409-1071 or rearcommodore@sbyc.org.

STOCKTON SC — Every Wednesday night through 8/26. Phil Hendrix, (209) 476-1381 or phil.hendrix@excite.com.

TAHOE YC — Wednesday Night Spring Keelboat Series through 7/8. Summer Series, 7/15-8-26. Monday Night Spring Laser Series through 7/13. Summer Series, 7/20-8/24. Darren Kramer, (530) 581-4700 or www.tahoeyc.com.

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

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

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

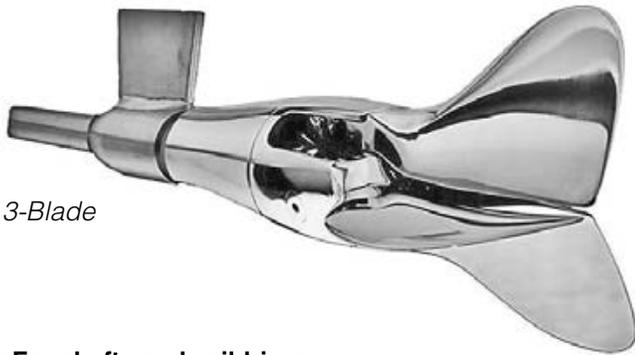
July Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
7/04Sat	0441/-0.5	1202/4.4	1604/3.1	2209/6.1
7/05Sun	0520/-0.6	1244/4.5	1651/3.1	2249/6.1
	HIGH	LOW	HIGH	LOW
7/11Sat	0158/5.2	0834/0.0	1544/5.0	2101/2.6
7/12Sun	0242/4.8	0906/0.4	1614/5.1	2155/2.4
	LOW	HIGH	LOW	HIGH
7/18Sat	0304/-0.3	1033/4.0	1416/3.1	2040/6.6
7/19Sun	0357/-0.9	1125/4.4	1520/3.1	2137/6.9
	HIGH	LOW	HIGH	LOW
7/25Sat	0209/6.0	0828/-0.3	1526/5.9	2105/1.5
7/26Sun	0308/5.3	0911/0.4	1607/6.0	2211/1.3

July Weekend Currents

date/day	slack	max	slack	max
7/04Sat		0253/4.3E	0652	1008/3.5F
	1317	1555/1.6E	1834	2125/2.3F
7/05Sun	0003	0334/4.5E	0734	1048/3.6F
	1359	1625/1.7E	1916	2205/2.4F
7/11Sat		0112/2.3F	0354	0715/4.1E
	1053	1356/3.2F	1720	1950/2.7E
7/12Sun		0157/2.1F	0439	0757/3.6E
	1122	1432/3.0F	1751	2034/2.9E
7/18Sat		0108/4.4E	0522	0827/3.1F
	1152	1348/1.5E	1645	1948/2.3F
	2234			
7/19Sun		0207/5.0E	0615	0924/3.7F
	1248	1450/1.8E	1748	2046/2.7F
	2331			
7/25Sat		0109/3.5F	0406	0708/4.8E
	1049	1348/4.1F	1700	1942/3.8E
	2316			
7/26Sun		0205/3.2F	1505	0756/3.9E
	1132	1431/3.6F	1741	2031/3.8E

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LETTERS

↑↓ TO REQUIRE A PERMIT IS TOO RESTRICTIVE

Having read the minutes of the Treasure Island Development Agency's (TIDA) proposal requiring permits for boats to anchor at Clipper Cove, in order to "welcome all types of boaters while mitigating some of the abuse of the cove," I have some comments:

- Where there are permits, there are inevitably fees. Providing staff, paperwork, systems, enforcement and review for those permits will cost money.

- The proposal to require a permit after 24 hours is too restrictive. The problems at Clipper Cove are caused by a few boats, often unattended, that stay for significantly longer than 24 hours — weeks, months and even years. The problems at Clipper Cove are not caused by weekend visitors, and TIDA has not shown any reason that these mariners should have to get permits.

- I didn't see any mention of the maximum time TIDA would allow boats to stay at Clipper Cove. If it was only two weeks, it seems the simplest solution would be to not require permits at all.

- If I were writing the rules, I'd establish a permit-free period of two weeks. Such a time period would have the side benefit of making enforcement simple. Authorities could swing by the cove once a week to see who was still there after a week. If a boat was there after a third visit, a note would be left on the hull. After a grace period, enforcement would proceed.

- One of the agenda items said owners getting permits would need to "prove the seaworthiness of the vessel." If TIDA wants to get into that business, the standards would need to be very clear on enforcement. Marinas avoid having to deal with it by requiring evidence of insurance for boats that stay more than a few days.

- If stays beyond two weeks were allowed, I think that a permit, a check of holding tanks, and proof of insurance would be appropriate — especially as the island develops.

- A true public guest dock at Clipper Cove would also be a fantastic improvement. When the marina is redeveloped, that should certainly be considered.

August Zajonc
San Francisco

August — We think we have a simpler and more cost-effective plan — and lord knows there needs to be more simplicity and cost-effectiveness in government operations. The Latitude plan is that there should be no permit required to anchor at Clipper



LATITUDE / LADONNA

Cove on Friday, Saturday, Sunday and Monday nights. This would make life easy for 95% of the people who use the cove, as most people think it should be

It's Wednesday night. Where the hell is your permit?

used. Those who wanted to anchor on Tuesday, Wednesday or Thursday nights could do so, but they'd have to sign up online in advance or at the TIDA office, and they wouldn't be allowed to sign up for more than two Tuesday, Wednesday or Thursday nights a month. This would allow most mariners

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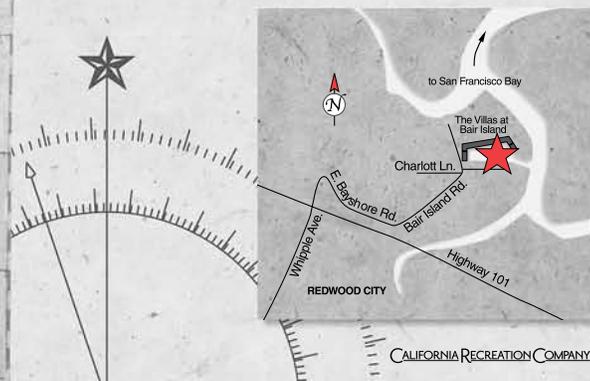
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LETTERS

generous use of the cove, but would eliminate the cove's being used as a private storage area/dumping ground for what are often derelict vessels.

Such rules would be useless without enforcement, of course. Nobody leaves cars on the side of freeways for a simple reason — they know it's going to cost them big time. The same financial consequences need to motivate the people who leave boats at Clipper Cove for long periods of time. In order for this to be ultra cost-effective, volunteers could patrol the cove — as they do at permitted anchorages in San Diego. (By the way, in several of those anchorages requiring permits, the permits are free.) And such patrolling wouldn't have to be frequent to be effective — as long as violators took a big enough financial hit when they got caught anchoring illegally.

Another reason we like our plan over a traditional permit process is that it would require the least government work. That's good, because fees from such permits wouldn't come close to paying even one government employee.

↑↓ WE AVOID IT ALTOGETHER NOW

We were very happy to read the article in the latest issue of *Latitude* regarding Mirian Saez and TIDA's attempts to clear the derelict boats from Clipper Cove. This situation has gotten



LATITUDE / LADONNA

Finally, an official who not only really seems to care, but who's actually been able to get something done at Clipper Cove.

completely out of control, with these boats permanently moored in the most desirable spots in the cove. We used to love our stays on the hook, but lately have avoided the area altogether.

We also found the photograph accompanying *Latitude*'s article to be ironic, as all three of the boats behind Ms. Saez in the photograph — including the sunken boat — were there when we visited a year ago. Please continue the good work!

Rod & Cherie Williams
Azure, Catalina 42
Alameda

Rod and Cherie — Great news! As of late June, many of the offending boats had been removed. Mirian Saez also reports the Treasure Island Bar & Grill is open and ready to pour.

↑↓ NO PERMITS FOR CLIPPER COVE

Based on the June article in *Latitude*, I want to thank Mirian Saez of the Treasure Island Development Agency (TIDA) for her concern about the neglected boats that have become both an eyesore and a hazard at Clipper Cove. It's with great alarm that we've watched the steady deterioration of Clipper Cove ever since the Navy closed up shop.

But we're apprehensive, because the result of most governmental actions is that everyone is punished as the result of the improper actions of a few. We feel the imposition of permits for what is — and should remain — a free anchorage is abhorrent, and would set a dangerous precedent. The most important thing that TIDA can do is promptly remove the



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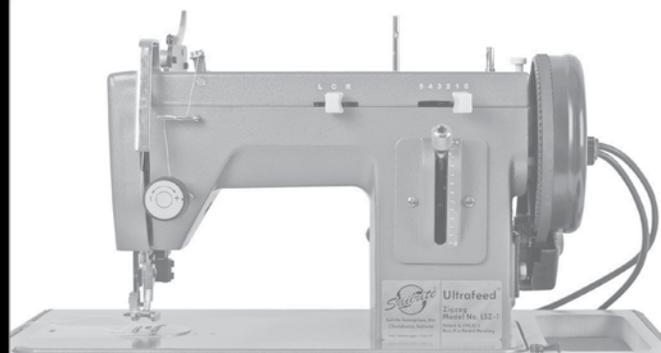
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derelict boats and return Clipper Cove to its original pristine condition — without adding any governmental red tape. No permits!

We have great memories of Clipper Cove, as our son was conceived at anchor there. Neither he nor we feel that it is appropriate to add anything more than an 'anchor's aweigh!' to all our future visits.

Stu Jackson
Catalina 34 Int. Association Secretary
Piedmont

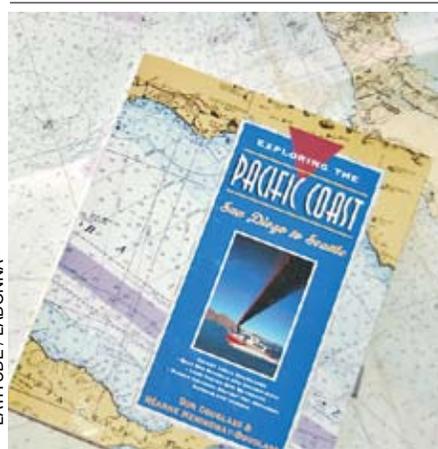
Stu — Finally, somebody who seems to really care about getting things done at Clipper Cove! We're in favor of limited permitting, as outlined above. Ms. Saez is considering it — along with other proposed plans.

↑↓DON'T BELIEVE EVERYTHING YOU READ

I hope my latest 'lesson learned' might be instructive. I waited until 12:30 a.m. the night before the Singlehanded Farallones Race to enter the waypoint coordinates in my handheld GPS. When I sat down to program them, I thought about how good a few hours of sleep would feel before the race. So to save time, I entered the waypoints that I found in *Exploring the Pacific Coast San Diego to Seattle*, by Don Douglass & Reanne Hemingway-Douglass, rather than coordinates from paper charts.

I enjoyed beautiful sailing conditions the next morning. When I got to #1 Buoy, I set a course for Middle Farallon, with the intention of approaching a bit high of Southeast Farallon so I could quickly reach down and around the island once it came into sight. But as I followed my waypoint bearing of 198°, I soon began to notice that other boats were sailing an altogether different course, one that was taking them considerably higher. Unfortunately, I didn't give this too much thought.

A while later, I glanced at my GPS and noticed that it was reporting my distance to Middle Farallon as just over 40



LATITUDE / LADONNA

miles! This also failed to register at first. But then my brain stirred — the Farallones are only 25 miles off the coast! Something had to be wrong with the coordinates I'd gotten from the cruising guide. Following a short tantrum, I went below to find my position on the chart plotter — and discovered that I was well

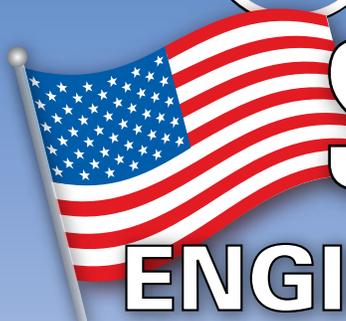
Proofreader needed for waypoints and charts!

southwest of the Lightbucket and was, in fact, headed WSW to the continental shelf. My corrected course was 265°, forcing me to point into the prevailing NW breeze in order to reach Southeast Farallon.

Thanks to a benign sea state, I was finally able to round South Farallon and finish the race, but I feel that I should remind fellow novice navigators not to blindly trust published waypoint coordinates, in this case, coordinates published in *Exploring the Pacific Coast San Diego to Seattle*. That guide



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lists a coordinate for Middle Farallon that, according to Google Earth, appears to be a location well offshore of Pigeon Point!

The cruising guide in question boasts of "1,200 tested GPS waypoints." When I mentioned that fact to a cruising buddy, who religiously checks all published waypoints on paper charts, he sarcastically replied that the guide didn't claim that *all* the waypoints were tested, just 1,200 of them. Uh, yeah. You live and you learn.

Michael Rosauer
Flying Baby, J/100
Sausalito

Michael — We regret to say that it's not just the waypoints you can't trust in that cruising guide. We were sent a review copy, and while paging through it, were surprised to discover that it's 55 nautical miles from Newport Beach to Catalina, at least according to the chart on page 76. A cruising guide with incorrect waypoints and inaccurate charts is not very helpful — and could be dangerous.

↑↓ KONGS AREN'T THE ONLY CULPRITS

While I didn't have a failure with a Kong anchor swivel like John and Gilly Foy of the Alameda-based Catalina 42 *Destiny*, I almost had one with a similar universal anchor swivel made by Suncor. As Geoff Eisenberg, CEO of West Marine, correctly pointed out in his long letter in *Lectronic*, problems with such things can be traced to either mechanical failure or operator error. As a past president of a design and engineering firm in Silicon Valley, I've found that operator error is the more difficult design problem. After all, the mechanical attributes of materials are well known and documented, but "people do



JOHN FOY

Would a D-shackle on this shank have prevented the swivel from failing?

the darned-est things." I discovered the problem with my Suncor anchor swivel at the end of the season while putting my boat to bed. One of the screws that held the swivel to the chain had backed out. I'll never know how close I came to having the same experience as John and Gilly, but I now visually inspect the swivel every time I raise my anchor. I believe it would be a good practice for everyone.

Steve Albert
Far Fetched, Beneteau Oceanis 390
Grants Pass, OR

Steve — We're a little unclear on what 'operator error' you think the Foy's might have made. After all, this is not a case where they bought hammers, hit each other over the head with them, and then claimed the hammers were negligently designed because they'd gotten hurt. The Foy's report that they'd inspected their swivel at regular intervals, and anchored as though they were using shackles that the Kong swivel was made to replace. Having done both of those, we think the blame



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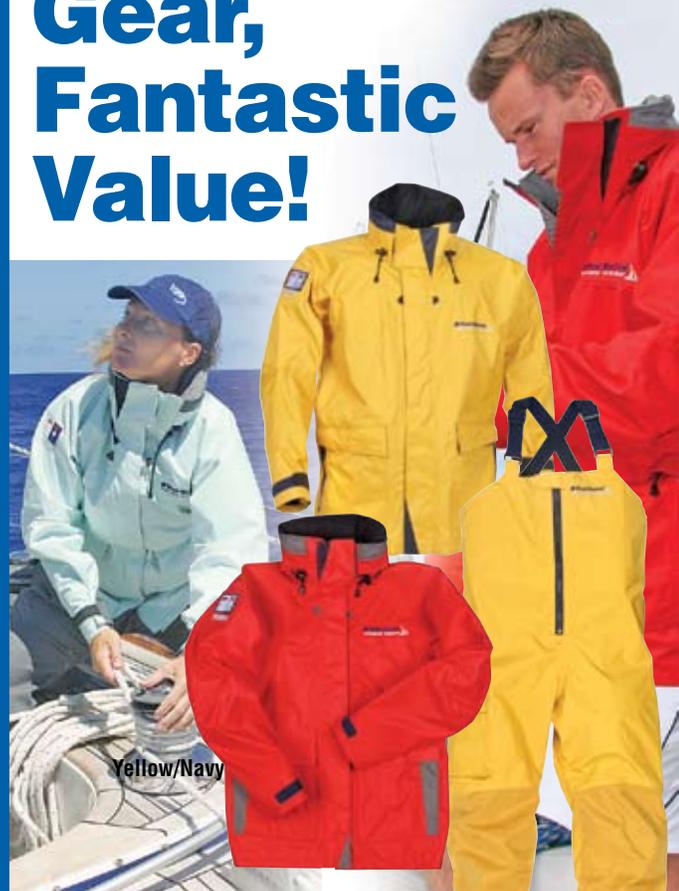


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rests at the feet of Kong.

Indeed, we think it's incumbent upon Kong to: 1) make it clear that perhaps their product is subject to failure in certain side loading situations, as some have suggested, and 2) advise the consumer of the need to inspect their product each time the anchor is raised. The downside of doing this, of course, would be that they'd probably sell fewer units. But what's better, selling a few more units or knowing that your product might cause the loss of a boat — and maybe even lives?

We also found it alarming that when West Marine tested the Kong swivels, not all of them lived up to their advertised safe working loads. Given the critical role of an anchor swivel, we find this very disturbing.

↑↓ A D-SHACKLE PREVENTS SIDE-LOADING

I'm writing in response to the reported failure of a Kong anchor swivel on the Catalina 42 *Destiny* in Mexico, and *Latitude's* subsequent request for information regarding possible other failures of Kong swivels. When we bought our Taswell 49 *Tardis* in '00, she came with a 44-lb Bruce anchor — and a swivel identical to the Kong swivel pictured in the May 20 'Lectronic. I say "identical" since I can't remember for certain if it was a Kong or one of the other brands using a similar design. I had never used a swivel of this type before, but it seemed solid after a cursory inspection, so I focused on the many other things that I had to deal with.

Before leaving on our first big trip, which would involve a lot of anchoring, I inspected the ground tackle closely — and noticed that the two flanges of the swivel on the anchor end had spread apart to the point that the bearing pin was held by only 75% of the thickness of the flange. Clearly the swivel was on its way to failure, so I removed it and went to West Marine to find a replacement.

While at the store, I struck up a conversation with the tech regarding the swivel issue, and he said, "Let me guess, this swivel was attached directly to either a Bruce or a Delta anchor." I asked him how he knew. He proceeded to explain that a swivel of this type must not be attached directly to anchors with fixed shanks — such as Bruces and Deltas — since any side load on the swivel will tend to spread the flanges as it torques on the shank, especially if the anchor is set in such a way that it cannot pivot to align itself with the new direction of pull. While there seemed to be no mention of this on the swivel packaging, the tech did point out the specs on the package, which show the breaking loads in the side direction are 2.5 to 4 times lower than in the main working direction.

Given this information, and the fact that I was also in the process of upgrading my anchor to an 85-lb Delta, I told the tech I would need another swivel that does not have this limitation. He said I could use a traditional swivel, but said that there was a simple solution to the problem. He explained that a Kong swivel was perfectly compatible with a Delta or Bruce — with the addition of a D shackle placed between the anchor shank and the swivel. What this does is allow the swivel to turn independently of the anchor shank, and thus stay in alignment with the direction of pull of the anchor rode. This completely eliminates the torquing forces between the shank and the swivel flanges that cause the flange spreading. It also allows the swivel to work in the 'strong' direction. It should be noted that CQR owners do not need to worry about this, since not only do the anchor shanks on CQRs pivot, thus keeping the pull direction in line with the swivel, but they also have a D shackle welded to the shank where the swivel might otherwise attach.

It should be noted that, in the photo, the Foy's anchor

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swivel was attached directly to the anchor — something that is commonly done. Clearly this did not lead to the failure of their swivel, since the anchor end of their swivel is still attached. More than likely, the screw — which cannot be pinned — backed out, which I agree is a potential weakness of the design.

Like other *Latitude* readers, I'm interested in finding out what they learn about their swivel failure. One thing I do know, however, is that I see Kong type anchor swivels attached directly to Delta and Bruce anchors all the time. I have even seen two with flanges spreading equal to what I'd seen on the one that I had. I often point this out to dock neighbors, and even complete strangers, in the hopes of saving them grief later. I hope this letter serves the same purpose.

Jamie Rosman
Tardis, Taswell 49
San Diego

Jamie — It seems to us that Kong has a responsibility to make it very clear to consumers that its product has different safe working loads depending on which way the anchor may be pulled.

You make a very good point about the problem of anchor swivels being attached directly to the shanks of certain kinds of anchors. But unless we're mistaken, the sole purpose of an anchor swivel is to eliminate the need for a clumsy D-shackle that would either have a hard time fitting — or not fit at all — through the boat's anchor chain hawse pipe. If you needed to add a D-shackle, why would you waste the money on a superfluous anchor swivel?

↑↓ FOYS' KONG DIDN'T FAIL DUE TO SIDE-LOADING

I'm very interested in the reports about Kong and other brand anchor swivels. Only a few weeks ago I was in a West Marine store looking for a replacement swivel for my anchor. My surveyor had told me that the standard U-shaped design swivels on most boats could be prone to failure because of side loads. But from the photo of the Foy's Kong swivel in *Lectronic*, the failure looks to have been due to a pin failure, not side-load. The screw pin on the Kong unit looks to me to be a design failure, so I'm still looking for a new swivel. After all, boatowners don't need another expensive piece of critical hardware that requires frequent maintenance.

Bruce Adornato, M.D.
Amelia, Krogen 42
South Beach

↑↓ I'LL BE WATCHING

I had a problem with my Kong swivel, too. I bought the swivel rated for the size of my boat, and used it in Mexico for one season. After the wind had blown for 30 knots for two days, I raised the anchor — and noticed that the forks were bent outward! I replaced the Kong swivel with a shackle. At the end of the season, I brought the Kong back to West Marine, and they refunded my money.

I figured that because the length of my boat was at the upper end of what Kong recommended for the swivel, I should have gone a size up. So I bought the next larger size. I didn't have a problem with it last season, but I must admit I'm a little concerned and will be watching a little closer this year.

Jerry Metheany
Rosita, Hunter 46
Mexico

Jerry — The problem would be that the next time you want

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LETTERS

to "watch" the new swivel is in the middle of the night when it's been blowing 30 knots and for some reason you just can't sleep.

↑↓ ONE OF THE MOST SURPRISING LETTERS EVER

With regard to the hex head bolt that secures the pin in the Kong anchor as seen in the photograph by John and Gilly Foy, it appears to me that it came out. There is no easy way to 'mouse' the bolt as you would do with a traditional shackle. I tighten mine real tight, then wrap the stem of the swivel with duct tape.

Steve Chamberlin
Surprise, Schumacher 46
Pt. Richmond

Steve — We have nothing but the highest respect for you as a sailor, seaman and boatowner, and we know the effective uses for duct tape are legion. Nonetheless, it boggles our mind that you'd even suggest using duct tape to help prevent the backing out of the pin on such a swivel. We've been guilty of more than a few shaky jury-rigs in our time, but we'd never consider using duct tape for something frequently used underwater such as that.

The theory behind such pins is that they won't come out because they are under tension. Apparently the science is solid, but we were nonetheless a little skeptical when we bought our Ultra Swivel, a version similar to Kong's, from Randy Boelsems



LATITUDE / RICHARD

The Ultra Swivel features a counter-sunk pin secured by a retaining screw.

of Quickline in Huntington Beach. While the Ultra Swivel appears to us to be a superior product in terms of design and manufacturing, we still expressed skepticism about the pin's being held in place solely by tension. The next time we saw Boelsems, he presented us with an updated Ultra Swivel, one equipped with a retaining screw to keep the counter-sunk pin in place. He said the change was not because it would hold the pin in place any better, but just because non-science folks such as ourselves would think it would. And you know, he was right, at least in our case.

That said, when it came time for us to swap out the swivels, it was a bear to remove the pin that had been held in place only by tension and some Loctite. (By the way, what possessed the manufacturer to put blue Loctite in an opaque blood red tube?)

For West Marine CEO Geoff Eisenberg's very long and interesting response to the failure of the Kong swivel, visit the May 20 'Lectronic. For the results of their testing, see the June 12's 'Lectronic.

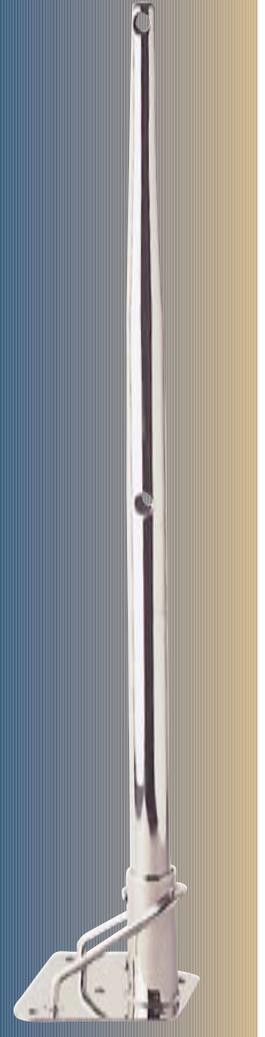
↑↓ KEEP AYALA COVE OPEN!

Is there anything more stupid than to close Angel Island, as has been proposed by the Governor? After all, we're talking a money-making park that is already paid for! What's more, it's an historic treasure that provides a variety of recreational activities for all ages and all income groups. And think of all

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LETTERS

the money that's recently been invested — \$350,000 to landscape the top of Mt. Livermore, \$15 million to refurbish the Immigration Station, and the installation of new moorings. And it's not like the campsites or roads are in anything but fine condition.

If Angel Island is closed, my guess is that it will never be reopened because the restart costs will be in the tens of millions of dollars. They'll need to restart all the utilities, do landscaping, retrim the eucalyptus trees that are fire hazards, and so forth.

What I expect will happen is that two- and four-legged 'transients' will take over the island. The deer will multiply, the raccoons will again swim across the Strait, Native Americans will again go hunting for acorns and stage sit-ins as they did at Alcatraz, and there will be fires "of unknown origin." And there will probably be people toting modified AK-47s and doing all the other things that happen in the run-down neighborhoods of third world countries — one of which we've now become.

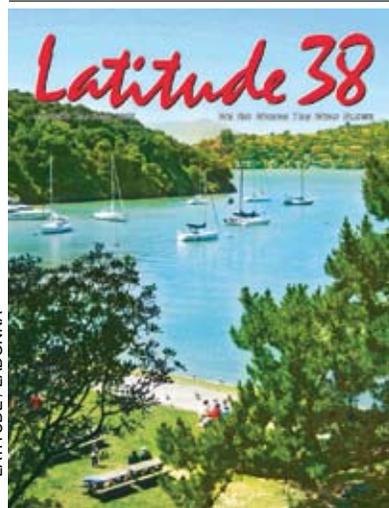
Speaking of Alcatraz, why can't we sublet part of Angel Island to the Red & White fleet, as we do at Alcatraz today? I say keep Ayala Cove open!

What's happening now makes me want to sink my boat, quit the yacht club and move to Salinas. But this is still 'Mexifornia', and still under the control of the movie actors and high-paid bureaucrats in Sacto.

Mike Chambreau
Impetuous, Cal 34
Los Altos

Mike — One thing that's been more stupid than the suggestion to close Angel Island has been all levels of government spending beyond their means. It's as if our representatives maxed out all our credit cards to throw the greatest frat party ever, but now it's 4:30 in the morning, and they're hungover as hell, can't find their pants, and don't have a cent left to get a taxi home. The day of reckoning seems to have arrived in the Golden State, and it's going to hurt bad. But the sooner we face up to reality, the less pain there will be.

But given your opinion on the fate of Angel Island and other parks, why in the world would you want to sell your boat? That would be like the pilot of a plane throwing away his parachute because his engines quit. If so many parks are going to be closed, the ones that remain open will be packed to the gills. That means folks who have boats will be about the only ones with nearly unlimited recreational opportunities in the Bay Area. You'll still be able to anchor for the afternoon, the night or even the week at places such as Clipper Cove, the lee of



LATITUDE / LADONNA

Sneaky boatowners can enjoy Angel Island even if it's closed and the Ayala Cove moorings are removed.

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LETTERS

one of the lucky ones.

We've been to many uninhabited and unpatrolled islands in third world countries, and we haven't had any problems at any of them. So we don't share your fears about Angel Island. As for two-legged transients taking over, we doubt it. After all, the only reasons the Indians left Alcatraz was because it was too damn cold and inconvenient. And who knows, a return of a more wild and natural Angel Island for a while might be a good thing.

↑↓ PERMANENT DRAWBRIDGE CLOSURES

I am a shop steward for Union Local 342 representing the drawbridge operators & mechanics, pump station personnel and traffic signal personnel. It's extremely important for everyone living in Alameda County to be aware that Gov. Schwarzenegger plans to sign a budget that permanently takes away the 3 cents/gal gas tax revenue that normally goes to cities and counties. This money — which comes to \$20 million a year for Alameda County — is what pays for the Public Works Department. Without this money, traffic signals and roads won't be repaired, flood control will be shut down, and most important to local boaters, all of the drawbridges on the Oakland/Alameda Estuary will be permanently closed and all the personnel laid off. The bridges will not open for vessels at all.

Obviously the Coast Guard will have something to say about it, but the word from Daniel Woldesenbet, the Deputy Director of Public Works, is that the bridges will be shut down because there will be no money to pay the operators. There is funding until July 1, but that's it.

I have been informed that an official seniority layoff list is being made in preparation for layoffs later this month. I have also been given a copy of the official layoff procedure for my review. So this is real. Alameda County is actually being forced to dissolve their Public Works Department. Let the boaters know!

Dave Kelly
Shop Steward Local 342

Readers — In an era when the average government worker makes \$77,000 a year, we at Latitude — and we think most other taxpayers — are interested in what we pay our civil servants to do various jobs. As such, we wrote the following response to Kelly:

"Very interesting letter. Given that the state has limited funds, it would be interesting to know how much it costs in terms of labor to keep the bridges open. Are the bridges manned 24 hours a day? How much is a bridgekeeper paid, including benefits and retirement? What skills are required to do the job? How much traffic is there? What about limiting the bridge openings to twice a day?"

Kelly responded as follows: "The bridges are operational 24 hours a day, and opened between 95-125 times a month. Given the budget problems, all options are being considered, including limiting openings, automation and no midnight openings. The Tidewater Sand & Gravel Company, which is inside the High Street Bridge, is not very happy with these ideas, as their vessels need to move with the tides, and the tides change every day. They would have to locate elsewhere. As you might expect, many people who keep their boats on the Estuary past the bridges feel that they should be able to go sailing whenever they want. That would no longer be possible under some of the newly suggested procedures. As for the whole benefit package for bridge operators, I'm not sure what it all comes to, but as a frame of reference, they are at the lower end of the wage scale,

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LETTERS

along with laborers, in Alameda County."

We have some problems with Kelly's response. First, when a shop steward tells us he doesn't know how much a bridge operator makes in salary and benefits, our bullshit alarm starts clanging and just won't stop. We can only assume the bridge operators make so much money that Kelly was too embarrassed to reveal that information. It's our feeling that if the state is ever to become solvent again, what should be close-to-minimum wage jobs can no longer be paid for as if they were careers. And mind you, we make a distinction between those who push a button or throw a lever to operate a bridge and those who do maintenance and repairs.

Even if it turns out that legislators and city officials don't want to prioritize expenditures so there is money to operate the bridges full time, we don't think it would have to be a catastrophe. For instance, the bridges could be operated by volunteers under the supervision of entities such as yacht clubs. We think a lot of old geezers would love to run the bridges for free. In fact, there could be two on duty at a time keep each other company and to make sure nobody falls asleep. And as is done in many other places — including the Delta — bridge openings could be limited to several times a day during summer weekends, and less often than that during weekdays and in the offseason. As for Tidewater Sand & Gravel, they wouldn't have to relocate if they'd just be willing to pay a fee to have the bridge opened when they needed it. In relation to the value of each load, a \$100 fee would be insignificant.

The old 'normal' was that we Americans could expect to have just about everything we wanted when we wanted it. The new 'normal' is that we're going to have to give up some things. How much or how little we're going to have to give up will be almost entirely dependent on how successful our elected officials and government agencies can be at eliminating waste and corruption. The only problem is that there is almost no incentive for them to do either. Bridge up!

⇓ **DON'T EXPECT LETTERS TO DO ANY GOOD**

I doubt that writing to the state to protest cuts and closing of parks such as Angel Island will do much, although I suppose it's worth a try. What I think we're seeing, and what we'll see for the rest of the year, is a state-wide version of the 'pothole syndrome', where government, faced with budget cuts, will cut those programs that are most visible and most likely to inconvenience taxpayers. But the thousands of employees hired in the last decade, when all the parks were still well kept, will be the last to go. We all need to see through the fake press releases and know that a giant bureaucracy is fighting for its life and will stop at nothing to avoid the sort of layoffs that have been common in the private sector.

Michael Kennedy
Conquest, Cal 40
Southern California

Michael — We couldn't agree with you more. As long as the State of California continues to pay one retiree \$498,000 a year as a pension, it's proof to us that either there isn't really a budget crisis or that our legislators have mixed-up priorities. After all, what's more important to them, paying half a mil a year to a former city manager who is under indictment for embezzling public funds, or funding programs for "the children?"

By the way, we recently read a couple of mirthful suggestions for how to improve government: First, raise revenues by taxing all campaign contributions at the 50% level. Sort of a 'gas bag' tax. Second, require all elected officials to wear uniforms with patches listing their sponsors, with the patches being rela-



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LETTERS

tive in size to the amount of money the politician received from any one company or special interest group. In other words, let's have our legislators dress like NASCAR drivers so we know who they're really working for.

↑↓ ONE MORE HARD SPOT IN THE BAY

In your June *Sightings* piece about the important rocks on San Francisco Bay, you missed one of the more dangerous



The Berkeley Reef — it's hard to see, isn't it? Which is why we circled it in red.

ones — the 'Berkeley Reef'. The nasty rock is located northwest of the Berkeley Marina, about a third of the way to Brooks Island. Normally just below the surface, it's exposed only during extreme minus tides. The rock itself sits just east of the flashing green marker (FL G 2.5s 13ft 3M "1"). This light can appear to be quite dim at night, and is very easy to miss among all the background lights.

Greg Davids
Pura Vida, Hylas 47
Berkeley

↑↓ IF ONLY I COULD READ LATITUDE ONLINE . . .

I just read the *Changes* article titled *Murder in the Land of Smiles*, about the killing of Malcolm Robertson aboard his and his wife's 47-ft sloop at a remote island in southern Thailand. I have spent time in Thailand, and I couldn't understand how this rare and unfortunate incident could have happened. I wanted the details, and there they were in your *Changes* article. I have always enjoyed your editorial opinions, but being here in Singapore, don't have much chance to keep up. But kudos to you for an accurate report on the incident.

Douglas Walling
Calliste, Bristol Channel Cutter
Monterey / Singapore / Sebana Cove

Douglas — If people only read the headlines — that three teenagers swam out to a yacht and murdered the owner — they would have missed all the facets in what was a rather complicated — albeit tragic — story.

It's easy to keep up with Latitude as all our editions are now available free, online and in magazine form. And the photos look spectacular. Just go to www.latitude38.com and click on the 'Download the Magazine' button.

↑↓ ANDY COSTELLO DID THE RIGHT THING

Maybe the race committee for the Vallejo Race should have texted and Twittered the new Chevron Long Wharf restricted area to the participants, for it seems people can't or don't want to read the multiple pages of race instructions. Maybe there is an attention span issue, because I thought giving the restricted area its own paragraph and printing it in red would be enough to call attention to it. It has been known for a while, by those that work on the water, that the Chevron Long Wharf is protected by a restricted zone. Apparently most

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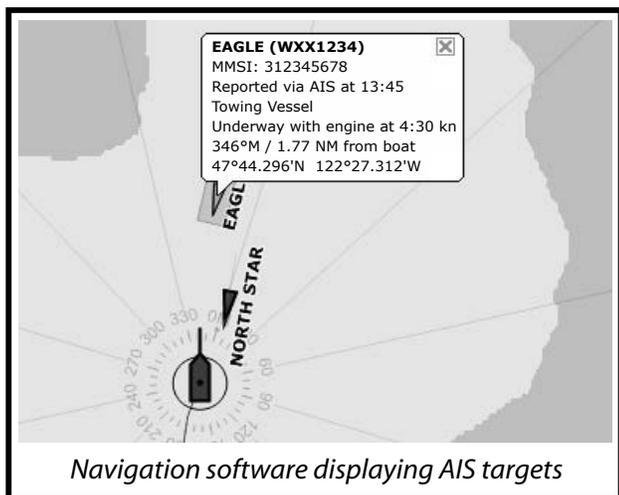
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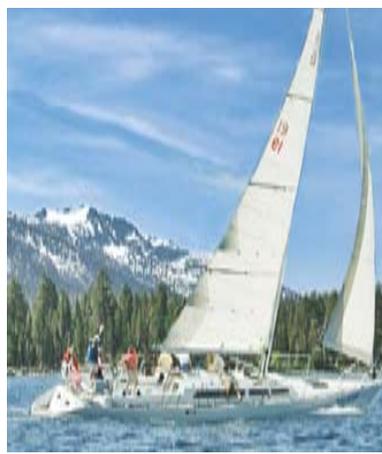
sailors, especially racing sailors, do not keep informed of the various new rules. There are restricted areas around large ships and military ships, set up after September 11th. That might be something *Latitude* could include in an additional article or paragraph in *Sightings*: keeping sailors informed on the new rules and various restricted areas.

But I want to give credit to those who crossed the zone, realized their mistake, and dropped out. Andy Costello on the *J/125 Narrow Escape* (now renamed *Double Trouble*) was one of those who demonstrated great sportsmanship by doing so. I wish the others had also. We racing sailors shouldn't have to rely on protests to get people to do the right thing. Policing ourselves, especially those in the racing community, might keep the Coast Guard from making more rules to protect us from ourselves. Or worse, make it illegal to do the things that we enjoy.

Steven Bates
Wind Blown Hare, Wylie Wabbit #29
Richmond YC

↑↓ QUITE THE OPPOSITE IN SOUTH LAKE TAHOE

In response to the June 17 *'Lectronic*, in which it was reported that many boatyards in California seem to be offering



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lower prices for haulouts than they did last year, I can report that no such thing is happening here at South Lake Tahoe. In fact, the new owners of the marina have raised the rates for a forklift launch from \$10/ft to \$18/ft! In addition, there is now a mandatory \$30 fee to inspect boats for quagga mussels. As a result, it will cost me \$480 to have my Coronado 25 put in the lake. The only other option would be for me to drive my boat over Emerald Bay Road to the North Shore, as none of the boat ramps on the south shore have enough water. I'm bummed.

Alan Johnson
Coronado 25
South Lake Tahoe

↑↓ YACHT ENSIGNS AREN'T LEGAL OUTSIDE THE U.S.

After reading the June 12th *'Lectronic* item about flags on boats, I recalled that the yacht ensign is not legal outside of U.S. waters. So, I looked up the subject in *Wikipedia* and found the following:

"A special flag, looking like the national flag and ensign, but with a fouled anchor in a circle of stars in the canton, was created in 1848 as a signal flag to be used by U.S. yachts. This was not intended to be an ensign, but was intended to be used as a signal flag by a yacht to declare itself exempt from customs duties. However, many boaters started using this as an ensign, and eventually the government announced that they would accept this practice for boats in United States waters; but the national flag was still the only ensign allowable in international or foreign waters.

"The existence of the Yacht Ensign in United States law (46



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U.S.C. Section 109) was repealed by the Vessel Documentation Act of 1980 (Public Law 96-594). This leaves the national flag as the only allowable ensign for United States yachts (and other vessels). Nevertheless, the old yacht ensign is still widely used by boaters continuing a tradition which dates back to the 19th century. This is a legal option for undocumented vessels



How many port officials in Bermuda, El Salvador, the Cook Islands or the Seychelles would know that it's illegal to fly this ensign?

in United States waters, which are not required to wear an ensign. The states of Arkansas, Maryland, and Washington have each adopted flag protocols which provide that the U.S. ensign 'and the U.S. Yacht Ensign, with a canton of 13 stars, are interchangeable on all types of recreational vessels while in national waters.' Similarly, the United States Power Squadron's guide to flags and flag etiquette, prepared in consultation with the Coast Guard, Coast Guard Auxiliary, New York YC, and others, provides that the flag may be flown on recreational boats of all types and sizes instead of the national ensign in domestic waters."

Ed Johnson
Dakota, Hunter Passage 42
San Francisco

Ed — We're trying to wrap our minds around the concept of a yacht ensign not being "legal" outside the United States. After all, the officials in all the foreign countries we've sailed to wouldn't be able to distinguish an ensign from a national flag — or give a dang what was flying from the back of a small yacht. In fact, none of them seem to care if a boat even has a name and hailing port on her. It's been nearly three years since we had Profligate painted, and we never got around to putting her name or hailing ports back on. Nonetheless, not one official in Mexico or the United States has said 'boo' about it — not even Homeland Security. We will, however, have corrected the problem before this issue hits the streets.

↑↓ SMOKE ON THE HORIZON

As both a sailor who maintains cruising boats on both coasts and as a member of the State Bar for almost three decades, including almost a decade as a California prosecutor, I have been following the Bismarck Dinius prosecution with more than a passing interest.

Somewhat like Will Rogers, all I know about the case is what I have read about it in the print media and on the internet, as well as what I have seen in Dan Noyes' reports on KGO-TV. Given my lack of first-hand knowledge of the case, I have tried to reserve judgment about the propriety of Mr. Hopkins' prosecution of Mr. Dinius, as well as Mr. Hopkins' failure to pursue the prosecution of Mr. Perdock. That notwithstanding, if the factual allegations contained within Mr. Dinius' June 12th Motion for Recusal — particularly the suppression of exculpatory evidence — are true, it would appear that Mr. Hopkins' conduct in this case may be disturbingly

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LETTERS

similar to now-disbarred District Attorney Mike Nifong's misconduct in the notorious rape prosecution of members of the Duke University lacrosse team.

I would suggest that, as was done in the case of Mr. Nifong, Mr. Hopkins' conduct in this case be referred to the State Bar for examination and, if there is a finding of prosecutorial misconduct, disciplinary action ensue. I am somewhat surprised that KGO and Mr. Noyes, who routinely confront regulatory agencies with instances of suspected unlawful activity, have not pursued this avenue of inquiry and potential resolution of the issue of the propriety of Mr. Hopkins' conduct in this prosecution.

Moreover, given the notoriety of this case, I am also surprised that the Lake County Grand Jury, in its civil, governmental oversight capacity, has not initiated an inquiry into the propriety of Mr. Hopkins' treatment of both Mr. Dinius and Mr. Perdock. If the residents of Lake County are as outraged about Mr. Hopkins' handling of this prosecution as the print media would lead one to believe, all it would take is a request for such an inquiry to be made to the presiding judge of the Superior Court or to the foreperson of the Lake County Grand Jury to initiate such an action.

There may not always be fire where there is smoke, but common sense dictates that one should ensure that nothing is amiss when a black cloud of smoke persists on the horizon — the time may have come to bring this matter to the attention of both the State Bar of California and the Lake County Grand Jury.

Timothy G. Cronin
State Bar of California No. 91778

Timothy — And what about the State Attorney General's



Office, which gave the ok to the way the Lake County D.A. decided to handle the case? We'd like nothing more than for Attorney General Jerry Brown to brief us on who in his department approved of the Lake County D.A.'s decisions and why. We desperately want to believe that the supposed safeguards in the system do prevent corruption, but our confidence is slipping away by the day.

As this issue was going to press, Jerry Brown announced on his Facebook page that he was looking into the case.

As this issue was going to press, Jerry Brown announced on his Facebook page that he was looking into the case.

↑↑ I DONATED TO DINIUS' DEFENSE FUND

I sent the following letter to Mr. Bismarck Dinius: "I've enclosed a small check for your defense fund. Your case, as reported by *Latitude*, confirms my long-held opinion that the rate of criminality in the law enforcement community exceeds that in the general population."

Ralph Deeds
Birmingham, Michigan

Ralph — We hate corruption — such as we believe has occurred in Lake County — with a passion. Nonetheless, we still believe that the majority of people in law enforcement are decent people trying to do what can be a difficult and dangerous job.

Readers — You can contribute to the defense fund for Bismarck Dinius through Paypal — his ID is bismarckdinius@

The DIY Tradition!



When Elise Brewster decided to restore the hull of her wooden sloop, Corsair, to varnished bare wood, people told her that was "crazy!" But Elise was determined, and the result is a gorgeous improvement to the 1960 built Slabby Larson 28. I owe it to Cree, stated Elise – he was one of the few to offer encouragement and valuable advice. We welcome Do it Yourselfers (DIY's). In a June 2009 *Practical Sailor* article, the yard was listed first among reader picks for favorite DIY boat yards in the US! As fewer and fewer boat yards allow owners to do their own work, we're proud to support the DIY tradition.

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↑↓ **IT'S NOT IMPOSSIBLE TO GET INSURANCE**

In the last issue of *Latitude*, a reader complained that it was impossible for people with pre-existing health conditions to get health insurance. That's not true. All carriers who offer health insurance in California are required, by law, to provide a policy class for people with pre-existing conditions. You must apply and be denied health insurance three times, after which you are placed in a pool. Would this be the premiere-type health insurance? No, it would not. However, it would provide catastrophic coverage for those who want to take personal responsibility rather than be the recipient of another government bailout or hand-holding.

Kevin R. Kelly
Santa Cruz

Kevin — Thanks for the heads up. Given all the squabbling about health care coverage and health insurance, combatants rarely state the obvious — which is that the easiest and cheapest way to bring health costs under control would be for all Americans to follow basic diet and exercise guidelines. It's the old truism that an ounce of prevention is worth a pound of cure. In fact, we don't think any government officials, politicians, or lobbyists should be allowed to express their views on the subject without first admonishing everyone to eat and exercise more responsibly.

↑↓ **DROP THE POLITICS & GET BACK TO SAILING**

May I suggest that you drop the discussions about politics, other peoples' salaries, the availability of health insurance, who is a more responsible person and such, in favor of articles on sailing in all its forms?

There are thousands of sailors, and thus thousands of ways to enjoy boating. Trying to figure out who does it best is about useful as arguing about which is the best book in the world.

The June *Letters* contained two diatribes, parts of which were rather defensive and not very informative. For instance, why do you have to explain why you prefer the Caribbean over the South Pacific? You are free to enjoy whatever you like, and so is every other sailor. If anyone feels compelled to attack your way of living, ignore it and enjoy another sunset.

Anneke Dury
Freedom, Offshore 52
San Francisco

Anneke — In normal times we wouldn't be so political, but these aren't normal times. We think it's critical that as many people as possible become more aware of government waste and corruption. After all, when a local city manager does things like have a gang member relative get paid \$75,000 a year to repair parking meters, or when a certain group of \$100,000-a-year cops say they can do their job in 15 minutes a day, we think people need to know about it and decide whether they think their tax dollars are being spent wisely. So yes, we think it's our civic responsibility to use a little space to wave the red flag in an attempt to prevent this country from pulling a first world version of a Zimbabwe.

We want to emphasize that we're not whining on our own behalf. We've got a paid-off boat and could be content with the simple sailing/surfing life in the tropics. Our concern is with

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LETTERS

the legion of hardworking people in the private sector who, despite their decreasing numbers, are being asked to shoulder the ever-increasing costs of an entitlement population and an ever-more inefficient and corrupt government. We're also whining on behalf of the next generation, who will have no option but to revolt.

Finally, no, we didn't have to justify why we like the Caribbean better than the South Pacific. We ran that letter specifically because we, unlike you, thought our response — that not all cruisers prefer primitive destinations — was informative. And while we thought our response was more offensive than defensive, we'll try to do better in the future.

↑↓ SHE DEVoured THE LATEST LATITUDE

We took our newest 'crewmember' for her first sail on our Farr 44 *Confetti* this past weekend. We didn't realize the latest edition of *Latitude* that we had on board would interest her more than the sailing!



COURTESY CONFETTI

Danielle Dignan & Dan
Zuiches
Confetti, Farr 44
San Francisco

Danielle and Dan — We're delighted to know that we're reaching the younger sailing audience, and that they're eating our stuff up.

She has good taste.

↑↓ WHO NOT TO BE

I'm writing in response to Gary Cyberspace's June *Letter*, in which he referred to Liz Clark and her plea for funds in disparaging terms, and in which he referred to the publisher of *Latitude* as "an old fart." In response, I wonder what his real last name is. I would guess 'Dick'. So for the sake of argument, let's call him Mr. Dick.

So, Mr. Dick, you'd have us more closely watch the way you live? We should watch Dick write snotty letters. We should watch Dick call the publisher an old fart. We should watch Dick belittle philanthropy. We should watch Dick make a fool of himself. To anybody reading, my advice would be, "Don't be a Dick!"

Bill Landon
Summer Delight
Boise, Idaho

Bill — As both we and Liz Clark are more public figures than most, it's only fair that we be prepared to accept whatever criticism — well intentioned or not — is directed our way. As Gary's criticism was of the level you'd expect to hear in a trailer park, we hope it didn't bother Liz. We know that it didn't bother us.

↑↓ FIREARMS ON BOATS IN MEXICO

Does the *Latitude* editor who answered the *No Name Because of Subject Matter* letter about the advisability of taking firearms to Mexico — and who said not to — and the editor who told writer John Daigh that those defending against pirates should be armed, know each other?

I spent 20 years — from late '85 to late '05 — living in Mexico aboard our 50-ft steel ketch *Inspiration*. We spent most of the time near La Paz. For all of that time we had firearms aboard. We had two .30 caliber revolvers and a 12-

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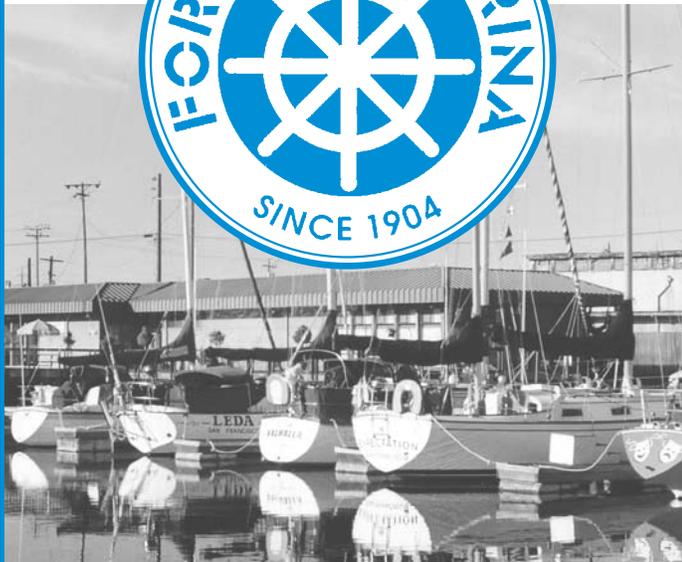
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LETTERS

gauge shotgun. The pistols were kept hidden in drawers and the like. The shotgun was in a locked cabinet near the main companionway. Although we were boarded several times, we were never asked about firearms. And naturally, I never volunteered that information. I also had a homemade 'machete stopper' so I could fire light loads of 12-gauge shells from my steel flare pistol.

While in Mexico, I met with and discussed firearms with several other cruisers. We all agreed that we 'did not have firearms aboard.'

Soon after arriving in La Paz, I joined Club Gavilanes, a local hunting, fishing, and target shooting club. The club welcomes foreigners. I also took the data on my firearms to the local Mexican Army office and registered them with the Mexican government. The sergeant who registered my firearms didn't have the slightest interest in how or where I got them. Registering my firearms took a bit of reconciliation on my part, as I am a life member of the National Rifle Association. I, of course, oppose gun registration in America, but Mexico is a different country, and does not have the same freedoms that we do.

William F. Steagall, Sr.
Inspiration, 50-ft ketch
Channel Islands Harbor, Oxnard

William — We know that it can be legal for cruisers to have guns on boats in Mexico, but there are hurdles and there can be lots of red tape and problems. There can even be extended time in a Mexican jail. Consider the case of John Peerson, the 48-year-old U.S. captain of the multi-million yacht Reel Screamer. While on his way from Costa Rica to Miami earlier this year, he stopped at Mexico's Isla Mujeres to wait out some bad weather. The Mexican authorities boarded the yacht to search for drugs. When they were about to search, Peerson says he informed them that the owner kept a pistol, rifle, shotgun and ammunition on the boat as protection against pirates and thieves. The authorities weren't impressed, and threw Peerson in jail. Peerson spent a lot of money and 127 days in a Mexican slammer before a lawyer got things cleared up. No matter if it was a misunderstanding, we'd not risk 127 days in a Mexican jail just to be able to have guns aboard our boat. By the way, at last word the yacht still hadn't been released.

↑↓ OUR NEW BABY BEING BORN IN SOUTH AFRICA

My wife and I wanted to share this photo of our new Knysna cat, which is being built for us in South Africa. She's 49



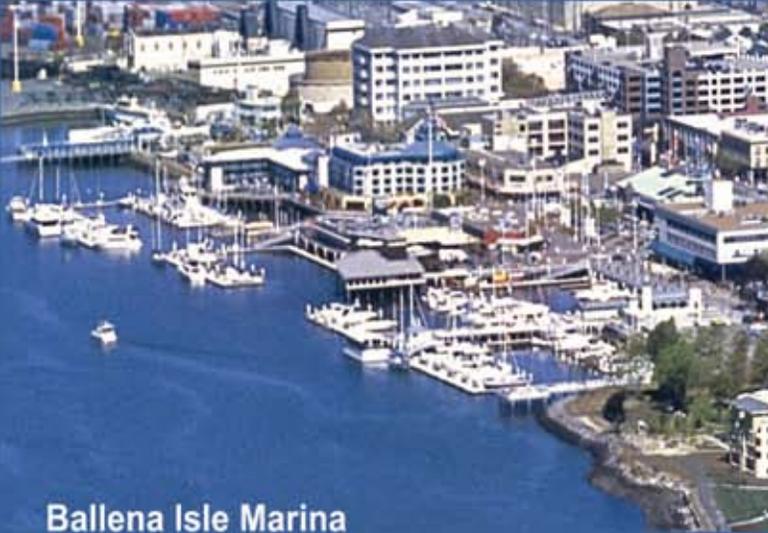
TIM MAHONEY

49-ft cats only seem too big for the first year or so.

feet by 26 feet. That's too big, but we'll be living aboard full time. We'll be sailing her up from South Africa in December. I'd been thinking of cats for several years, but didn't become serious until my daughter and I did that sail from Vallejo to Sausalito aboard *Profligate*.

Tim Mahoney
San Francisco

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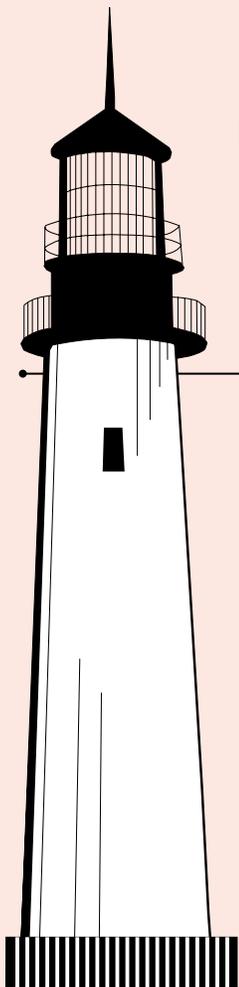
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LETTERS

Tim — Welcome to the cat club! Based on the experience of others, we think the only things you'll find "too big" about your cat are keeping her clean and finding berths for her. Beyond that, we think you'll quickly get used to maneuvering her and you'll love the spaciousness. We do, however, urge you not to make your plane reservations to South Africa too far in advance. Because cats are so much larger than monohulls of the same length, cat builders the world over are notorious for delivering them late — oftentimes many months late.

↑↓SEEING THE BLUES

I always perk up when you mention whales, as you did on your 'Lectronic report on *Profligate's* Baja Bash in late May. But I wonder if you actually saw blue whales instead of gray whales, as this is the time for blue whales to come north. In addition, they are much larger — up to 80 feet — have a small dorsal fin, but don't have barnacles. Grays, on the other hand, are only about 40 feet long, don't have a dorsal fin, but do have lots of barnacles. I suggest that you take a whale guide on your boat so you'll know what you're seeing — such as the thrill of a highly endangered blue whale, the largest animal ever on earth!

P.S. I love *Latitude*!

Esta Lee Albright
Valkyrie, Ranger 26
Monterey

Esta Lee — We're embarrassed that having seen so many whales over the years we've never taken the time to learn to identify the different types. But based on your description, we believe that we must have seen blues, as they were by far the biggest whales we've ever seen, and they had no barnacles. And they were spectacular!

It's still disturbing to us that we sailors don't have a surefire way of warning whales of our approach, as on several occasions we didn't see these behemoths until they were not more than 100 yards ahead of us. After all, the second to last thing we'd like to have happen is ram into and injure one of them. The last thing we want to happen, of course, is for one of them to get angry at our hitting them and thrash our cat to pieces.

↑↓DO YOU HAVE TO OWN A BOAT TO DO THE HA-HA?

My wife and I have been regular readers of *Latitude* since the mid '80s, when we started sailing and doing extensive coastal cruising. Thanks for all your hard work, because reading *Latitude* is almost as much fun as sailing. Unfortunately, we've been out of sailing for the past 10 years for a variety of reasons — kids getting seasick, being involved with school activities, and so forth. But with the kids grown and out of the house, we've been considering getting back into it. The Baja Ha-Ha has always looked like fun, but our perception is that it's only for people starting a long cruise. While that's a possibility for us some time in the future, we don't own a boat now and aren't even ready to buy one. But we've read that some of the *Latitude* staff have done the Ha-Ha a number of times, implying that you don't have to be starting a cruise to do it. We're interested in the logistics of doing a Ha-Ha if we aren't starting a long cruise. What is the typical time away from home, and is it necessary to have your own boat?

Don Murphy
Boatless in Ventura

Don — The Ha-Ha is open to anybody who wants to do it, not just folks starting a long cruise. Each year about 10% of the Ha-Ha boats return to California within a month. About

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20% are commuter-cruised, meaning their owners leave them in marinas in Mexico, then fly back and forth as business and other obligations permit. About 30% of the Ha-Ha boats cruise Mexico for a season before returning home in the spring. About 20% of them spend more than a season in Mexico. And about 20% of them continue on to Central America or across the Pacific.

As for the Ha-Ha itself, this year's starts with the West Marine-sponsored Ha-Ha Kick-Off and Costume Party on October 25, and ends with the awards ceremony in Cabo 13 days later. For folks with very limited time, they can join their boat on Monday morning in San Diego for the start, then fly home 10 days later upon arrival in Cabo.

You don't need to have a boat to do the Ha-Ha — just crew for somebody else. If you're looking for crew positions, we suggest you visit the Crew List section of www.latitude38.com.

↑↓ THEY RAISED THREE KIDS ABOARD

I have a couple of additions for the June issue letter from Don and Nancy Chism, who have been out cruising for 32 years now aboard their Westsail 32 *Bag End*, and who wrote you from the Seychelles. You must have misunderstood their email, because they spent their first 12 years living aboard at Petri Yacht Harbor near the Antioch Bridge, not at the Antioch Marina. I know because my boat was berthed in the same marina for a good part of the time they were there. Even more impressive than their living aboard a Westsail 32 for 32 years is that they raised three children from kids to teenagers while living aboard.

I've also noted that the 'Over 30 Club' includes boats that have been in the same family for over 30 years. In that case, David Crabtree, my son, and I would qualify, as I purchased our Catalina 22 as a new boat in '73, and transferred ownership to him 30 years later in '04. We've sailed the boat together from the beginning, and still sail her together, often with friends.

Sam Crabtree
Catch The Wind, Cal 39
 Presently in La Paz

↑↓ SIMILAR VALUES

I want to comment positively on the publisher of *Latitude's* description of his values, as expressed in his response to a letter in the June issue. Even here in Oregon I get a lot of ribbing because I drive a 20-year-old Mazda 4x4 — pretty much required for our steep property — that I bought about five years ago for \$650, and our family van — an '88 Ford Aerostar — that we bought from the wrecking yard for \$600 a couple of years ago.

I'm just glad that there are others who feel the same as we do — that there's a lot more to life than money and 'things'. Our boat is an old Ingrid 38 that was built by Bluewater Yachts in '88. We haven't gotten to sail her nearly enough, but as tomorrow is my last day of employment with the government, maybe we'll get to go out more often. And yes, it was my choice to no longer work for the government. So now I'll get to do what's most important to me, which is to spend time with my wife and five children.

Tim Clauson
 Seven C's, Ingrid 38
 Winchester Bay, Oregon

Tim — Just to be clear, we're not against 'things' — as long as those things are 'big bang for the buck' boats, surfboards, dual-purpose motorcycles and the like — as we believe they are

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LETTERS

the necessary tools for new adventures and ongoing personal challenges. An equally important quality of these 'things' is that they can be shared with others. It's probably a character default of ours, but we just get no kick from luxury or comfort. If other people love big houses, fancy jewelry, designer clothes, fine furniture and new luxury cars, we suppose it's good for the economy, but we just don't care.

↑↓ MORE DOGS ON CATS

I'm a long time *Lectronic* reader and devour the print version of *Latitude* whenever we get out to San Diego to go sailing. Anyway, I read a teaser about a couple who tried cruising with their two dogs and had a rough go of it. But things changed when they bought a cat. I tried to find the full story, but to no avail.

My wife and I just bought a '02 Alwoplast Crowther 47, and thought the article might be helpful. If you could send a link to it I would be most appreciative.

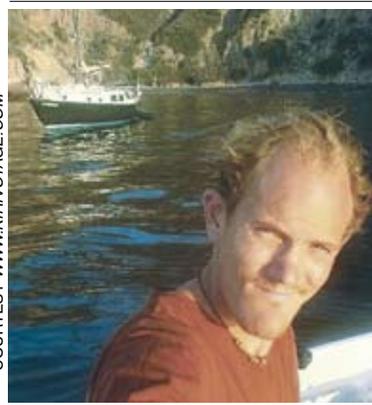
Jason Mart
Francis Mae, custom 47-ft cat
Broad Ripple, IN

Jason — We're surprised that you weren't able to find anything about Mark and Liesbet Collaert or the *Tobago 35 Irie*, as they check in fairly regularly. To recap, they took off cruising from San Francisco aboard a *Freeport 36* monohull, and after less than two days decided that their beloved dogs Darwin and Kali, both Australian shepherd mixes, couldn't take it. They immediately sold their boat and did extensive land-travelling in Central America. But that didn't satisfy Mark's hunger for sailing. So they bought a *Tobago 35* on the East Coast, and recently made it as far as St. Martin in the Caribbean. Kali and Darwin love sailing flat and all the room on the cat. Alas, Kali developed a tumor and had to be put down in Puerto Rico.

In any event, you can contact Liesbet at www.itsirie.com. We're certain that she'll enthusiastically share her thoughts about dogs on cats with you. And congrats on your new boat! We had no idea they were building cats such as her in Chile.

↑↓ SUGGESTIONS AND ENCOURAGEMENT NEEDED

I'm hoping for some advice on an educational voyage I'm preparing to do to southern Mexico. As background, I've



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We would have believed it to be impossible, but Kristian Beadle managed to live aboard inside of Campus Point while attending UCSB.

been living aboard a '64 Cal 30 while getting my Environmental Science Masters at UC Santa Barbara. I anchor right off the beach, which is just steps from the Environmental Science building, and literally row to campus each day. Despite the ups and downs of the student liveaboard experience, I'm keen to sail around the world, and figured I'd better get started now.

I was lucky enough to get an Ambassadorial Scholarship from

Rotary — a big thank you! — to study in Huatulco, Mexico, next year. This gives me the perfect excuse to raise anchor and go. One of my dreams is to do environmental education

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LETTERS

for kids, so my vision is to connect school kids in California and Mexico through my voyage, helping them learn together about the coastal impacts of climate change, which has been my area of study. I've partnered with Waterkeeper Alliance to stop at schools en route, such as at Bahia Magdalena, Loreto, and a few mainland harbors.

I'm looking for help in finding information about resources for a trip such as the one I'm planning. What would be a good strategy for a 28-year-old budding adventurer-educator in this economy? Or more generally, what approach would you take: going after gear donations, sponsorships, or just doing it on a shoestring? I'm planning to depart towards the end of the year. My boat needs improvements of course, and I'd love to make it all-solar, and have good communication and media gear.

Actually, a trimaran would be the perfect vessel for taking kids out when I visit ports. On that note, if anyone has a cruise-worthy trimaran they'd like to see go around the world on an educational cause, look no further. I should be setting up tax-deductible status soon. Suggestions, or just plain encouragement, would be hugely welcomed from the sailing community.

I can be reached at kristian@KIRIvoyage.com and you can see updates at www.KIRIvoyage.com.

Kristian Beadle
Santa Barbara

Kristian — Your frugal living quarters while studying at UCSB bring back fond memories. During our second year there, we lived in a Volkswagen bus and took all our showers in the dining hall where we worked as a cook. But living aboard a Cal 30 on the hook around the corner from Isla Vista Beach — we're impressed! We anchored our Freya 39 Contrary to Ordinary there many years ago, and damn near rolled our brains out!

As one alternative-living UCSB guy to another, the best advice we can give you is do your trip on a shoestring as opposed to hoping to get money from other sources. As all of the executives of companies that accepted TARP funds will tell you, it wasn't worth taking the money from the government. And as any writer here at Latitude will tell you, the hardest articles to write are those where you feel even slightly indebted to someone.

Here's something else that you might not want to hear. Taking a boat down to Huatulco to teach kids about the effects of climate change sounds like an expensive and inefficient way of doing it. If you travelled by land, you could visit 10 times as many schools. And just about anywhere in Mexico, you could find cruisers to take the kids out for an educational sail.

If you really want to sail around the world, we suggest you make that your overwhelming goal. And you'll find that countless opportunities will spring from it. As reported in last month's Changes, Jack Molan of San Carlos was able to buy a structurally sound Searunner 34 tri in Mexico for just \$20,000. If you worked your ass off for a year or two while living ultra simply — as you seem to be doing already — you could have your tri and be free to do whatever the heck you wanted with it.

DELIVERY SKIPPER BLUES

As was the case with several other skippers in the Ha-Ha, I paid to have our boat delivered back to San Diego from Puerto Vallarta. True to reputation, the trip was a genuine bash. But my purpose in writing is to share our experiences with the two very different delivery crews. The first was a human relations disaster, while the second was a delightful surprise.

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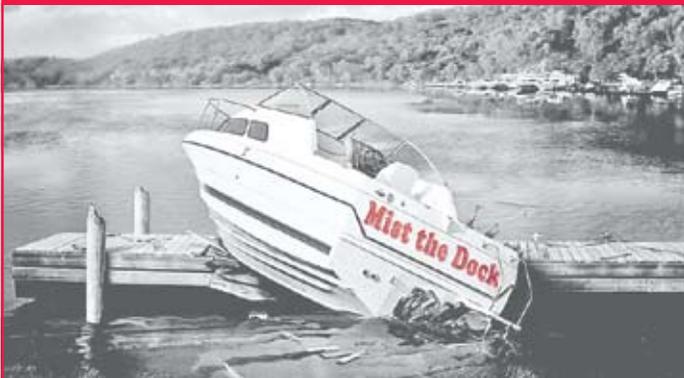
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LETTERS

We hired a relatively new professional skipper in Puerto Vallarta to take our boat all the way to San Diego. We interviewed him at length, and met with the owner of the motoryacht he usually runs. Everything looked good, including the skipper's local crewmember who would come along. The two had worked frequently together on other motoryacht voyages. We agreed to a daily rate, including a reduced rate for layovers. The written contact also made provisions for paying the return airfare for both crew.

I accompanied the two professionals on the first leg to Mazatlan with the understanding that I would probably leave the boat there or in Cabo. I wanted to be sure they were comfortable with the boat and her systems. The leg to Mazatlan was rather typical, with headwinds of 15-25 knots with 4- to 6-ft seas. The local crew member was sick for the entire trip, and I wasn't feeling too well myself. The skipper managed the leg mostly on his own and did a fine job. After all, this is what I expected.

There was, however, a problem when the bilge alarm went off one night. It could have been a false alarm or water could have actually been filling the bilge. The skipper was happy to look at the deep bilge, and not seeing much water, blew off the alarm. I insisted that we inspect every bilge area and every thru hull to be certain that it was only a false alarm. The skipper, who'd only had 12 hours on the boat, was outraged that I would question his judgment and experience. It turned out that the float was tripping because of the wild pitching of the boat. But the incident left a bad mark on our relationship.

There was another bad incident at night when the skipper was on watch. The autopilot went off because of low battery power. I later determined that it could only have been caused by the skipper's accidentally hitting a toggle switch that takes the alternator offline. He wasn't completely to blame because the switch is located in a very bad place. Nonetheless, he refused to take any responsibility. Accidents happen, but the incident caused the skipper to believe the autopilot was flakey and the alternator bad. In 14 subsequent days of bashing, neither belief proved to be true.

When we arrived in Mazatlan, the skipper was professional enough to sit down with me for a review of the first leg and discuss what we could do better. I was impressed with his candor. He indicated that the local crew was very unhappy because I had not given him enough work. The fact is, I'd felt uncomfortable asking crew to do 'donkey work' and did it myself. So I assigned him some lower level chores, we shook hands and I went off to the shower.

When I returned about 45 minutes later, the skipper and crew had cleared out. They hadn't even left a note. About 36 hours later I was able to track the 'professional' skipper down via email. He said he left the boat because she was "grossly unsafe," based on his doubts about the autopilot and alternator. He made no apologies for going back on his word, and for not telling me that he was leaving.

I felt it was proper to pay him for his one day plus a pro rata day for the extra few hours worked. This caused a major problem. The skipper, who would only speak via email, claimed that even part of a day should earn an entire day's pay. He further said that if I didn't pay him what he demanded, he would cause me extreme trouble by "requesting harbor masters in every port in Mexico to stop the boat on its way north." In the end, I paid him in full because I could not take the chance, however slight, that he really could cause trouble. It had been the delivery experience from hell, and we'd only covered about 1/10th of the distance to San Diego.

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LETTERS

After a three-day delay, I was introduced to Mark Meadows and his wife Emelie. They own an Ericson 38, have lots of travel experience around the world, and were very keen to try out the delivery experience. They had the right attitude and seemed to communicate well together. After a comfortable trial leg from Mazatlan to Cabo, they had demonstrated enough collective competence that I felt very comfortable with their doing the Bash by themselves.

Sure enough, for 12 days they drove my boat up the Baja coast into 25- to 35-knot winds and 8- to 14-ft seas. Even weatherman Don Anderson had recommended that they wait. As is usually the case, my boat, a Nauticat pilothouse motorsailor built in Finland, performed very well. But the crew took a thrashing. To their everlasting credit, they carried on with only two stops — even though I continually advised that they might want some more rest from the seas. They managed themselves and the boat extremely well for a couple who had never undertaken the Bash.

Sure, water entered the boat through openings that I never knew existed. After all, she had her sidedecks submerged a good bit of the way. It is probably important to point out that — as the couple quickly recognized — their own production boat would not have been able to make headway in those conditions.

Here are the lessons that I learned:

1) Always have a written contract —which I did — but make sure that every possible issue is covered.

2) Pay by the mile rather than the day. In the beginning, it seemed as though this would be 20% more expensive, but having paid by the mile would have cost me less — and there would have been no arguments about partial days.

3) Make sure you understand exactly what specific skills and experience the delivery crew has, and what they could fix without outside help. Tough questions must be asked so you develop the right expectations.

4) Beware of hiring powerboat crews to deliver a sailboat — even if yours is a powerful motorsailor such as mine. My first crew, having come from a powerboat, had trouble adjusting to the very different motion and size of my boat.

5) Think carefully before going along with your hired crew. Most delivery skippers don't want the owner aboard.

6) Establish general parameters for the delivery, but let the delivery crew be flexible to match the conditions. While my second crew was able to cope with rather rough conditions, I certainly would have holed up for better weather to reduce wear and tear on the boat.

I was very lucky to have Mark and Emelie deliver my boat. They were extremely professional in every aspect — and they had guts well beyond my expectations!

Scott Irvin Brear
Samantha, Nauticat 38 Pilothouse Ketch
San Francisco

↑↓ABC — ALWAYS BUY CABBAGE

We've enjoyed reading *Latitude* for many years, so when you asked if any sailors still keep logs, we decided it was time for us to respond. Ever since about '84, we've kept a log for every day that we've spent aboard the three boats we've had in the Sea of Cortez. The boats included our Columbia 23 *Yegua*, our Catalina 27 *Coriolis*, and our current boat, the Cape Dory 30 *Stork*. We've managed to use the boats a month or two of each winter. We've battled all around the Sea of Cortez on these boats, have loved them all, and have had many really good times — and a few rough ones.

We use the logs to keep track of the names of people we

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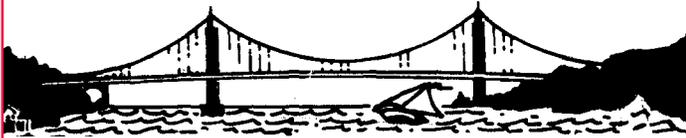
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LETTERS

meet and their boats. We also make trip notes, sometimes including sketches, about anchorages, odd rocks, reefs, and shoals that we discover, and bearings on landmarks so we can avoid the dangers when we return. We have included similar notes from other sailors when we believe their reports about such things.

Our log also includes entries about things like tricks for cooking food in the limited fashion available to us. And thanks to our log entries, we've evolved a pretty good way of baking bread in a pressure cooker. The log also enables us to remember ideas we come up with for solving many boat-related problems.

When in an anchorage, we will usually note the bearings of landmarks, so we can tell if the anchor is dragging and so we'll know the way out if we have to leave at night for some reason. We also make notes about shore hikes, expeditions, and stuff we did in towns along the way.

Sometimes we'll note mysteries that arise while cruising. For example, every few years someone asks *Latitude* about the clicking noises you often hear at night while at anchor. After the last round of this, we looked for, and found, an entry from our log from '85, where we noted that it must be "billions of baby barnacles biting on the bottom of the boat."

We also use the log to remind ourselves about how to best provision. For example, the ABC rule, which stands for 'always buy cabbage'. There is plenty of other unprintable doggerel as well. We also note the daily barometer reading, wind and wave conditions, and motor maintenance information as well as major boat projects that were undertaken.

You will notice a common thread here of helping to remember things. For as the years go by, it becomes harder for us to remember exactly what happened at a given time, or during an incident — to say nothing of when it happened. Our log, with a bit of searching — which is always fun — gives an account of what we thought about something at the time it happened.

Curiously, neither of us is particularly systematic or anal about the way we have kept our boats. We have the best we can afford in the way of sails, rigging, anchors, motors and so forth, but we've used our boats hard and don't worry too much about the cosmetics. As such, it's somewhat surprising that we've been so consistent about keeping our log.

Johnny and Pam MacArthur
Stork, Cape Dory 30

Taos, New Mexico / San Carlos, Sonora, Mexico

↑↓ ARE WE BUSTED AND GOING TO JAIL?

I have been an avid *Latitude 38* fan for decades, and read your magazine from cover to cover each month. I normally agree with your political stances. Being a former employee of the State of California, I also remain frustrated with the sometimes corrupt, incompetent and inefficient departments that exist at all levels of our government.

But in reference to your response to the "Going It Alone Is Very Rough" letter, I wanted to comment on the 23 prison guards who made over \$200,000 last year. As a retired Correctional Sergeant, I can assure you these 23 are not part of the 30,000 rank and file officers. The average officer, with some overtime, now makes about \$50,000 a year. After taxes, pension, union dues and other deductions, the monthly take home pay is modest — and often less than the family median income in many California counties. At these salaries, I understand that being a prison guard is now one of the most sought after jobs in the State — but that hasn't always been the case.

LETTERS

Your statement that "Who said working for the government wasn't as lucrative as it is easy?" should be rephrased. There is nothing easy about being a prison guard. Each day that I walked into Soledad Prison, I said a prayer that I was going to walk out. When I started my career 25 years ago, Soledad was a very dangerous Level 4 facility. I could fill the pages of a book thicker than *Latitude* with endless stories of assaults, stickings, rapes, suicides and homicides that I responded to. The system runs 24 hours a day, 7 days a week. While most people were enjoying Christmas dinner, or Super Bowl Sunday or sleeping at home with their loved ones, I was often at work, in the middle of the night, dealing with gang bangers and low-lives. Easy and lucrative? I don't think so. I earned every red cent that I was paid. The carrot at the end of my stick was a pension, which I paid into — and also earned!

It was my choice to work for the California Department of Corrections, where I could make a living, with good medical benefits, and provide for my family. There is nothing easy or lucrative about being a Correctional Officer! They work in a dangerous environment, with the scum of the earth, and get little credit for their role as peace officers while providing a valuable and unseen contribution to our society.

Like the publisher of *Latitude*, I'm an old surfer. After two tours of duty in Vietnam with the Navy, I moved from San Diego to Hawaii in '70. When I landed on Oahu, I had only the clothes on my back, my surfboard and \$150 in my pocket. I ended up in Kona, where I worked as a bartender and dive master. I then transitioned into charter fishing, skippering the 40-ft *Lei Aloha*. I led this life for nearly a decade before getting a real job with the CDC in the mid '80s. I have owned a Swift 40 and Catalina 33, and my wife and I hope to get another boat in San Diego some day. I also own the record for the biggest black marlin caught in Hawaii.

Jim Hunter
Sun Lakes, Arizona

Jim — We couldn't agree with you more that being a prison guard is an unpleasant and dangerous job. As such, we can't imagine that anyone would begrudge \$50,000 a year to correctional officers who actually came into contact with prisoners. But when you're talking \$50,000 a year, aren't you talking about a salary from ages ago? While having dinner at Martin Joe's about two years ago, we sat at the counter with a guy who was a prison guard at San Quentin. When we asked him what it was like, he said his "real job" was actually owning and running a used car lot in Sacramento. He told us that he just worked at San Quentin because, by putting in three 12-hour days a week, he could make well over \$100,000 a year and get great benefits and a great pension. We're not sure it works out for the taxpayer, but we sure admire the guy's drive and ambition.

Confused about the conflict between what he and you said about guard salaries, we did some Googling. While we couldn't come up with any exact salaries for prison guards, we did find this recent statement in the Sacramento Bee: "The state's first comprehensive survey of public safety workers shows that the maximum pay of California's state correctional officers is nearly 40% more than that of their highest-paid counterparts in 10 states and the federal government. The state Department of Personnel Administration survey issued this week also shows that when total compensation is considered — everything from medical insurance to retirement benefits — state correctional officers beat the median top pay of the out-of-state groups by nearly 29 percent." Maybe it wasn't like that when you were working for the state, but it seems like today's correctional of-

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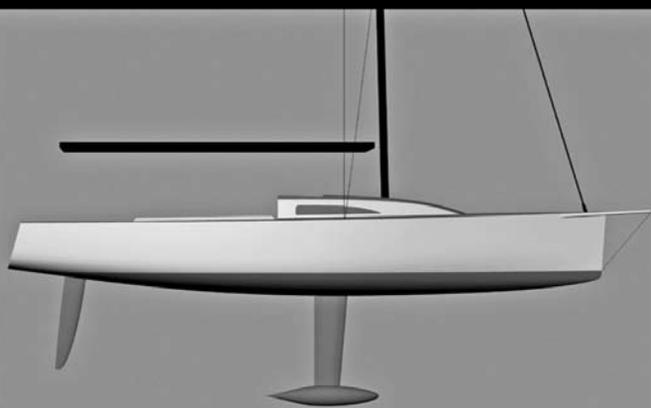
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LETTERS

ficers are kickin' it.

About 10 years ago we met a woman who said she was paid quite well, thank you, for teaching at San Quentin — including English to none other than Charles Manson so he could get his college degree. As one old surfer to another, we'd rather see the state spend more of its limited resources teaching English to children than lifers. And being an eye-for-an-eye supporter of the death penalty in clear cut cases, we wonder how much money the state could have saved for other programs if Manson had only been executed promptly about 30 years ago.

↑↓ A TRAIN RUNS THROUGH IT

Regarding the 'Lectronic item about being hauled at Knight & Carver in National City and having trains come right through



It may be smooth on the hard at Knight & Carver, but it's noisy as hell when the trains switch.

the middle of the yard after working hours, it's not unique. Up at the Seaview Fairhaven yard here in Bellingham, every boat that's hauled out has to cross the BNSF main line. And trains come through all

day, including four Amtraks. I know what you mean about nocturnal switching — the Brits call it shunting — as I live just above a yard — though hopefully not for much longer.

Geoffrey Harris
Bellingham, WA

↑↓ I WAS ECSTATIC TO FIND THE WHOLE MAG ONLINE!

Mine is a long story of how a guy from Toronto got hooked on your magazine. What's relevant is that I was a serious reader until West Marine stopped distributing it in Annapolis. When I found the complete magazine online, I was ecstatic! But there was no *Max Ebb*. Why is that? Thanks for all your wonderful editions. You write the book on real publications for sailors. I'm not angry, only envious that you are out of reach.

Rex Bradley
Tiger Regis, Edel 8.1
Annapolis

Rex — Thanks for the kind words. We no longer distribute in Annapolis because it costs so much to send the hard copy editions across country. But as you've discovered — and we hope everyone else does — complete issues, and in magazine form, are available for free online. And yes, a complete issue includes *Max Ebb*. We don't know how you missed him.

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

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

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

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LOOSE LIPS

Shakin' all over . . .

Believe it or not, this October marks the 20th anniversary of the Loma Prieta earthquake. Although the 'big one' for San Francisco will always be the 1906 quake, the 1989 Loma Prieta temblor is the one most of us alive will remember.

While it had nothing to do directly with sailing, it certainly touched the marinas, businesses and lives of sailors. We'd like to take a look back in our October issue at that day and its aftermath for boaters on San Francisco Bay. And we'd like most of that look to be through the eyes of those who experienced it — in other words, you guys. If your life as a sailor — or the life of someone you know — was significantly affected by the Loma Prieta earthquake, please let us know about it. Address emails (and photos, if any) to Ladonna Bubak at ladonna@latitude38.com, or snail-mail them to her at Latitude 38, 15 Locust Ave., Mill Valley, CA 94941.

Eight Bells — Bill Garvie.

William Charles Garvie, noted Bay Area boatbuilder and blue water sailor, passed away on June 5 surrounded by his family. He was 90.

Born in Los Angeles, Bill graduated from Eagle Rock High School and attended Glendale City College. Shortly after World War II broke out, he was accepted into the Mare Island Naval Apprentice School and later drafted into the Navy, serving as a SeaBee in various locations in California.

Bill began his boatbuilding career at Lowrie's Yacht Harbor on the San Rafael Canal in 1953. He later established his own yard farther up the canal in 1960, and served for many years as the San Rafael Harbormaster.

In the course of his 90 years, Bill built 18 wooden boats for himself. Many were of his own design. He sailed them offshore frequently, including trips to Hawaii and Tahiti. A particular favorite was the 27-ft sloop *Emily*, which he sailed to Hawaii and back in 1975. His last boat, *Sarah*, is a 38-ft gaff-rigged yawl designed by Thomas Clapham of New York — in 1880! Garvie began building the boat, named for his granddaughter, at age 80, and completed her six years later.

In addition to his boatbuilding and sailing accomplishments, Bill was an accomplished horseman who participated in trail rides all over the U.S. on his beloved Arab, Sabre. He was also reknowned in the kitchen for his fabulous pies, cookies and blueberry buttermilk pancakes.

Bill was among an increasingly rare breed of men whose word was their bond, whose contract was a handshake, and who was the living embodiment of a strong work ethic. "If a job is worth doing, it's worth doing well," was a mantra he often repeated.

Bill is survived by Florence Bacon Garvie, loving wife and partner of 55 years, as well as four children and seven grandchildren. Memorial contributions in Bill's name can be made to Marin Agricultural Land Trust (www.malt.org), which Bill and Florence supported from its inception. A celebration of Bill's life is planned for later this summer.

States get federal Clean Vessel Act money.

Department of Interior Secretary Ken Salazar announced last month that 28 states will be getting money under the Clean Vessel Act program. The grants will be used for construction and installation of sewage pumpout facilities and floating restrooms, to purchase pumpout boats, and to provide educational programs for recreational boaters. California's \$3.13 million chunk of the \$14.6 million pie — by far the largest grant — will go to the Department of Boating and Waterways to install eight sewage pumpout stations, purchase two sewage pumpout boats, and install up to 10 floating restrooms throughout the state.

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SIGHTINGS



PATRICK MEVES

At more than 2,400 square feet, 'Mama Cass' is larger than all of 'Santana's' upwind sail area, combined.



big mama's debut

A half hour before the start of the Master Mariners Regatta on Memorial Day weekend, we were in the midst of the usual melee of boats crisscrossing the starting area off Golden Gate YC when all of a sudden this huge white . . . thing . . . appeared in the corner of our eye. We turned to see Paul and Chris Kaplan's lovely schooner *Santana* flying one of the biggest sails we'd ever seen. It went from the top of the mainmast (which, you'll recall, is the back one on a schooner) to the bowsprit, with the clew half a boatlength to leeward. When filled, it floated a good 12 feet over the foremast. *Santana* glided through the fleet with every face aboard — and many of those on other boats — looking up and grinning. Mama Cass had made her debut.

Unfortunately, this fat lady didn't get to sing. The sail ripped on the foremast during a practice jibe so they weren't able to use it during the race. But damage was minimal, Mama is repaired and Kaplan looks forward to the next opportunity to try her out.

"We'd been talking about different light air sails for the boat, and the original drawings done by Sparkman and Stephens show some proposed sail arrangements using a sail something like this," says Kaplan, who has owned *Santana* since 1998, and was the one responsible for converting her back to her original schooner rig. (The boat had been built as a schooner in 1935 and converted to a yawl in 1941.) "It looked kind of like a 1930s Code Zero."

Enter Kame Richards, *Santana's* sailmaker.

"The boat already had an asymmetrical spinnaker that flew off the foremast, so we were thinking of a bigger one of those," says the founder of Pineapple Sails in Alameda. "Another option we talked about was a bigger fisherman — that four-sided sail that flies up high between the fore and mainmast on a schooner. Then I started fooling around with this absolutely marvelous sail design software that allows you to plug in the various parameters of any boat and create virtual sails — as outlandish as you want — just to see if they would work. And we came up with this one."

Mama Cass — named for the "big, voluptuous and beautiful" lead singer of the '60s folk rock group The Mamas and the Papas — adds 2,422 square feet of downwind sail to the boat — about twice the area of the asymmetrical that flies off the foremast. It was actually completed in time for last October's Jessica Cup, but the conditions weren't right to fly it. So Mama's big debut was planned for the Master Mariners.

Hoisting the sail in a sock was a given. Since there weren't any old schoonermen around who had ever seen a sail like this, much less used one, quite a bit of discussion went into how to control it once it was up. It was also assumed that the best, and perhaps only, way to jibe it was to sock it and reset on the other side. But as they sailed down through the Master Mariners boats, most of the talent aboard — including Kame and Sally Richards, Paul and Chris Kaplan, and Stan and Sally Honey — looked and looked and, you know, thought they could jibe without dousing. And they did. However, when they tried to jibe again, Mama caught on a foremast fitting and tore.

But all in all, when she was up and pulling, she looked pretty dang magnificent from any angle. "When you slack off the sheet, the sail just rotates out beautifully which allows us to sail pretty deep," says Kame. "My first thought when I saw it pull was 'It's all I could have hoped for.' My second thought was 'Wow, it could have been even bigger!'"

— jr

summer sailstice — all a cause célèbre should be

In ports around the world, they came, they saw, they sailed — some for the first time in their lives. We're talking about the phenomenon known as Summer Sailstice, the 'bonding' experience of going sailing

continued on outside column of next sightings page

SIGHTINGS

sailstice — cont'd

on June 20, which also happens to be the summer solstice for those of us inhabiting the upper half of the planet. To remind you, the summer solstice is when the sun reaches its zenith in the northern hemisphere, marking the official start of summer. It also happens to be the longest day of the year.

Those extra few hours of daylight were put to good use around the world on June 20, the ninth annual observance of the event. Starting in Shanghai, China, sailing clubs and individuals around the globe celebrated the day by hoisting sails and turning off engines. Reports from the various 'precincts' have filtered in and include notes of activities in Dutch Harbor, Alaska, Puerto Rico, Miami and even a first-time 'sail-in' by the Beaver Lake Sailing Club, located on the lake of the same name in the Ozarks. By simply going sailing, all of them became part of something bigger than sailing, which is part of the magic of Sailstice.

Locally, the hub of activities was the Treasure Island Sailing Center. Some 2,000 to 3,000 folks attended this free event, arriving either by car or boat — the latter filling Clipper Cove with up to 13-boat rafts and making the dinghy dock look like a Zodiac convention. There were booths ashore featuring everything from the art of Jim DeWitt (manned occasionally by Jim himself), to charter and sailing school reps, to West Marine, to representatives of sponsor Skyy Vodka and their various brands. Day-long music from five local bands played in the 'big top' tent near the entrance, while a boatbuilding competition had the sawdust flying at the other end. On the beach, kids loved the treasure hunt where they actually got to dig up buried 'treasure'. On the water, the eight boats that volunteered to take folks out for free sailboat rides were booked solid by 1:30 p.m. (As in past years, most of those taking rides had never sailed before.) There were also brokerage boats available for inspection, as well as some 'well used' ones, such as the 1910 gaff sloop *Polaris*. Just out of sight — though sailing a Treasure Island course — over 100 racing boats participated in the Summer Sailstice Regatta.

Online, you could sign up, share your thoughts and plans, and even register for cool prizes. You could also sign up to help fund the *Around the Americas* project, a 13-month sail all the way around both North and South America — including through the Northwest Passage and around Cape Horn — and a report the next day from skipper Mark Schrader indicated that more than 100 people did so. (See more on *Around the Americas* elsewhere in *Sightings*.)

All in all, it was a great way to usher in summer, a neat celebration of the sport, and cool way to join hands and show the world that movements don't always have to be negative or politically charged to make the world a better place. For more on Summer Sailstice past, present and future — including the possibility that southern hemisphere sailors may get their own Summer Sailstice South (December 20) next year — see www.summersailstice.com.

— jr

that sinking feeling

The only time most offshore sailors see 50-knot winds and 30-ft seas is in their worst nightmares. But Santa Rosa-based cruiser Dr. Jerry Morgan, 71, endured a very real encounter with such fury in late May, when a near-cyclone crossed his track while he was en route from New Caledonia to Australia. The tempest ultimately robbed him of his beloved Trintella 53 *Sumatra II*, and nearly his life. Jerry's now back home in the Bay Area, coping remarkably well with his loss — but so far he can't shake the frequent, all-too-realistic nightmares.

Like train wrecks, boat sinkings seem to come in threes — at least this season. First there was the mysterious sinking on May 3 at Nuku Hiva of the Port Angeles, WA-based Islander 36 *Emily Pearl*,

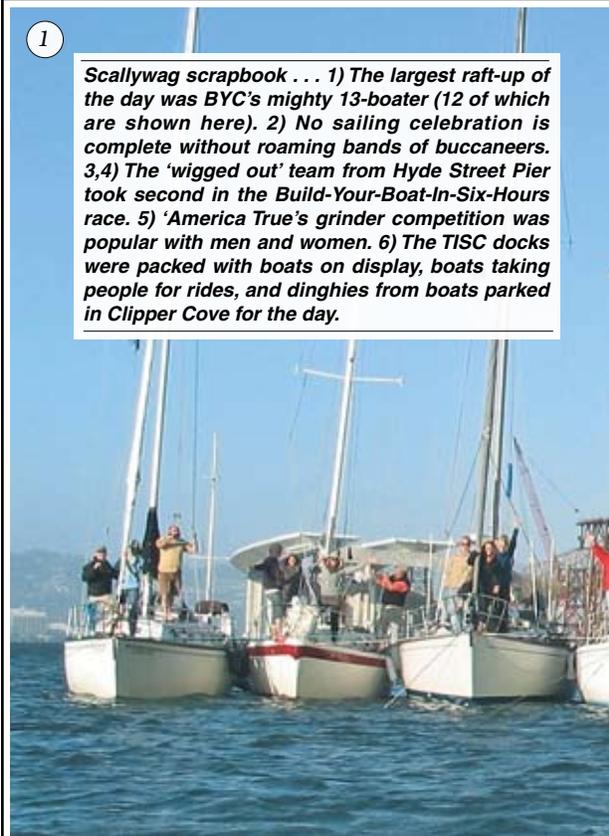
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man's best friend

Last month, an unmanned 45-ft sailboat broke loose of its mooring and began drifting toward Seabright Beach. Upon spotting the boat adrift, lifeguards swam out, intending to board and secure it. Unfortunately, although the boat was unmanned, it wasn't 'undogged'. The yellow Lab onboard did his watchdog duty and wouldn't let anybody get on. The lifeguards did the best they could, trying to hold the boat off the surfline until a Harbor Patrol boat could respond. Those



2



1

Sallywag scrapbook . . . 1) The largest raft-up of the day was BYC's mighty 13-boater (12 of which are shown here). 2) No sailing celebration is complete without roaming bands of buccaneers. 3,4) The 'wiggled out' team from Hyde Street Pier took second in the Build-Your-Boat-In-Six-Hours race. 5) 'America True's grinder competition was popular with men and women. 6) The TISC docks were packed with boats on display, boats taking people for rides, and dinghies from boats parked in Clipper Cove for the day.

— to a fault

fellows managed to get a line on, “But the dog ripped it off with his teeth!” said Deputy Harbormaster Don Kinnamon.

The boat eventually went onto the beach, whereupon the dog jumped off. By this time, the owner had shown up on Seabright Beach, where he was reunited with his dog. The boat was towed to the Santa Cruz Small Craft Harbor, where it will be repaired before returning to its anchorage off the wharf, Kinnamon said.

— jr

sinking — cont'd

whose skipper, Billy Landers has not been found. Then eleven days later Steve and Wendy Bott's Ventura-based J/44 *Elusive* sank from unknown causes, 500 miles north of Auckland, New Zealand. Luckily, they were buddy-boating with the San Diego-based Serendipity 43 *Scarlett O'Hara*, whose owners, John and Renee Prentice, rescued the Botts without harm. (See last month's *Sightings* for reports on both.) No sooner had we digested the shock of that calamity than reports came in of *Sumatra's* sad fate.

Since first heading south with the 2005 Baja Ha-Ha, Jerry has logged some 30,000 miles — cruising first as far south as Ecuador, then criss-crossing between South Pacific islands in recent years.

continued on outside column of next sightings page



ARIANNE PAUL

ALL PHOTOS LATITUDE/JR EXCEPT AS NOTED

GREG DAVIDS

SIGHTINGS

sinking — cont'd

On the morning of May 21, he was two days out of Ile des Pins, New Caledonia, double-handing *Sumatra* to Brisbane, Australia, with a fit, 38-year-old Kiwi named Stewart McCreadie, when disaster struck. Motorsailing into huge seas, with a triple reef in the main and no jib, the sturdy Dutch-built sloop suddenly rose up over a huge wave and slammed down hard with a loud "boom." She'd taken her licks before, but this time something sprang loose and Jerry soon discovered that floorboards in the cabin sole were floating. His dual bilge pumps were useless in trying to stem the flow of incoming seawater.

By the time he'd activated his EPIRB and called Coast Guard Alameda via satphone — their number was kept in plain view at the nav station — he realized he'd made a terrible mistake: A few days earlier *Sumatra* had dragged anchor in New Caledonia and gouged her keel on a reef. Jerry dove on her to inspect the damage, but concluded that it was superficial, and elected not to haul her for repairs until reaching Australia. Apparently that conclusion was wrong.

continued on outside column of next sightings page

j/80 review and

Back in March, in heavy conditions outside the Golden Gate, the J/80 *Heat Wave* lost its keel and capsized during the Doublehanded Farallones Race. Only through the cool-headed and heroic actions of skipper Dave Wilhite — who among other things dove under the turtled boat to retrieve the handheld VHF — did he and crew David Servais survive to tell the tale.

The failure on *Heat Wave* was not the hull-to-keel joint. It was the keel sump itself — the molded portion of the hull to which the keel is bolted. It turned out to be the second such failure suffered by a J/80 in a 12-month period. (The other



SPREAD, LATITUDE / ANDY; ALL OTHERS COURTESY SCARLETT LUCY

best practices

was a boat off Long Island Sound — again, thankfully, with no injuries.) Following the *Heat Wave* incident, J Boats, Inc., launched an investigation, bringing in experts from several different fields to try to figure out what was going on.

The sum total of their findings is not yet available, but a lot of work has been done, and as you will see if you log onto the J/80 website — www.j80.org — J Boats has put together a nine-page document called *J/80 Review and Best Practices*. As far as we know, this is the first document of its kind to address the care, inspection, and assessment of a specific older composite

continued in middle column of next sightings page



Spread: With Jerry at the helm, *Sumatra II's* six wonderful years of voyaging began on the starting line of the 2005 Baja Ha-Ha. **Insets:** After drifting helplessly for what must have seemed like an eternity, Jerry was finally pulled to safety by the determined crew of islanders.

sinking — cont'd

Although they were 350 miles off the Queensland coast, within two hours of their issuing a *mayday* — roughly 11:30 a.m. — a small plane was overhead. The pilot dropped two self-contained, gas-powered pumps, but the first missed the target and the second broke free of its tether before Jerry and Stewart could haul it in. By then they were at the mercy of the ocean's fury, as the engine had been drowned and the sails had been shredded by 50-knot winds. The slowly submerging, heavy displacement hull wallowed helplessly in the 25- to 30-ft breaking seas.

With no hope of pumping her dry, the Australian Rescue Coordination Centre (RCC) advised the endangered crew that the 320-ft container ship *Scarlett Lucy* had diverted to rescue them, but it would be well after nightfall before she would arrive.

Once on the scene, Fijian Captain Aseri Qio deftly maneuvered the 4,000-ton ship within 1,000 yards of *Sumatra*, but advised Jerry and Stewart via radio that they'd have to come to him. Reasoning that getting into a liferaft in such conditions would be suicide, Stewart unlashed the 9-ft RIB, hauled the heavy 4-stroke outboard and its tank to the bow, started it on deck and launched it into the blackness. Then, with Jerry in the bow, he somehow piloted it without swamping it to the ship, where both men grabbed onto cargo netting that was draped over the side. But as they began to climb to safety, the unladen ship lurched violently, and Jerry fell back into the dinghy. Soon after, when the RIB began to drift back toward the prop, he panicked and jumped into the frothing ocean.

For the next 45 minutes he drifted helplessly, too exhausted to swim. Finally, he got close enough to grab onto a tethered life ring, but was washed off the netting again before he could reach the outstretched arms of the crew on deck. Unable to help himself, he thought seriously about unclipping his life jacket and just letting go. But thoughts of his family inspired him to summon inner strength. "I've gotta hang on for my kids and grandkids," he remembers thinking. When he finally drifted near the ship again, Stewart, perched safely on deck, screamed at the top lungs, "Clip onto the life ring!" Jerry followed "his hero's" orders, and the jubilant crew of South Pacific islanders slowly hauled him to safety.

What's next for Jerry? Time will tell. Other than substantial liability coverage, *Sumatra* was uninsured, so will not be replaced. But although Jerry's cruising days may be over, he still hopes to get out on the water often, perhaps crewing on deliveries or skippering some sort of commercial vessel. And in his eternally upbeat manner, he says he's toying with the idea of writing a book about this terrifying ordeal. Lord knows, it would have no shortage of drama.

— andy



Jerry poses with his savior, Fijian Captain Aseri Qio.

angel of the mooring

In February, 2007, the mooring field at Angel Island's Ayala Cove got a facelift. Twenty-seven ecologically friendly helix moorings were installed in an effort to reduce impact on the seabed. The original contractors installed the field with an incorrect orientation, so boats' bows now point toward Richmond instead of Belvedere. This has caused no end of confusion for boaters who were used to the previous set-up — we've seen boats tied up every which way since the switch,

continued on outside column of next sightings page

SIGHTINGS

angel island — cont'd

which makes it difficult to navigate through the field.

In the original installation, a short length of nylon line was used to hold the mooring chain off the sea floor, but more than a few boats were treated to fouled props at low tide, when the line would float on the surface. The Department of Boating and Waterways, who funded the project, acted quickly to fix the problem — a minor miracle in itself, considering it's a state agency.

Unfortunately, the non-floating line used in the fix was apparently easy to cut, as evidenced by the disappearance of about five mooring balls over the past couple years. Whether the lines were cut by vandals or boaters who had somehow become entangled is moot. The fact remained that something needed to be done — again.

Angel Island Park Superintendent Dave Matthews reported last month that the five missing buoys had been repaired — with chain — and the entire field of buoys had been color-coded. Since we'd been suggesting this very treatment for a while, this writer and her husband just had to check it out. And we were impressed. Each row is painted a different color, so all you have to do is grab two moorings of the same color (remember to always tie off both the bow and stern,

continued on outside column of next sightings page

j/80

boat.

The J/80 was first launched in 1993. There are now some 1,200 of them sailing in 15+ countries. The American-built ones were the first J/Boats to be constructed using the SCRIMP resin-infusion system; while the European boats were built using the old standby: hand-laid, open-mold technique. The J/80 hull and deck are built with balsa/E-glass sandwich construction, and the hulls are heavily reinforced in the keel sump area with six closely-spaced transverse floors bonded and tabbed into the interior of the boat.

While no one can say for sure what caused the failure of *Heat Wave's* keel sump — the boat was not recovered — the document goes into great detail on how to survey a J/80 hull and, just as important, assess how the boat is used. For example,



— cont'd

drysailed boats are more subject to keel stresses and strains than those kept in the water. But the review doesn't stop at the hull. Also included are extensive guidelines for surveying the rig, bowsprit, chainplates and just about everything else on the boat.

The review is part one of a two-part look at the J/80. Part two will be a photo-documented inspection process using an old, damaged J/80 'guinea pig'. We'll let you know when that goes up on the site.

"There are few industry guidelines regarding proactive maintenance, inspection and periodic replacement of key components on aging composite boats," notes the *Best Practices* document. Kudos to J/Boats for doing some groundbreaking work to change that.

— jr

angel island — cont'd

and that anchoring is never allowed).

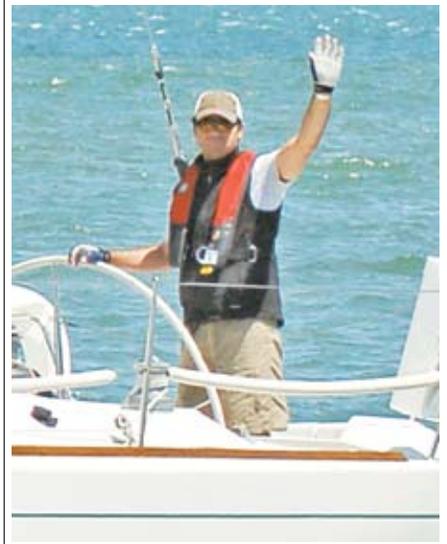
We'd hoped to test out the newly repaired buoys on our visit but, by the time we made it to the island one sunny Saturday, they were all occupied. We settled on a pair in the middle of the field and, after putting on an outstanding show for our neighbors while picking up the moorings (it was windy, yeah, that's it), we got busy doing a whole lot of nothing. And we weren't the only ones.

Adam Correa and Kathe Hashimoto were lounging in the cockpit of their Sausalito-based O.L. 33 *Tamara* when we caught up with them on the docks. "We usually like to walk around the island," Kathe said, "but we're just taking it easy today."

East Bay residents Carl Johnson and Cristina Revilla — who we featured in last month's *Boatyard Tour* article — stopped by the island aboard their Ranger 33 *Bamboleiro* while waiting for friends coming from Hawaii to sail under the Gate. "We've only just discovered Angel Island," said Carl. "But we'll keep coming back."

They'll keep coming back, that is, unless Governor Schwarzenegger gets his way and closes the island — along with 219 more of the state's 279 parks — in a misguided effort to save the state money. And

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Looking Good (clockwise from here) — Going down to the sea again in 'Sea Fever'; friends don't let friends sail alone; remember when we were all this flexible?; 'Sea Star' powers to weather; embarking the Embarcadero; big waves on the Bay; Westsail 43 snugged down and truckin'.



PHOTOS LATITUDE / JR

SIGHTINGS

angel island — cont'd.

regardless if the park closes, he wants to get rid of the Department of Boating and Waterways, a self-funded agency that actually benefits the people it serves, as demonstrated by their timely response to the Ayala Cove mooring field issues. Allow DBW to go away and just watch boating services in California go down the tubes.

To find out what you can do to help keep Angel Island open, go to www.calparks.org. To voice your concern over the possible loss of one of our most efficiently run government agencies, answer the Recreational Boaters of California's 'Call to Arms' at www.rboc.org. Whatever you do, don't just sit there and do nothing — or you may not get the chance to do that very thing at Angel Island in the near future.

— *ladonna*

a lap around the americas

Having already sailed in all of Earth's oceans, two-time circumnavigator Mark Schrader is now captaining a unique expedition dubbed Around the Americas, which aims to raise awareness of the issues threatening the marine environment — including global climate change.

As the name implies, the expedition, which departed Seattle's Shilshole Marina on May 31, will take Schrader and crewmembers David Logan, David Thoreson and journalist Herb McCormick around both North and South America aboard a specially equipped 64-ft cutter named *Ocean Watch*. Along their 24,000-mile route, which will initially take them through the Northwest Passage, the crew and guest researchers will conduct a variety of scientific studies and will host on-board educational presentations at 30 pre-determined port stops in 11 countries.

Several specially selected teachers are also expected to join specific legs of the trip, as marine education is a primary focus of the project. With that in mind, bilingual, science-driven curricular materials and a K-8 teacher's guide will be available at the project's website (www.aroundtheamericas.org) by mid-summer, as well as an Around the Americas Informal Educator's Toolkit for use in museums and after-school enrichment programs. Topics include ocean acidification, coral

reef ecology, changes in sea level, sustainable fisheries, and marine biodiversity. Lessons on atmospheric aerosols, underwater sound, and sea ice will directly relate to projects in the on-board research program.

This ambitious project is a joint collaboration between the Pacific Science Center, the

University of Washington's Applied Physics Laboratory, and Sailors for the Sea, a Boston-based nonprofit founded by David Rockefeller, Jr. Look for further updates here and in *'Lectronic Latitude'* as the team completes its unprecedented lap around the Americas.

— *andy*

ready, tech — go!

Given the improvements in technology, more sailors than ever are working from their boats, either while at the dock or while cruising far and wide. Naturally you can't do this if you're an airline pilot or restaurant manager or run a day care center. But in some cases it's

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off the couch and

As we often say, the best way we know of to get youngsters off the couch and out into the fresh air is to offer them a chance to go sailing — with the kids themselves at the helm. That's precisely what happens at a wide variety of youth sailing programs which run throughout the summer all over the Bay Area.

Last time we checked, there were at least a dozen local yacht clubs that offer summer programs for kids as young as 7 in Optis, El Toros, Lasers or other fun starter boats. By instilling in your children a love of 'playtime' on the water, you'll be giving them a gift of active physical thrills that they can build on throughout their lives. The cost of most programs is reasonable, and some even offer scholarships.

There's no time to waste though, as some programs geared up last month, and

COURTESY OCEAN WATCH



'Ocean Watch' in Victoria, BC.



into a dinghy

many long-established programs fill up quickly. One of the newest on the roster (found within the YRA Calendar at www.latitude38.com under Yachting Youth) is Tiburon YC's weekend Opti program for kids 8 to 13, which is now in its second season. We're told they still have a few nice boats to fill for their 10 a.m. to 2 p.m. sessions, which run through the end of August. [Call Pat for full details at (415) 435-3650 or (415) 272-6222.] For this, and other programs, kids *do not* need prior sailing experience, but they do need to prove they can swim.

A half-dozen YCs also offer programs for older teens (up to 18), typically using more challenging boats. So check out the listings, pick up the phone and get your kids into some healthy summer fun — even if you have to use a pry bar to do so.

— andy

technology — cont'd

possible for headhunters, tech consultants, writers, active investors and others.

Currently, the Grand Poobah is doing much of his work aboard the 63-ft catamaran *Profligate*, now back in California from Mexico. Our tools are an iPhone, an AT&T data card, and an Amazon Kindle.

The iPhone gives us phone capability, somewhat useful access to the internet, and countless other features that range from being a waste of time to being very helpful. The AT&T data card gives us surprisingly high-speed internet access on the boat, by which we mean it's often as fast as or faster than the internet connection we have at our office in Mill Valley. To have this capability on the hook, as opposed to having to go ashore or sign up with some wi-fi access system, is wonderful.

The Kindle is a bit of an overlap of both the iPhone and the AT&T data card. We're tech gadget skeptics, but an enthusiastic recommendation from Dietmar Petutschnig and Suzanne Dubose of the Las Vegas-based Lagoon 440 *Carinthia*, who are now in the South Pacific, encouraged us to give it a try. We're glad they did. Thanks to the Kindle, before we roll out of the bunk each morning, we've scanned the *New York Times* and the *Los Angeles Times* for the left-of-center perspective, and the *Wall Street Journal* and the *Financial*

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LATITUDE / LADONNA

technology — cont'd

Times for the right-of-center perspective. The only downside is that we know these publications automatically download into our Kindle at about 3 a.m., so we'll often pick up the gizmo in the wee hours and overdose on news before the sun has even come up. While not for business purposes, Kindle is great for those standing long night watches, because it will read to you whatever you want, in male or female voice, at whatever speed you want. The entire works of Mark Twain or Charles Dickens, to cite two examples, are only about \$5.

The major limitation of our onboard business set-up is the range of cell phone coverage. We're within range up to about five miles off the coast of California, but the only places that have coverage in the Channel Islands are Avalon and Two Harbors at Catalina. It's our understanding that antenna boosters can increase cell phone range up to 25 miles, but we've not used one and we're not sure if they work with data cards. We'd also like to get some input from folks who have used data cards in Mexico. We know that cell phone range is often

continued on outside column of next sightings page

100 entries

A couple of months ago, we decided that we wouldn't be too disappointed if we ended up with only 100 entries for the 'Sweet Sixteen' Baja Ha-Ha, which departs San Diego on October 26 for Cabo, with R&R stops at Turtle Bay and Bahia Santa Maria. After all, the local, state, national and world economies are all suffering.

But maybe it's because of the bad economies that sailors are signing up for the Ha-Ha at a surprising rate. After all, there are few places in the world where you can enjoy a more healthy, exciting, satisfying and economical life than when cruising on a sailboat in tropical Mexico.



LATITUDE / RICHARD

for the ha-ha

Whatever the reason people are signing up. We received paid entry #100 on June 21. Let's see, we've been getting two entries a day, there are another 70 days to the September 10 entry deadline . . . holy smokes, does that mean we'll end up with 240 boats!? Of course not. At least we hope not!

For those new to West Coast sailing, the Ha-Ha is the 750-mile rally for cruisers. Goals one through three are everyone's getting to Cabo safely while making scores of new cruising friends. Engine use is permitted for safety, comfort, or convenience. Because it's a rally

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technology — cont'd

much greater down there. For example, while doing the Baja Bash a few weeks ago, we sometimes had cell phone coverage 40 miles offshore.

Our bill from AT&T comes to about \$250 a month, which includes lots of phone service, web access for the iPhone, five gigs of data card access, text messaging and more. iPhones are now available for as little as \$99. Many data cards are now free with the ubiquitous two-year service agreements. The Kindle is about \$359, but you have to pay for subscriptions to newspapers, magazines and the like. Usually there are discounts, and there are major discounts on all books.

Cell phone providers wouldn't be cell phone providers if they didn't engage in somewhat deceptive pricing, would they? In the case of AT&T, they give you five gigabytes of internet access for your data card for about \$60 a month. For heavier users, such as ourselves, this isn't enough. If we go over the five gigabyte limit, they charge us 49 cents per extra megabyte. If you were to use a second five gigabytes worth, it would come to not another \$60 a month, but another \$250 more a month! It's better just to buy a second data card, in which case it's only another \$60 per month. Weasels!

Doña de Mallorca manages her condo rentals in Punta Mita from aboard *Profligate* using her Verizon data card. She gets unlimited usage for \$60 a month. AT&T has no such plan, and when we tried to sign up with an unlimited plan from Verizon — surprise, they no longer offer it. Weasels! For what it's worth, de Mallorca's Verizon data card is always slower than the AT&T data card, and sometimes cuts out or doesn't work at all.

For folks like us, who started sailing when radio direction finders were the height of technology, all the new stuff — while not perfect because of pricing and geographical limitations — is pretty fabulous.

If you have experience working aboard your boat, we'd love to hear what you use, what it costs and how satisfied you are. *Gracias.*

— richard

hauling for less

You know how everything is less expensive in Mexico? Well, not everything is. Take hauling your boat. Most folks who cruised Mexico this winter figured it would be much less expensive to have their boats hauled south of the border where workers are paid much less. But that's proving not to be true.

One reason is that these are hard times for boatyards in the States. Since they know they're not going to get bailed out by taxpayers as are the auto companies, banks and unions, they've had to become leaner and more efficient, and then pass those savings along to customers.

Jim Milski of the Lake City, Colorado, Schionning 49 *Sea Level* did a lot of comparison shopping in Mexico and California before he hauled his cat. When he compared the numbers, he decided the most economical choice was Driscoll Boat Works in San Diego, where he stopped after completing his Bash. The price he got from Driscoll's was a little less expensive than Napa Valley Marina, and less than any of the yards in Mexico — although sometimes not by too much.

Milski's decision wasn't based only on price. He felt more confident hauling at an American yard than a Mexican yard, because he believed the former were much more likely to have insurance in case something went wrong — such as if his cat were to be dropped or otherwise damaged. It didn't hurt that he hauled at a yard where the workforce was extremely experienced, and where the same people working on his boat also work on multimillion-dollar yachts. Convenience was yet another factor. Jim and his wife Kent could walk from their hauled-out boat to the Joe Cocker concert at Humphreys on the Bay!

Milski was a happy guy when his boat touched water again early in June, feeling that he'd gotten top quality work at an excellent price. "It pays to comparison shop," he said with a smile.

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SIGHTINGS

hauling — cont'd

That's particularly true in these times, when it seems that boatyards up and down the coast have sharpened their pencils when it comes to quoting prices for haulouts and other work. If you were to haul your boat right now, there is a very good chance it would cost you less than it did a year ago. So if you're in Northern California, page through the latest *Latitude* and dial boatyard numbers for the best deals in years — then get haulin'.

— richard

the driscoll dynasty

As a result of hanging around with Jim Milski during his haulout at Driscoll's, we became friends with Chuck Driscoll, who's in his late-50s and a lifelong avid sailor and surfer, a member of a family that has had a huge presence in the San Diego sailing scene since after the end of World War II — and a great guy. Chuck's granddad was the dean of the law school at the University of Wyoming in Laramie, but moved to San Diego and joined the San Diego YC. Back then, all the boats were on moorings, and what are now Shelter Island and

Harbor Island were just mud in the middle of soon-to-be-dredged San Diego Bay.

From humble beginnings, Chuck's dad Gerry became a major force in San Diego sailing, both on the water and in business. Back in the day, PCs were the popular racing boats, and on Friday afternoons junior high and high school kids such as Gerry earned money cleaning the bottoms of PCs after they'd been hand-cranked up to the

end of the Kettenburg long pier. Cleaning bottoms led to other boats jobs, such as painting and repairs. Then Gerry built a Starlet, and got the license to build 110s. Before long, Jerry and his brother Harland had leased waterfront land from the Port of San Diego — land the family still leases — and were running their own boatbuilding company and boatyard.

Four generations of the Driscoll clan have been enthusiastic San Diego sailors, but Gerry was perhaps the most successful. He won the prestigious Star Worlds in '44, and the Congressional Cup in '64 and '65 on Cal 40s. Gerry was also the project manager and helmsman in America's Cup campaigns in the '60s and '70s, aboard *Constellation*, *Columbia* and *Intrepid* — the latter two being 12 Meter boats the Driscoll yard would later completely rebuild.

"The America's Cup was gentlemen's racing back then," laughs Chuck. "The teams would each rent one of the mansions back in Newport as a base, and there would be challenger series in June and July, a defender selection in August, and the finals in September. It was basically a bunch of business guys enjoying a summer of sailing in Newport."

On the boat business front, Gerry hooked up with Olin Stephens, and built about a dozen S&S designs over the years, almost all of them in wood. Among them was the 51-ft *Brushfire*, which was a Cruising Club of America (CCA) design back in the day when people raced finely finished yachts. She's now owned by none other than

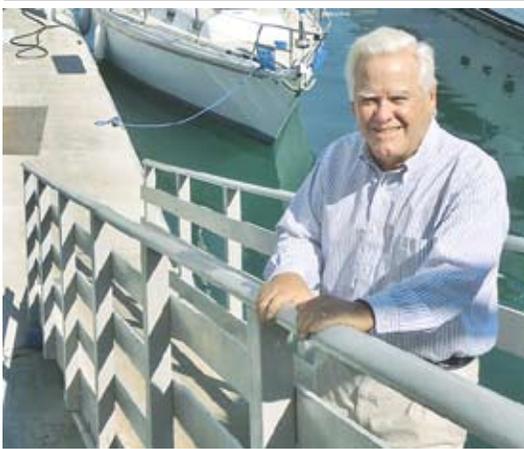
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ha-ha

rather than a race, the ethos of the event is that everyone who finishes is a 'winner'. However, those who sail each leg are presented with special lime-green 'soul sailor' Ha-Ha shirts.

All boats must be over 27 feet long, and have been designed, built and maintained for open ocean sailing. There must be at least two sailors with overnight navigation experience on each boat. The overwhelming number of Ha-Ha legs to date have been in light to moderate winds from aft; nonetheless everyone has to be prepared for the possibility of rough weather.

Why do the Ha-Ha? The biggest reasons are that it's a hell of a lot of fun



Chuck Driscoll.



— cont'd

and a great way to meet people. There's also a roll call and professional weather forecasting each morning for safety. And don't forget the overflowing swag bag, stuffed with shirts, hats and this and that. If you're budget person, you'll like that fact that Ha-Ha discounts on goods and services in California and Mexico can easily exceed the \$350 entry fee. But don't take our word for it that the Ha-Ha is worth doing. Ask some folks who have done one.

For complete information, to sign up, or to see a complete list of entries, visit www.baja-haha.com.

— richard

driscoll — cont'd

Dennis Conner, who frequently races her on San Diego Bay.

Over the years, boat design and construction changed radically. Driscoll's was in competition with the likes of Kettenburg, which had been a production wood boat builder, and Carl Eichenlaub, a colorful San Diego legend. "People started to want stripped-out racing boats, and they wanted them built fast," says Chuck. "When it got to the point that buyers were asking Eichenlaub to build them a racing boat in six weeks, my dad decided to phase out of boatbuilding and stick to repairs."

Another major change came with the '92 America's Cup, as Raul Gardini's *Il Moro di Venezia* Italian syndicate took over the entire Driscoll yard and made many improvements for it to become their base.

In '94, Gerry and Chuck's brother Tom, the current president of Driscoll's, purchased the lease on the nearby Kettenburg site, mark-

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PHOTOS LATITUDE / RICHARD

SIGHTINGS

LATITUDE / JR



ERIC SIMONSON/WWW.H2OSHOTS.COM

The Media Cup runneth over — spread, the start of the second race off the ballpark. Left, the BAADS fleet was out in force. Above, CBS weather anchor Roberta Gonzales and hubby Randy Hahn (voice of the San Jose Sharks). Inset opposite page, FC Gold Pride's Cristina Dennison steers the J/105 'Frisky'.

driscoll — cont'd

ing a change to an era. Three years later, Chuck's other brothers Joe and Mike, and his sister Mary Carroll, took over the Knight & Carver yard and marina in Mission Bay, which they run to this day under the Driscoll name. It wasn't until '98 that Chuck, who had left the family business many years before to be a marine surveyor, rejoined the fold to run the main Driscoll yard at Shelter Island. Lest you think that's all of the Driscoll's there are on the San Diego waterfront, brother John has operated his own yacht brokerage for many years, and Kathy, another sister, runs the nearby sportsfishing base, one of the biggest in the world.

As for Chuck, he's got a pretty sweet setup. He lives in an older house on the waterfront between the San Diego and Southwestern YCs. It comes with a detached pier that juts into La Playa Cove, and moored to the pier is *Endymion*. This 48-ft yacht was designed by Gerry and built at the Driscoll yard in '84 — the last boat to be built in the yard. "It's fallen to me to be the keeper of that family yacht," says Chuck. Work for him is just a quiet 10-minute bike ride away from his home. Chuck's always loved to surf, but no longer being quite as quick or limber, he's taken up stand up paddle surfing. "I'm hooked on it!" he says. After work he can just hop into his inflatable and buzz around Pt. Loma to a fine but uncrowded spot off Sunset Cliffs.

But make no mistake, Chuck is still passionate about sailing. He does the 125-boat Wednesday night beer cans aboard the J/105 he co-owns with sailing legend Lowell North, founder of North Sails. On weekends he races either the J/105 or his Star. In the past, he's also sailed Lasers on Thursday nights, but hasn't had a chance to sail his yet this year.

Many of the Driscoll kids sail on boats such as 29ers, Moths and

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first media cup

The action was hot in and out of AT&T Park on June 14. Inside, the Giants battled the A's. Outside, in the Bay, local media personalities 'battled' it out aboard sailboats in the first-ever Media Cup. A benefit for both BAADS — the Bay Area Association of Disabled Sailors — and the new www.GoSailingSF.org website, the Media Cup was sailed aboard a fleet of 10 volunteered boats including four J/120s, two Catalina 34s, and several other local racing boats. Participants included media and sports personalities from CBS 5, Comcast Sportsnet, AM 960, Live 105, KTVU 2, the San Jose Sharks, and FC Gold Pride, the Bay Area Women's Professional Soccer (WPS) franchise. There were two races around the South Bay that started and ended in McCovey Cove, as well as a parade of participating boats. While the big boats were off racing, the colorful little BAADS dinghies sailed back and forth across the Cove. The sailing activities were periodically flashed up on the JumboTron inside the stadium, with announcer Jon Miller explaining what folks were seeing, and plugging BAADS and GoSailingSF.org.

"This was one of the funnest days of



a winner

my life," said CBS weather anchor Roberta Gonzales of her day aboard John Wimer's J/120 *Desdemona*. It was an oft-heard sentiment at the après-sail festivities aboard *Bay Lady* at Pier 40 where participants gathered to enjoy food, a frosty beverage, and the after-sail glow. This year, everyone was declared a winner in a 10-way tie. "Next year, it's game on!" said CBS 5's Jim Bernard, throwing down the gauntlet to other media to come out and play.

Media Cup organizer Erik Simonson gives special nods of thanks to the San Francisco Giants organization, South Beach YC, South Beach Harbor, all the skippers who volunteered their boats, and all the volunteers who helped make the event happen — as well as for support from Lucca Ravioli, Half Moon Bay Brewery, Lagunitas Brewery, Sail California, J World, Seashine Boat Cleaning and Detailing, Marine Media Alliance, UK Sailmakers, Skyy Vodka, Dry Creek Wines, Spinnaker Sailing, Pineapple Sails, and Comcast Sportsnet. A particular tip of the hat goes to Waypoint Pizza, who delivered hot pizzas to the post-race festivities via a speedy boat ride all the way from Tiburon!

— jr

driscoll — cont'd

so forth. Brother John, who was a Star North American champ in the mid-'80s, purchased the S&S 47 *Chimera* that Driscoll's built many years ago, and in a sign of the times, has been stripping her out, removing the lifelines, and turning her into a daysailer. He takes family and friends out two or three times a week. Brother Joe owns a 50-ft Riva powerboat. "I'm not old enough for a powerboat," laughs Chuck. Gerry, the patriarch of the sailing family, now lives in Pasadena.

Chuck has seen many evolutions on the San Diego waterfront in the last 50 or so years. The move from wood boats to glass; the development of Shelter and Harbor Islands; the end of the tuna clipper era; the explosion of plastic boats in the '60s and '70s; and the decline of old line companies such as Kettenburg.

The newest development is the welcoming of mega motoryachts, not only at Driscoll's on Shelter Island, but also at Knight & Carver and at the Marine Group, both of which are located in the southern part of San Diego Bay. "These 150 to 200-ft yachts bring a tremendous amount of money into the San Diego economy," says Chuck. "Although the owners are being more careful with money recently, it's nothing for one of them to pump \$250,000 to \$500,000 into the local economy in just a couple of months. The money is spread all around: to boatyards, painters, bars and restaurants, interior decorators — and so on. At Driscoll's and the few other yards on the West Coast that can handle such big yachts, our job is to try to land some of these big projects to keep our workforce employed, but to never forget that the heart and soul of our business has always been the small boat owner. In any event, the guy who brings his Catalina 30 to our yard is likely to have it worked on by the same guy who worked on a \$75 million boat the day before. In that case, we think everyone wins."

— richard