

Latitude 38

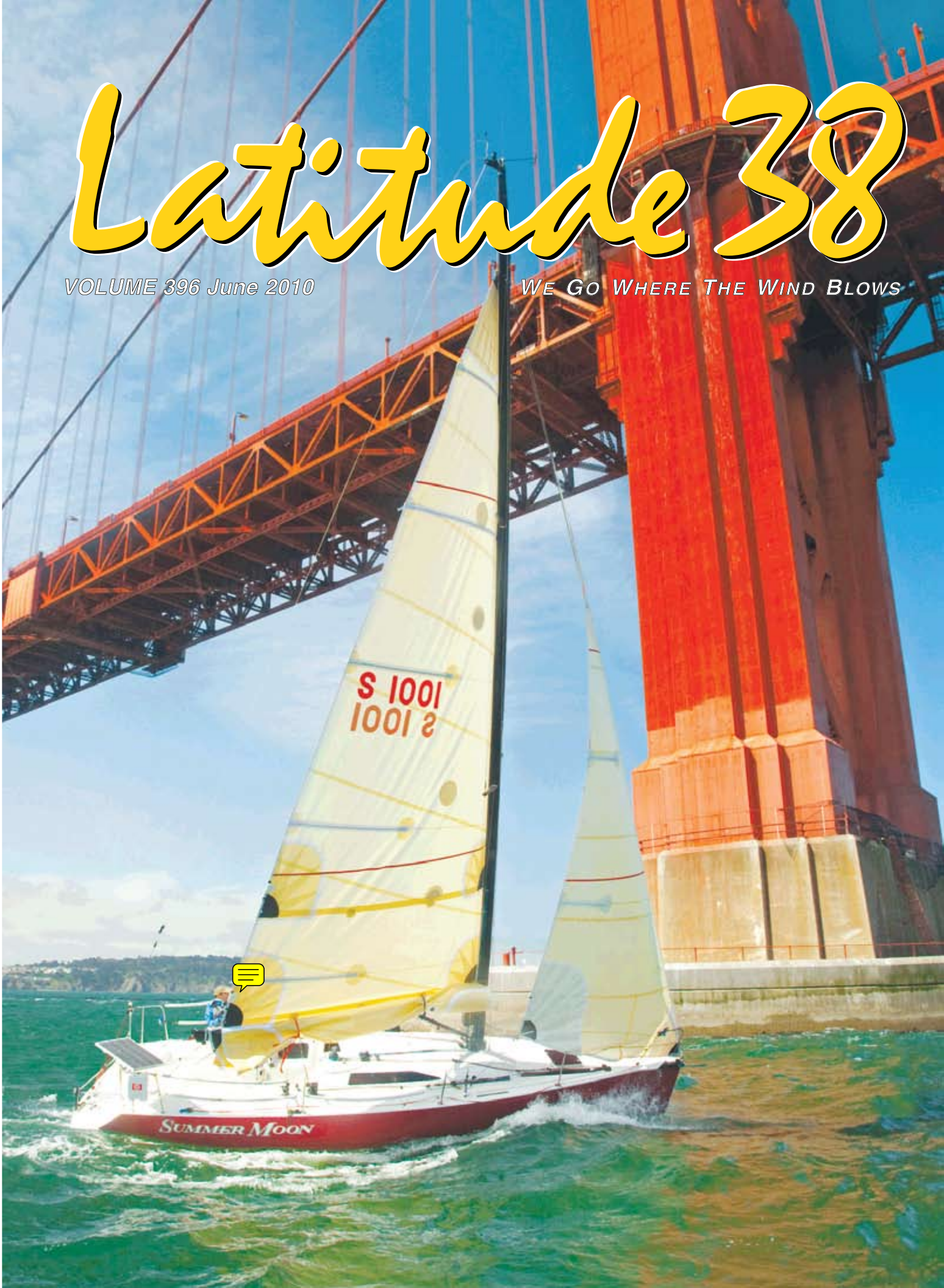
# Latitude 38

VOLUME 396 June 2010

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JUNE 2010

VOLUME 396





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Cover: Josh Grass, Synergy 1000 *Summer Moon*, tempts the South Tower demons in the OYRA's Crewed Farallones Race.

Photo: Peter Lyons/[www.lyonsimaging.com](http://www.lyonsimaging.com)

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

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47' Beneteau 473	2006		324,000
46' Beneteau 461	2001		190,000
46' Beneteau 461	1998	SOLD	179,500
45' Hunter Legend 450	1998	SOLD	159,000
45' Beneteau 45f5	1991		157,500
42' Beneteau 423	2005		239,000
42' Cascade	1971		52,500
41' Tartan 4100	2008	SOLD	365,000
41' Tartan 4100	1996		229,000
40' Beneteau First 40.7	2002	SOLD	159,000
40' Island Packet	1998		225,000
39' Beneteau 393	2003		137,900
38' Tartan 3800	1994		135,000
38' Island Packet 380	1999	reduced	239,000
40' C&C 37+	1989		99,000
37' Beneteau 373	2004	reduced	139,500
36' Beneteau First 36.7	2002		118,000
36' Islander	1976	SOLD	46,500
36' Catalina	1988		63,500
36' Pearson	1985	reduced	60,900
36' Island Packet 350	1999		169,000
35' Fantasia	1979		74,900
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34' Beneteau 343	2007		128,500
34' Express	1987	SOLD	59,900
33' Beneteau 331	2002	SOLD	85,900
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**May 29** — Meet the Around the Americas crew, tour *Ocean Watch* and learn more about their mission at Pier 39 J Dock, 11 a.m.-3 p.m. Free. Info, [www.aroundtheamericas.com](http://www.aroundtheamericas.com).

**May 31** — Take a cruise on Memorial Day.

**June 1** — Around the Americas expedition slideshow and lecture by Mark Schrader & David Thoreson at the California Academy of Sciences, 12:30-1:30 p.m. Free w/museum admission. Info, [www.aroundtheamericas.com](http://www.aroundtheamericas.com).

**June 2-30** — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at [www.stfyc.com](http://www.stfyc.com).

**June 3** — Cruising the South Pacific by Jim Hancock at San Carlos West Marine, 6-8 p.m. Free. Info, (650) 593-2070.

**June 3** — Around the Americas dinner presentation by Mark Schrader & David Thoreson at Corinthian YC, \$12.50 in advance, \$15 at door. Boat tours at 5 p.m., dinner at 6 p.m., presentation at 7 p.m. Info, [www.aroundtheamericas.com](http://www.aroundtheamericas.com).

**June 5** — Nautical Flea Market at Napa Valley Marina, 8 a.m.-2 p.m. Info, (707) 252-8011.

**June 5** — Electrical seminar at San Carlos West Marine, 12-4 p.m. Free. Reservations, (650) 593-2070.

**June 5, 11, 19** — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, [www.nps.gov/safr](http://www.nps.gov/safr).

**June 6** — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or [minneys@aol.com](mailto:minneys@aol.com).

**June 6-27** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

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

**June 10** — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org) or (510) 233-1064.

**June 10, July 8** — Fishing Seminar Series at San Carlos West Marine, 6-7 p.m. Free. Details, (650) 593-2070.

**June 12** — National Marina Day. Brisbane Marina is among 10 marinas chosen across the country to host events designed to get people into boats. Find out more at [www.NationalMarinaDay.org](http://www.NationalMarinaDay.org).

**June 13** — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**June 13** — Safety at Sea seminar at Encinal YC in Alameda. This all-day seminar meets requirements for Coastal Cup and Pacific Cup. \$150. Info, [www.encinal.org](http://www.encinal.org).

**June 14** — Singlehanded TransPac Weather & Tactics seminar at Oakland YC, 7:30-10 p.m. Socializing starts at 7 p.m. Everyone welcome! Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**June 17** — Forecasting Marine Weather by NOAA meteorologists at San Carlos West Marine, 6-8 p.m. Free. Info, (650) 593-2070.

**June 18-20** — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe racing. Info, [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

**June 19** — Treasure Island's big Summer Sailstice party, 12-7 p.m. Live music, food, treasure hunts and a boat-building contest will keep the whole family entertained. Anchor in

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# CALENDAR

Clipper Cove for the weekend. Find out more at [www.summersailstice.com](http://www.summersailstice.com).

**June 19-20** — Celebrate with sailors around the world during Summer Sailstice. Sign up for fun prizes and see who'll be sailing in your area at [www.summersailstice.com](http://www.summersailstice.com).

**June 20** — Spend Sunday sailing with Dad.

**June 21** — Extend the sailing weekend by playing hooky on the summer solstice.

**June 24** — US Power Squadron's Sail Trim & Rig Tuning seminar at San Carlos West Marine, 6-7:30 p.m. \$35. Info, (650) 593-2070.

**June 24** — Vacuum Bagging demonstration at Fiberglass Supply in Burlington, WA, 6-8 p.m. Info, (877) 493-5333.

**June 26** — Howl at the full moon on a Saturday night.

**June 26** — Outboard Motor Shop open house in Oakland, 10 a.m.-5 p.m. Seminars, prizes, munchies and big discounts. Liferaft seminar and demo by Sal's Inflatables. Info, [www.outboardmotorshop.com](http://www.outboardmotorshop.com).

**June 27** — Master Mariners Wooden Boat Show at Corinthian YC, 10 a.m.-4 p.m. Info, [www.mastermariners.org](http://www.mastermariners.org).

**June 30, 1942** — Navy minesweeper USS *Hornbill* sank 30 minutes after a collision with the lumber schooner *Esther Johnson* on San Francisco Bay.

**June, 1980** — It Was Thirty Years Ago from the article 'Play for More, Part II' by Dotty Haynes (picking up where we left off in the May issue):

The black moonless night races past as we surf with the swells, growing in intensity. The knotmeter pegs out at 10 knots and we feel, rather than see, the seas rising higher every fifteen minutes or so, the higher swells coming in twos and threes. We surf and plane, sensing *Whither Thou's* needs through the tiller. We can't let the compass deviate even for an instant or water sprays into the cockpit.

At 0300 hours, the wave hit. Plunging down the far side, we heard a roar gaining momentum behind us. Gene's arm tightened around me like a vise grip and we were swamped. Gallons of cold water surging over our heads, around, under. I fought to hold my breath. Then suddenly my head was clear of water. I clawed for the compass. "Ninety degrees! Get her back to 150 — we're broadside!"

Gene had been thrown into the companionway where he was trapped. He bellowed and flexed his shoulders until the hatch broke, the pieces flying into the night. Once free, he grabbed the tiller and in less than 30 seconds, *Whither Thou* was shaking off the water and was back on course.

At dawn we took stock of the damage. The boat had a bent boom, a wide-open companionway, and the batteries had been swamped, but she was otherwise as sound as ever. Gene had assorted bumps and bruises, but nothing he couldn't live with. I'd slammed my left knee into the bulkhead and I couldn't walk without a lot of wobble and a whole lot of hurt. We didn't have an inkling then of the extent of my hurt. We wouldn't find out for two more days.

Once below, I surveyed the holocaust. Nothing had escaped the torrential force of the water pouring through the hatch. Bilge covers floated free and water sloshed a foot above the sole. Our log and charts were gone, so much confetti. The bedding sloshed and blocked the opening to the bilge pump. Every piece of clothing was sodden. I wept for our beloved home. "Will *Whither Thou* ever forgive us?"

Gene grinned. "She already has. Look at her go! We're alive, we're okay, that's all that counts. The three of us came through it together. And you're one helluva first mate!"

He was right. Nothing was wrong that we couldn't fix or dry out, eventually. I finally grinned back, blew him a kiss

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52' Santa Cruz, '00, <i>Isis</i> .....	\$520,000	40' Olson, 1983, <i>Elka</i> .....	\$74,900	34' J/34, '85, <i>The Zoo</i> * .....	\$29,900
52' Santa Cruz, '99, <i>Renegade</i> .....	\$595,000	39' Carroll Marine CM 1200, '95 .....	\$82,500	34' D-Class Catamaran, <i>Rocket 88</i> .....	\$38,000
52' Santa Cruz, '98, <i>Hula</i> .....	\$575,000	38' True North 38, <i>Zest</i> .....	\$375,000	34' MJM 34z, '05* .....	\$365,000
52' TransPac with IRC mods, '03, <i>Braveheart</i> * .....	\$499,000	36' Jeanneau, '97* .....	\$105,000	34' Olson-Ericson, '89* .....	Reduced \$44,500
48' J/145, Hull #9, '03* .....	\$675,000	36' J/109, '03* .....	\$189,000	33' J/100, Hull #12, '05, <i>Deva</i> .....	\$114,000
48' 1D48, '96, <i>Cal Maritime</i> .....	\$140,000	35' J/105, Hull #502, '02, <i>Grace O'Malley</i> .....	\$115,000	33' J/100, Hull #9, '05 .....	\$106,000
47' Valiant, '81, <i>Sunchase</i> .....	\$140,000	35' J/105, '02* .....	\$99,000	33' Frers Carroll Marine .....	\$49,900
44' J/44, '93, <i>Halcyon Days</i> * .....	\$315,000	35' J/105, '01, Hull #469, <i>Streaker</i> .....	\$115,000	32' J/32, '02, <i>Tango</i> .....	\$119,000
42' Custom Wylie, <i>Scorpio</i> .....	\$169,000	35' J/105, '01, Hull #443, <i>Vuja De</i> .....	\$109,000	32' J/32, '97, in Alaska .....	\$109,000
42' Beneteau First .....	\$89,000	35' J/105, Hull #347, '00, <i>Bald Eagle</i> .....	\$109,000	30' Knarr, '80 .....	\$30,000
41' J/124, '07, <i>Fortuna</i> .....	\$279,000	35' J/105, '99, <i>Life Is Good</i> * .....	\$83,000	29' MJM 29z, '07* .....	\$269,000
40' J/122, '07, <i>TKO</i> .....	\$469,000	35' J/105, Hull #103, '95, <i>Aquavit</i> .....	\$89,000	28' Alerion Express, '06* .....	\$99,000
40' J/40, '86, <i>China Cloud</i> .....	\$159,000	35' J/35, '84, <i>The Boss</i> * .....	\$39,900		
40' X-119, '89* .....	\$109,000	35' 1D35, '00, <i>Great Sensation</i> .....	\$84,900		

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# CALENDAR

and grabbed a bucket. This 'helluva first mate' had her work cut out for her *this* day. Bail, baby, bail!

We headed east and the Humbolt Bay Coast Guard rendezvoused with us. They boarded the boat to check out the patient, bringing an air cast and — bless them! — warm blankets. Once in Eureka, I was whisked off to the hospital for x-rays. The orthopedic doctor diagnosed a compression fracture — stay off the leg.

Back at *Whither Thou*, we did what we could to start drying out. The next day I felt absolutely lousy, so weak and dizzy. "You want a cup of coffee, babe?" Gene asked. Then, "Breathe — breathe — breathe." What IS this? Gene was pressing on my chest, his face drawn and white. I'd passed out, had actually stopped breathing.

When I came out of those ambulance doors, the emergency staff came out of the woodwork, dozens strong. The staff doctor took mere seconds to translate my nearly non-existent blood pressure into massive internal bleeding. "We go in NOW for an exploratory or we lose her," he told Gene. "Go, man, GO!" As he turned the reins over to the competent hands of the surgeon, Gene broke. I heard his sobs and ached to soothe him. "I'm not going to die, honey," I wanted to say. "It'll be okay."

And it was. But not without the help of dedicated and stubborn young military men. Not without the fast action of paramedics and a superb and equally dedicated hospital staff, led by a surgeon who knew what he had to do and did it fast. Not without four blood transfusions, or every tube invented by man stuck in every orifice in the human body God ever created. Not without a nursing staff whose skills and care surpassed all expectations. It took all that and a whole lot more, but it *was* okay.

A ruptured spleen that for 48 hours had bled into my abdominal cavity, a total loss of two-thirds body content of blood. The surgeon was blunt: "Two more hours, that's all you had left, Dotty. It's a damn good thing you didn't decide to keep going." Two hours. Close, much too close.

**July 1** — Linehandling seminar by Jim Hancock at San Carlos West Marine, 6-7:30 p.m. Info, (650) 593-2070.

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

**July 31-Aug. 6** — *Latitude 38's* Delta Doo Dah Deux, a laid-back rally to the balmy Delta waters. Follow the event at [www.deltadoodah.com](http://www.deltadoodah.com).

**Aug. 7** — Ballena Bay YC's Island Party featuring Eric Stone. Dinner \$35, music only \$10. Info, (510) 523-2292.

**Aug. 7-8** — 30th Anniversary Flea Market & Maritime Celebration at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554 or [www.galileeharbor.org](http://www.galileeharbor.org).

## Racing

**May 28** — Spinnaker Cup, leaving Knox Buoy at 11 a.m. and arriving in Monterey by midnight (hopefully). SFYC and MPYC, (415) 789-5647 or [www.sfyf.org](http://www.sfyf.org).

**May 29** — Master Mariners Regatta, hosted by Encinal YC. A must for woody-philies. Info, [www.mastermariners.org](http://www.mastermariners.org).

**May 29-30** — 46th Annual Whiskeytown Lake Memorial Day Regatta. Two races each day for everything from Pelicans to Moore 24s. Info, [www.whiskeytownsailing.org](http://www.whiskeytownsailing.org).

**May 29-30** — 67th Swiftsure International Yacht Race, the big one for Northwest sailors. Four different race courses ranging from 18 to 138 miles. Info, [www.swiftsure.org](http://www.swiftsure.org).

**June 4-6** — Olson 30 Nat'l's. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**June 4-6** — Woodies Invitational. StFYC, [www.stfyf.com](http://www.stfyf.com).



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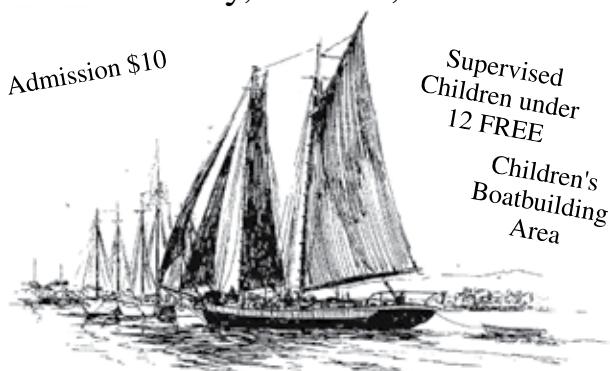
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Proceeds of the Wooden Boat Show go to MMBA's 501 (c)3 Foundation to provide financial assistance to those engaged in the preservation of traditional boat maintenance, restoration and construction, the training in the skills of traditional seamanship, and the preservation and continuity of SF Bay Area maritime history.



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## CALENDAR

**June 5** — Summer #3. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**June 5-6** — YRA-OYRA Drake's Bay. CYC, [www.yra.org](http://www.yra.org).

**June 5-6** — J/120 & Express 37 Regatta. SFYC, [www.sfyf.org](http://www.sfyf.org).

**June 5-6** — Cal Race Week in Marina del Rey. Cal YC, [www.calyachtclub.com](http://www.calyachtclub.com).

**June 5-6** — Go for the Gold Regatta on Scotts Flat Lake in Nevada City, CA. Runs in conjunction with Catalina 22 and Sunfish championships. Gold Country YC, [www.gcyf.net](http://www.gcyf.net) or (530) 265-2070.

**June 5-6** — 27th Classic Mariners' Regatta in Port Townsend, WA. For wooden boats of classic designs. Info, [www.woodenboat.org](http://www.woodenboat.org).

**June 8, 1787** — HMS *Bethia* was renamed *Bounty*.

**June 11-12** — West Marine Challenged America Regatta in San Diego. A fundraiser for CA's adaptive sailing program. Dr. Laura Schlessinger to give the keynote speech, with racing on both days. Info, [www.wmcaregatta.com](http://www.wmcaregatta.com).

**June 12** — YRA-WBRA City. StFYC, [www.yra.org](http://www.yra.org).

**June 12** — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, [www.richmondyc.org](http://www.richmondyc.org) or [www.stocktonsc.org](http://www.stocktonsc.org).

**June 12** — Mercury Series #4. EYC, [www.encinal.org](http://www.encinal.org).

**June 12** — 2nd Annual Westpoint Marina Regatta hosted by Sequoia YC. Info, [www.sequoiayc.org](http://www.sequoiayc.org) or (650) 430-5567.

**June 12** — Catalina 25 and 250 & Capri 25 Regionals on Clear Lake. Konocti Bay SC, [www.catalina-capri-25s.com](http://www.catalina-capri-25s.com).

**June 12** — Mercury Series #4. EYC, [www.encinal.org](http://www.encinal.org).

**June 12-13** — J/105 Invitational. SFYC, [www.sfyf.org](http://www.sfyf.org).

**June 12-13** — El Toro Nationals on Clear Lake. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**June 13** — Spring Series #3 (Lidos) on Fremont's Lake Elizabeth. Info, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**June 17** — Coastal Cup Race, from the Bay to Catalina Island. EYC, (510) 823-5175.

**June 18-20** — Opti Heavy Weather Regatta. StFYC, [www.sfyf.com](http://www.sfyf.com).

**June 19** — Singlehanded TransPac, the 2,120-mile race from SF to Hanalei, starts at CYC. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**June 19** — YRA Spring #2/Summer Sailstice. SBYC, [www.yra.org](http://www.yra.org).

**June 19-20** — Easom Founders & Melges 24 Regatta. SFYC, [www.sfyf.org](http://www.sfyf.org).

**June 23** — Ladies Day Regatta. MPYC, [www.mpyc.org](http://www.mpyc.org).

**June 25-27** — South Tower Race, Stockton to YRA #16 and back. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 25-27** — Ullman Sails Long Beach Race Week, Alamitos YC and Long Beach YC. Info, [www.lbrw.org](http://www.lbrw.org).

**June 26** — YRA-OYRA Half Moon Bay race. HMBYC, [www.yra.org](http://www.yra.org).

**June 26** — YRA-WBRA in mid-Bay. BYC, [www.yra.org](http://www.yra.org).

**June 26** — SBYRA Summer #3. Info, (650) 558-1549.

**June 26** — Moonlight Marathon from the South Bay to Angel Island. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**June 26** — Finn NorCal #2. SFYC, [www.sfyf.org](http://www.sfyf.org).

**June 26** — Small Boat Series #3. EYC, [www.encinal.org](http://www.encinal.org).

**June 26-27** — BAYS #2 at Richmond YC for all BAYS classes. Info, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**June 26-27** — Sperry Top-Sider NOOD Regatta. StFYC, [www.sfyf.com](http://www.sfyf.com).

**June 26-July 4** — Highland Spring Hiho Windsurfing Regatta in the BVIs. Info, [www.go-hiho.com](http://www.go-hiho.com).

**June 27** — Summer Series #1 (FJs) on Fremont's Lake Elizabeth. Info, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**July 3** — 62nd Annual Boreas Race, Half Moon Bay to Moss Landing. Elkhorn YC and HMBYC, [www.elkhornyc.com](http://www.elkhornyc.com).

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Hunter 36 Vision, 1994  
Catalina 36, 2002  
Hanse 350, 2008

Ericson 35 MkIII, 1987  
Cheoy Lee 32 Trawler, 1977  
Hans Christian 33T, 1984  
Coronado Center Cockpit 32, 1973  
C&C 31 racer, 1975  
Cal 31 sloop, 1979  
Baba 30, 1979  
Alberg 30 fiberglass ketch, 1967  
Colgate 26 sloop, 2002

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## CALENDAR

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

**July 5** — First start of the 16th Biennial Fun Race to Hawaii, aka the Pacific Cup. For details on the race and seminars, visit [www.pacificcup.org](http://www.pacificcup.org).

**July 9-11** — TransTahoe/Melges Regatta, generally featuring either too much wind or too little but always lots of fun. Tahoe YC, [www.tahoeyc.com](http://www.tahoeyc.com).

**July 10** — YRA Spring 3. YRA, [www.yra.org](http://www.yra.org).

**July 10** — Silver Eagle Long Distance In-The-Bay Race, with a shorter course for boats rating 150 or above. IYC, contact John New at [racing@iyc.org](mailto:racing@iyc.org) or [www.iyc.org](http://www.iyc.org).

**July 10** — Jack & Jill Race. SSC, [www.stocktonssc.org](http://www.stocktonssc.org).

**July 10** — H.O. Lind #5 & 6. TYC, [www.tyc.org](http://www.tyc.org).

**July 10-11** — BAYS #3/Svendson's Summer Splash (which also acts as the Area G Bemis/Smythe qualifier) at EYC. Info, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

### Summer Beer Can Regattas

**BALLENA BAY YC** — Friday Night Grillers: 6/11, 6/25, 7/9, 7/23, 8/6, 8/20, 9/3. Info, (925) 785-2740 or [race@bbyc.org](mailto:race@bbyc.org).

**BAY VIEW BOAT CLUB** — Monday Night Madness Spring: 6/14, 6/21 (make-up). Arjan Bok, (415) 864-4334 or [bayviewracing@sbcglobal.net](mailto:bayviewracing@sbcglobal.net).

**BENICIA YC** — Thursday nights: 6/24, 7/8-8/26, 9/9-9/30. Grant Harless, (510) 245-3231 or [harlessgrant@sbcglobal.net](mailto:harlessgrant@sbcglobal.net).

**BERKELEY YC** — Every Friday night through 9/24. Bobbi, (925) 939-9885 or [bobbi\\_john@jfcbat.com](mailto:bobbi_john@jfcbat.com).

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

**CORINTHIAN YC** — Every Friday night through 9/3. Donal Botkin, (415) 497-5411 or [racing@cyc.org](mailto:racing@cyc.org).

**COYOTE POINT YC** — Every Wednesday night through 10/27. Torin Knorr, (650) 863-2570 or [regatta@cpyc.com](mailto:regatta@cpyc.com).

**ENCINAL YC** — Friday Night Spring Twilight Series: 6/4, 6/18. Victor Early, (510) 708-0675 or [rearcommandore@encinal.org](mailto:rearcommandore@encinal.org).

**FOLSOM LAKE YC** — Every Wednesday night through 7/7 & 7/21-9/22. Info, [www.flyc.org](http://www.flyc.org).

**GOLDEN GATE YC** — Friday nights: 6/11, 6/25, 7/9, 7/16, 7/30, 8/13, 8/27. Mont McMillen, (209) 481-5158 or [ggycracedeck@aol.com](mailto:ggycracedeck@aol.com).

**ISLAND YC** — Friday Night Spring Twilight: 6/11, 6/25. John New, (510) 521-2980 or [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night: 5/19-10/13. Pete Russell, (775) 721-0499.

**LAKE WASHINGTON SC** — Every Thursday night through 8/26. Roy Pitts, (530) 908-7160 or [rpitts@ucdavis.edu](mailto:rpitts@ucdavis.edu).

**LAKE YOSEMITE SA** — Every Thursday night through August. Steve Eyberg, [seyberg505@sbcglobal.net](mailto:seyberg505@sbcglobal.net).

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night through 9/29. Ray Ward, (831) 659-2401.

**OAKLAND YC** — Sweet 16 Series, every Wednesday night through 6/23 & 7/28-9/15. John Tuma, (510) 366-1476 or [j\\_tuma@comcast.net](mailto:j_tuma@comcast.net).

**RICHMOND YC** — Wednesday nights: 6/2, 6/16, 6/23, 6/30, 7/7, 7/14, 7/28, 8/4, 8/11, 8/18, 8/25, 9/1, 9/15, 9/22, 9/29. Eric Arens, (510) 841-6022 or [ericarens@comcast.net](mailto:ericarens@comcast.net).

**ST. FRANCIS YC** — Wednesday Night Series through 6/30



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## CALENDAR

& 8/4-8/25. Thursday Night Kiting Series: 6/10, 6/24, 7/15, 7/29, 8/12, 8/26, 9/6, 9/23. Friday Night Windsurfing Series: 6/11, 6/25, 7/16, 7/30, 8/13, 8/27, 9/10, 9/24. John Craig, (415) 563-6363 or [racemgr@stfyc.com](mailto:racemgr@stfyc.com).

**SANTA CRUZ YC** — Wet Wednesdays through 11/3. Greg Haws, (831) 425-0690 or [greg@scyc.org](mailto:greg@scyc.org).

**SAUSALITO YC** — Tuesday Night Spring Sunset Series: 6/8, 6/22. John Mount, (415) 509-8381 or [race@syconline.org](mailto:race@syconline.org).

**SEQUOIA YC** — Every Wednesday night through 10/13. Steve Holmstrom, (650) 400-8584 or [steve@toothvet.info](mailto:steve@toothvet.info).

**SHORELINE LAKE AQUATIC CENTER** — Catalina 14.2 racing every Thursday night during Daylight Saving Time. Laser Racing every Wednesday night, May-October. John Stedman, (650) 940-9948 or (650) 965-7474.

**SOUTH BEACH YC** — Friday Night Series: 6/4, 6/18, 6/25, 7/16, 7/23, 7/30, 8/6, 8/20, 8/27. Info, [rearcommadore@sbyc.org](mailto:rearcommadore@sbyc.org).

**STOCKTON SC** — Every Wednesday night: 6/2-8/25. Phil Hendrix, (209) 598-4415 or [regatta10@stocktonsc.org](mailto:regatta10@stocktonsc.org).

**TAHOE YC** — Wednesday Night Beer Can Series: 6/2-9/1. Monday Night Laser Series: 5/31-8/30. Darren Kramer, (530) 581-4700 or [www.tahoeyc.com](http://www.tahoeyc.com).

**TIBURON YC** — Every Friday night through 8/27 & 9/10. Ian Matthew, (415) 883-6339 or [ian.matthew@comcast.net](mailto:ian.matthew@comcast.net).

**VALLEJO YC** — Every Wednesday night through 6/23, 7/7-9/29. Gordon, (530) 622-8761 or [fleetcaptainsail@vyc.org](mailto:fleetcaptainsail@vyc.org).

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

### June Weekend Tides

date/day	time/ht.		time/ht.	
	LOW	HIGH	LOW	HIGH
6/05Sat	0106/2.0	0621/3.6	1217/1.2	1920/5.1
6/06Sun	0202/1.5	0747/3.4	1305/1.7	1955/5.3
6/12Sat	0611/-1.5	1337/4.5	1746/2.9	2355/6.6
6/13Sun	0654/-1.6	1420/4.7	1837/2.8	
6/19Sat	0010/1.4	0558/4.1	1142/0.8	1848/6.0
6/20Sun	0121/0.8	0730/3.8	1238/1.4	1935/6.2
6/26Sat	0618/-1.1	1342/4.7	1801/2.9	2359/6.1
6/27Sun	0655/-1.0	1419/4.7	1846/2.9	

### June Weekend Currents

date/day	slack		max	
	slack	max	slack	max
6/05Sat	0313	0542/1.4F	0829	1107/2.2E
	1454	1757/2.2F	2108	2355/2.7E
6/06Sun	0411	0654/1.8F	0944	1207/2.0E
	1545	1845/2.2F	2147	
6/12Sat	0104	0434/5.5E	0830	1134/4.2F
	1504	1711/2.3E	2007	2305/2.9F
6/13Sun	0147	0519/5.7E	0913	1217/4.3F
	1548	1757/2.4E	2053	2351/2.9F
6/19Sat	0218	0458/2.3F	0756	1035/2.8E
	1409	1714/3.0F	2024	2323/3.7E
6/20Sun	0329	0621/2.6F	0919	1143/2.3E
	1510	1813/2.8F	2113	
6/26Sat	0111	0435/5.1E	0835	1145/4.0F
	1500	1715/2.1E	2020	2308/2.7F
6/27Sun	0153	0513/5.0E	0914	1221/3.9F
	1538	1750/2.1E	2100	2347/2.6F



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- 1st 2008 Fall Wind Up
- 1st 2008 Tulip Time
- 7th 2008 Star Worlds

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## LETTERS

### ↑↓ **DISAPPOINTED WITH THE PRESCOTTS' SENTENCE**

By now you've probably heard that Clay and Teresa Prescott, who owned and operated ABC Yachts in Sausalito and San Rafael, were both sentenced to serve eight months in county jail and to pay restitution as a result of Clay's pleading guilty to two counts of embezzlement and Teresa's copping to grand theft. In reality, they will likely be out of jail in as little as four months.

As a major victim of their admitted crimes, I'm extremely disappointed at what I consider to be a light sentence. Frankly, most people I know would be willing to spend four months in jail in return for \$300,000. I've heard rumblings around the marine industry of other brokers embezzling funds from their trust accounts. Now that they realize they may only be looking at four months in jail, I expect to see a lot more of it.

I have to give a lot of credit to the Sausalito Police Department and to the Marin County District Attorney who prosecuted the case. After all their diligent work, I think it's a shame that the judge didn't give the perpetrators longer sentences.

As for my family and me, the matter is now over. Someday we hope to be able to purchase another boat. But when we do, we'll certainly be more cautious about who has control of our funds.

Jeff Drake  
Southern California

*Readers — For those who don't know, ABC Yachts brokered the sale of the Drake family's Sceptre 41 to a Canadian buyer last March. The Canadian buyer paid roughly \$160,000 to the ABC Yachts trust account. Rather than ABC deducting their commission and forwarding the remainder — roughly \$144,000 — to the Drakes, ABC kept all but about \$5,000 of the money. As a result of the tremendous financial hit, Jeff, his wife, and his two young daughters had to sell their home. Would you*



LATITUDE / LADONNA

**ABC Yachts' former office in Sausalito is now home to another business.**

*be pissed off if someone who defrauded you out of that much money was sentenced to only a few months in jail?*

*As a member of the marine industry for over three decades, we're as disappointed as the Drakes are with what we believe is a mere slap on the*

*wrist for the Prescotts. If the sentence sends any message at all, it would seem to be that ripping off individuals to the tune of more than \$100,000 each has only minor consequences. We suppose everybody has their own views on crime and punishment, but four to eight months in the slammer certainly doesn't correspond with ours.*

*As for the part of the sentence that says the Prescotts must pay restitution through the court, it's Drake's understanding that he and his family are unlikely to see anything. "If the Prescotts were to work for cash or out of state, we wouldn't see any of the money." As for what happened to the approximately \$300,000 that ABC defrauded from its customers, Drake says nobody seems to know. We suppose that means it's possible*



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## LETTERS

that the money could be sitting in a safe deposit box in the Cayman Islands.

All things considered, the affair reminds us of the quotes that express the sentiment that it's not only easier, but also much more lucrative, to steal with a pen than it is with a gun.

How can you protect yourself from a broker or a lawyer going out of trust when selling something you own? Require that a special trust be established at a bank or other institution for just that transaction. It's not that expensive, and you can think of it as 'transaction insurance'.

### ↑↓ **BUT THEN, I DETEST THIEVES AND LIARS**

Well, gee whiz now, I guess eight months in the county hoosegow is pretty fair punishment — as least according to the attorney for Clay and Teresa Prescott of ABC Yachts for having stolen something like \$300,000 from their clients. What bothers me is that they not only took money from these people, they betrayed their trust. I feel that a seven-year sentence in the state pen, plus restitution, would have been more fitting. Of course, I personally detest thieves and liars.

John Smith  
Manhattan, Kansas

John — What strikes us as particularly odious about the Prescotts' crime is that their victims weren't some giant lender — as has often been the case with yacht brokers who have gone out of trust — but individuals for whom \$150,000 was a significant part of their assets. It might be just us, but we think it's incumbent upon both perpetrators to work day and night to make full restitution to their victims as quickly as possible.

### ↑↓ **SIGN ME UP**

I've owned *Nokomis*, my DownEast 38, since '75. How do I sign up for the 'Over 30 Club' for people who have owned the same boat for more than three decades.

Quincy Brown  
*Nokomis*, DownEast 38  
Santa Cruz

Quincy — You just did. But normally, we'd like to get just a little bit on the history of your ownership of your boat. Take the following letter as a good example.

### ↑↓ **THE STORY OF CARAVELLA**

I would like to join your 'Over 30 Club'. When I was a 21-year-old pup living in Hawaii, I bought a Southerly 23, which is a New Zealand-made sloop built by Compass Yachts. Although she was a small sailboat, I was impressed with her lines and construction, and knew enough about boats to know she was a gem. From '75 to '92, I sailed that boat inter-island more than 20 times. I would also spend up to a month at a time cruising between the islands. It was sort of like camping in a pup tent. I sailed in up to 30 knots of breeze — not atypical for the trades in Hawaii — and never had a problem. But I was wet a lot of the time.

I bought a trailer for my little 23 in '92, and shipped the boat and trailer to the Pacific Northwest where I had relocated for work on a barge. I then drove it down I-5 from Seattle to Portland, where I proceeded to strip everything off the boat. When I was done, there wasn't a screw that hadn't been removed. I repaired the blisters on the bottom, put on a barrier coat, made a new rudder, and added a bridge deck and traveler to the cockpit. Since I had gone that far, I decided to have a new stemhead fitting with an anchor roller made — and even dropped the 1,450-lb keel and replaced the keel bolts! All of

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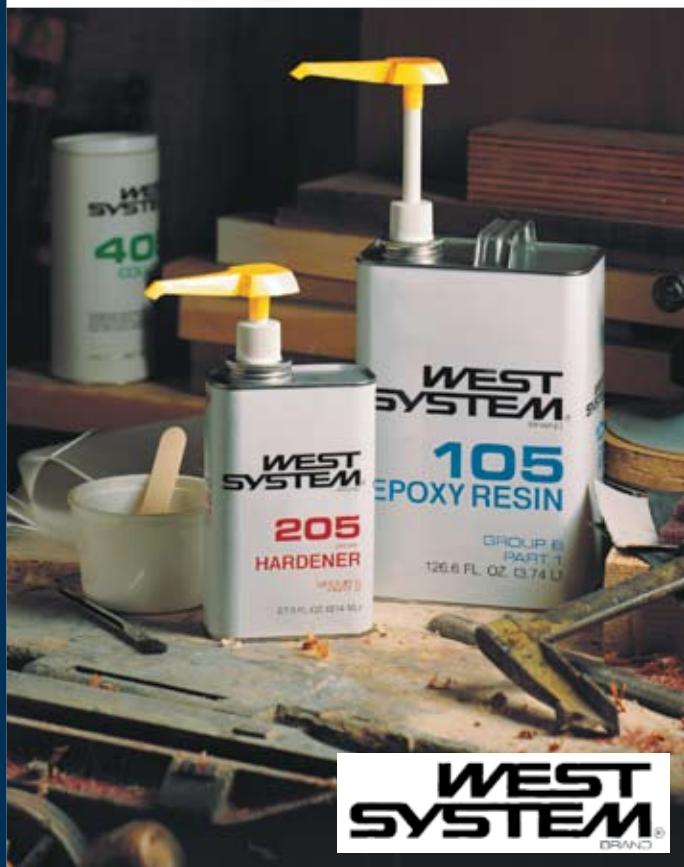
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## LETTERS

that was followed by a new Awlgrip paint job, new teak toerails and handrails, and a new main and working jib from Doyle in New Zealand, who had made the original sails in 1971.

When all the work was done, I had a brand new 23-year-old boat. I towed her back to Puget Sound, and have cruised her from Olympia to the San Juans. And while it's not like sailing in the trades of Hawaii, I've enjoyed every minute of it.

Even though I've since moved up to a Tartan 30, and now a Pretorien 35, I still own the Southerly, and have to admit that on the rare days it's blowing 20 knots on the Sound, I think about my little sloop, and how much more fun it would be to be sailing on her rather than my larger boat. What can I say? At 55, I'm older, wiser, and like more comfort, but the rush will always come from my little *Caravella*. At this point she's a 39-year-old lady who's like your first girlfriend — you never forget her.

P.S. Thank you for the years of reading — *Latitude* is by far the best sailing magazine out there.

Gary Souza  
*Caravella*, Southerly 23  
Puget Sound

*Gary — If Latitude is any good, it's because of contributions from readers such as yourself. We really enjoyed your 'love story'.*

### ↑↓ ANOTHER MEMBER OF THE 'OVER 30 CLUB'

Ramon Carlin of Mexico City should be included in *Latitude's* 'Over 30 Club', which is for sailors who have owned the same boat for over 30 years. Carlin still has *Sayula II*, Swan 65 hull #3, which he purchased in '73. In fact, he still enjoys cruising her off the coast of Mexico and beyond. Years ago



WEBB BROWZER

*Instead of going cruising, Carlin sailed 'Sayula II' to victory in the first Whitbread Race.*

he stated that he would never trade his beloved *Sayula II* for another boat. Carlin's original *Sayula* was a Cal 40. After doing the TransPac, he stepped up to the Swan 65 for what he planned to be a family cruise around the world. As it turned out, he

got wind that the first ('73-'74) Whitbread (now Volvo) Round the World Race was about to begin, so he went for that instead. He wound up winning the race.

Carlin's next win was line honors in class when he represented Mexico in the Tall Ships Bermuda to Newport race for the '76 Bicentennial celebration.

Ray Conrady  
San Francisco

*Ray — Carlin's entry and win in the first Whitbread is a great story — although you neglected to mention that you were the navigator. We still see Sayula II in Mexico from time to time, and she warms our heart.*

### ↑↓ I WISH I'D DONE IT SOONER

In the May letter titled "Another Member of the 'Over 30 Club'", Bill Brummel of Discovery Bay reported he was looking for curtain tape for his good old boat.

From '03-'07, I completely rebuilt my '79 Catalina 27. Yes,

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## LETTERS

it took a few years, but I was sailing her every weekend. I had a dilemma similar to Bill's trying to find curtain tape, but after some research found the tape I needed — along with many other types and styles — at my local RV store.

By the way, I grew up on Lange Street in St. Clair Shores, MI (The Nautical Mile), with our fleet of power and sail boats on the canal that was our backyard. Every summer we cruised for months at a time, and have great memories of places like the Georgian Bay, Kindardine and Tobermory. The water was so clean and clear — and still is — that seeing the bottom in depths of over 100 feet was common!

I have lived in Palm Desert for most of my adult life, but it was not until a friend of mine mentioned that he had purchased a sailboat from a friend of his in Marina del Rey, that I got the idea that I could own a boat on the West Coast. I found out it was very affordable, so I bought *Makai* in '03. I started reading *Latitude* right away, and as a result, most of my friends think that I'm a fountain of sailing knowledge. I tell them to pick up their own copy. My only regret is that I didn't find out about sailing on the West Coast and *Latitude* many years before.

PS: I ran into you guys on *Profligate* at Emerald Bay, Catalina, last summer. I waved but didn't feel comfortable dropping by as it was late and you were just setting the hook as the sun was setting.

Bill Reed  
*Makai*, Catalina 27  
Cabrillo Marina, San Pedro

*Bill — Thanks for the kind words. We actually do a lot of writing and other work on Profligate, so if we look busy, or if we're in the middle of some other obvious project, we prefer not to be disturbed. But if it looks as if we're just kicking back, by all means stop by to say 'hello'.*

### ↑↓ GETTING WRAPPED UP IN CIRCUMNAVIGATING

*Latitude* did a nice job of profiling the Clipper Round the World Yacht Race in your May issue.

I did the '07/'08 edition of the Clipper Race, and can attest to the fact there is some serious racing. We — meaning *New York Clipper* — won the '07/'08 race, having circumnavigat-



*For Purdom, the circumnavigation and crew camaraderie beat out the racing.*


ed in 10 months. In the process, I crossed the Atlantic three times, as well as the Indian Ocean, the North Pacific, the Java Sea, the South China Sea, the East China Sea and more. But I have to admit, it was all wrapped up in the bigger adventure of sailing around the

world, meeting some amazing people, and becoming a part of the Clipper family and Sir Robin's vision for the rest of us. I also did the Ha-Ha in '06. While I'm not likely to race around the world again, you are likely to see me in future Ha-Ha's. I loved winning an around-the-world race, but if there is a secret behind the Clipper Race, it's the fact that, for many of the crewmembers, the quality of the experience didn't correlate with how they finished in the standings. First or last, it is an unforgettable experience on the water. Of course, Ha-Ha

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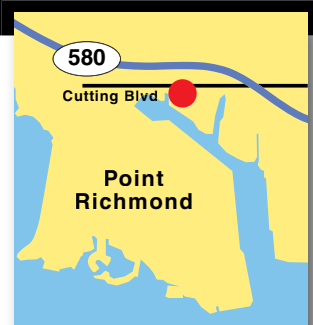
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## LETTERS

participants understand that before they even hit the start line!

Thanks for the great coverage *Latitude* provides for all aspects of sailing. And please add my name to your list of West Coast Circumnavigators.

Gary Purdom  
Bainbridge Island, Washington

*Gary — Thanks for the kind words and your firsthand perspective on the Clipper Race. Your name has been added to our West Coast Circumnavigator's List.*

### ↑↓ CUTE BABIES AND PFDs

The fourth photo in the May 3 *'Lectronic* had the following caption: "There's no such thing as 'too young' for the



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**What you see here is not against the law, and in our opinion, not the least bit reckless.**

Vallejo Race!" The photo showed an infant not wearing a PFD. It was stupidity on the sailor's part as much as the caption was stupidity on *'Lectronic's* part.

Notice the little girl on the far right is wearing a PFD, as is the man next to her. But the big galoot holding the infant isn't wearing one. It would just make it harder for the Coast Guard to find the bodies.

Or maybe it's my bad, because maybe there aren't any Coast Guard regulations that require cute babies to wear PFDs in the cockpits of sailboats on the Bay.

Chris Eldon  
Chinook, Tiara 4000 Express Cruiser  
San Francisco

*Chris — The Coast Guard has regulations with regard to what type and how many PFDs must be on a vessel. To our knowledge, they leave the requirements for who must actually wear them up to the states.*

*California has the following requirement for wearing PFDs on boats: "If boating on a vessel that is 26 feet or less, every child 11 years of age or younger must wear a PFD, unless in an enclosed cabin or restrained by a harness tethered to a sailboat." If we're not mistaken, the boat in the photo in question is a J/105, in which case nobody — not even the little girl — was required to wear a PFD.*

*While we encourage sailors to wear PFDs, we don't feel they are the be-all and end-all of safety that some people seem to think they are. For instance, while our daughter was less than a year old, and therefore too small for any PFD, we took her sailing on the Bay, up the Delta, off Honolulu, and in Mexico. And we didn't think we were being the least bit reckless.*

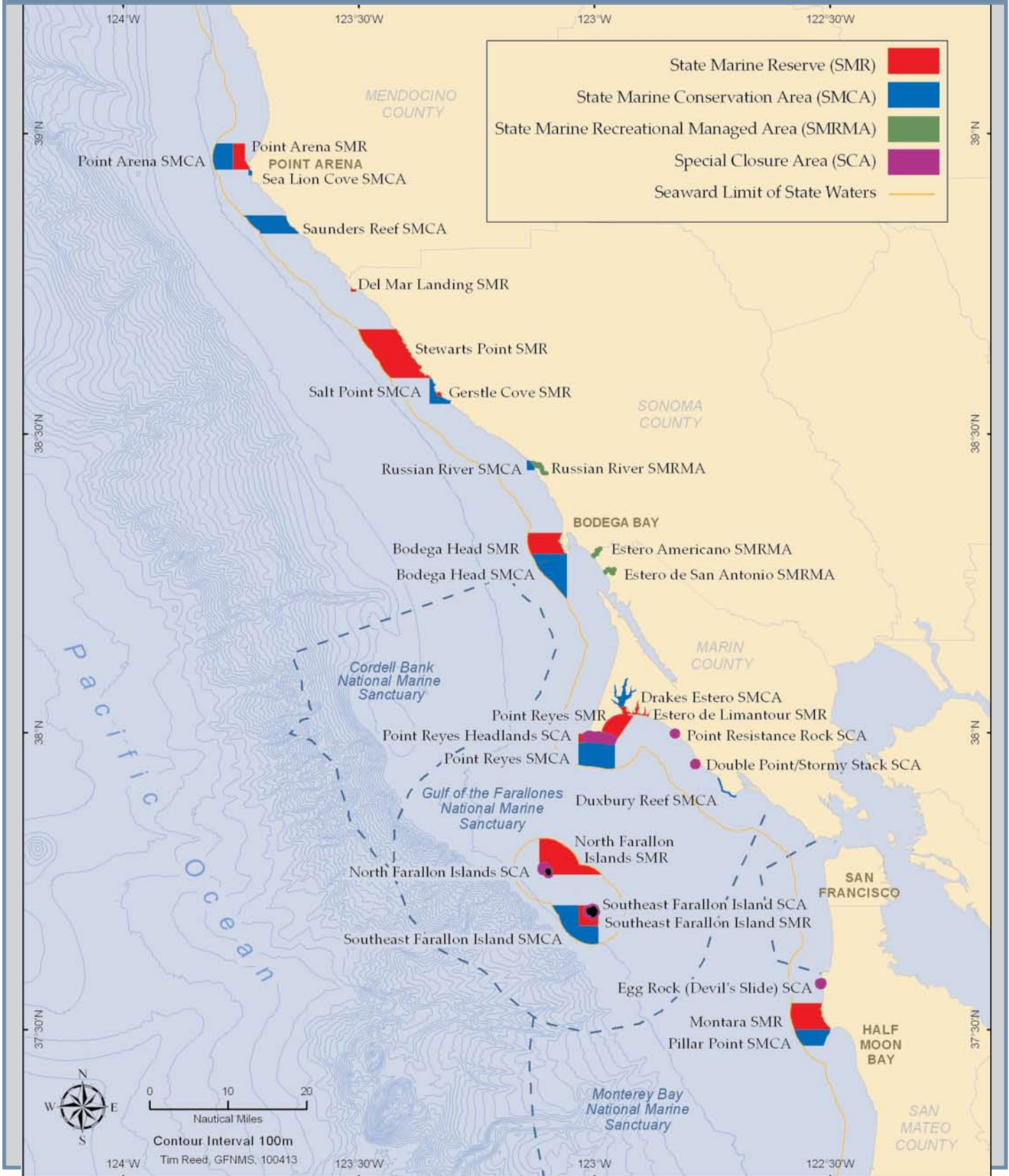
*If the adult sailors in that photo are the experienced sailors we think they are, we don't think they were being reckless either. After all, being safe on a boat has a lot more to do with the experience of the skipper and crew than it does with who is or is not wearing a PFD. When the photo was taken, the sailing conditions were mild. Had it gotten rough or dicey, we're certain the responsible and caring adults on that boat would have overseen the kids even more closely, and if the conditions called for it, taken them below.*



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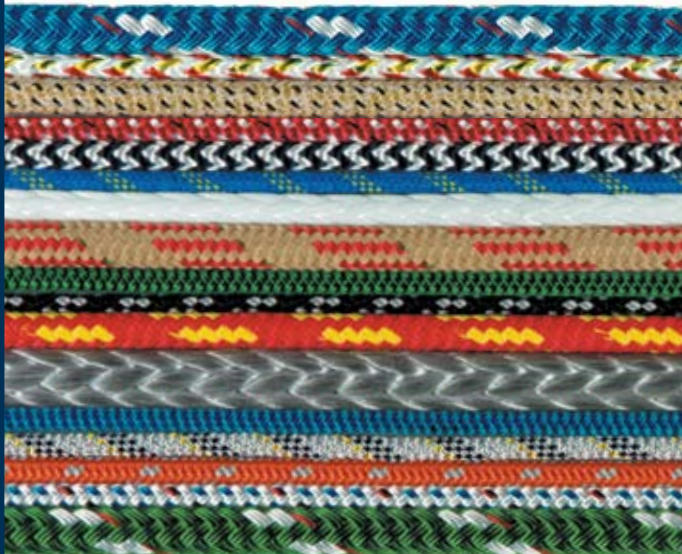


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## LETTERS

### ↑↓WOULDN'T WANT THE BEER TO DROWN

As I was preparing to go sailing earlier this week, it occurred



DUDLEY GAMAN

*Safety is priority number one aboard 'Kia Orana'.*

also that of the kitty, the doggy, the beer, and the baby.

By the way, I had two days of ideal sailing conditions on San Francisco Bay.

to me that the public service campaign by *Latitude 38* and others to promote the use of PFDs is sinking in. At least with me. After laying out all my gear, I realized that, not only had I provided for my own safety, but

Dudley Gaman

*Kia Orana*, Catalina 36

Gold Country YC / South Beach Harbor

### ↑↓HE'S ALIVE BECAUSE OF THREE LUCKY BREAKS

A year ago this past winter, I saved the life of a man who had fallen off his boat in the marina. My usual dock neighbor had gone to Mexico with his boat, so there was a temporary tenant in his slip. Coming home to his boat in what I believe was a state of inebriation, he fell in. He would have died were it not for three lucky breaks.

First, I can no longer hear, so had I not had company that night, nobody would have heard his cries for help.

Second, he happened to fall overboard in a slip between two liveaboards. Had he fallen in anywhere else, nobody would have heard his weak calls for help.

Third, I was able to yell loud enough so that the liveaboard on the other side of the dock heard me.

Initially I got hold of the man in the water and made a loop between his legs with a dockline. That kept him from going under, but he couldn't help himself out of the water and I couldn't pull him out by myself. Pulling hard on the rope and kind of rolling him up got him close to out of the water, but not quite. Perhaps we could have gotten the man out if he had been sober, but he didn't seem to be. Had I not been able to holler for additional help, that guy in the water would not have had a chance.

For many years I've had a plan in case I fell overboard. I would use my energy to try to get to a cleat, then make a loop out of the tail end of the dockline, then put my foot into it to stabilize myself. I would then use my remaining energy to call for help, hoping that someone would hear me. But I agree, the average sailor, with the extra weight of wet clothes, could not pull himself out of the water.

I also agree that the best solution is to not fall into the water in the first place.

Ernie Copp

*Orient Star*, Cheoy Lee Offshore 50  
Alamitos Bay, Long Beach

Ernie — *The big assumption, of course, is that the tail on the end of the dockline would be long enough for you to make a loop for your foot. Many aren't.*

### ↑↓GETTING A FOOT UP ON SAVING ONESELF

I just read the May issue *Letters*, where I learned of the

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## LETTERS

tragic death of Dave Gish, who apparently fell off the dock at his marina in Ventura late one night and was unable to get out of the water. There is a way to prevent such tragedies, and I'm surprised that it hasn't been mandated as part of the cradle-to-grave protection that the government in California seems to be obsessed with.

While on a delightful sail on Puget Sound and around the San Juan Islands a couple of weeks ago, we visited several marinas on different islands. I noticed that there were small ladders attached to the ends of several docks at every marina. Some of these ladders were of an ingenious design whereby the steps for the ladder were out of the water until they were needed.

I don't know if such ladders are required by the State of Washington, but they are a simple solution to what otherwise could be life-threatening situations.

P.S. After cruising in the Caribbean for many years, I discovered that spring cruising in the Pacific Northwest requires the use of a heater.

John Anderton  
Vancouver, Washington

### ↑↓ THEY'RE NOT CHEAP BUT ARE WORTH THE COST

I was saddened to read the May letter about the tragic death of sailor David Gish of Ventura, who apparently who drowned after falling into the water at Ventura West Marina.

I'm the Harbormaster of Fisherman's Wharf / Hyde Street Harbor, and I've been concerned about this issue for some

time. As a result, I've just ordered 35 UpNOut safety ladders from Marina Accessories of Bellingham, Washington for our marina. The ladders are made of stainless steel and drop down from the stowed position when a person in the water grabs the bottom rung.

The ladders come in different sizes. The ones I've ordered cost \$153 each.

Hedley Prince, Wharfinger  
Port of San Francisco  
Pier 1, Embarcadero



UPNOUT LADDERS

*Rather than a stairway to heaven, this dock ladder could be a stairway to staying in the real world.*

no longer. Particularly not after those two deaths in Ventura County over such a short period of time.

*Hedley — When we were younger and considerably more spry, we thought ladders to help folks get out of the water were a joke. But*

### ↑↓ CROSSING BARS IN A CAT

Bars at the entrance to lagoons or rivers don't have to be scary. In fact, based on my experience, they can be great fun! My 38-ft catamaran displaces about 5 tons, draws less than 3 feet, and has twin screws 22 feet apart. I keep her bows and sterns empty for maximum performance. All these things, combined with her slender 13:1 length-to-beam ratio, means she surfs easily and doesn't have any tendencies to broach.

Over the course of a week in April of '05, I crossed four river entrance bars on the New South Wales coast of Australia. In many ways that stretch of coast is similar to the coast of Oregon, particularly in that many of the ports are just up a

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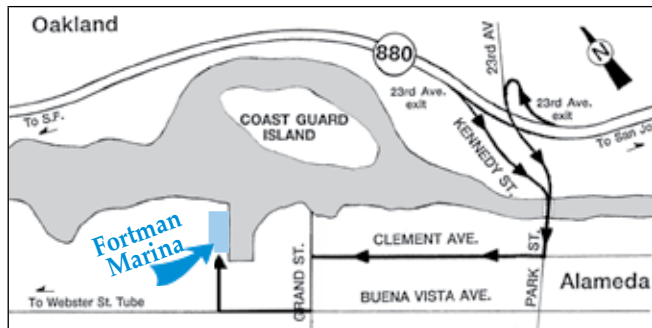
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## LETTERS

river from the coast.

The bars that I crossed were at Camden, Port Macquarie, Iluka and Ballina, and all showed a narrow gap in the white surf crashing across the bar. In each case, I would just line



LATITUDE ARCHIVES

'Capricorn Cat' once had a wild ride across the bar at Nuevo Vallarta.

up outside the gap, then idle slowly toward the bar until the sterns lifted — at which point we shot off at 12-14 knots. Once in a while a stern would fall off line as we dropped off the back of a wave, but a quick bit of reverse prop snatched her back on course for the next wave to carry us in. The last thing we would have wanted was someone in a launch in front of us — at surfing speeds, we would have overtaken him before he could have gotten out of the way.

Bob Wilson  
Bobcat, Crowther 38  
Brisbane

Bob — Based on the reports we've received so far, catamarans seem to run before breaking bar waves with much better control than monohulls. Nonetheless, if the conditions were bad enough, we don't think the cat has been built that couldn't be broached. Over-confidence in multihulls — as Stan Honey pointed out in last month's Sightings — is more dangerous than over-confidence in monohulls.

### ↑↓ "HMM, I THINK I'LL HAVE THE CREOLE CROW"

Last month, with 16-year-old Aussie Jessica Watson and her S&S 34 *Ella's Pink Lady* fast approaching the completion of a non-stop singlehanded circumnavigation, the publisher of *Latitude* asked if anybody had any tasty recipes for crow, because it appeared that he was going to have to eat some.

I was also a big skeptic of Watson's chances, especially after the inauspicious start when she sailed *Pink Lady* into the side of a ship, dismasting her boat. But this young woman has subsequently shown a remarkable tenacity and a love of sailing, and deserves a standing ovation.

In any event, the folks at [www.crowbusters.com](http://www.crowbusters.com) have a lot of information that the publisher of *Latitude* might like, with



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regard to mental preparation, field preparation and recipes for eating crow. The authors say they understand there is a natural prejudice against dining on the 'black bandit', but say it's a shame because when properly prepared, crow and other members of the corvid family taste as good as, if not better than, most game birds. They note that historically crows and other non-songbird species have been common fare. Remember "four and twenty blackbirds baked in a pie?"

Our revulsion, crow experts believe, centers on the fact that the crow and its close relatives are scavengers and therefore unfit to eat. But you wouldn't believe what pigs and chickens stick in their mouths. As for seafood, you honestly don't want to know what goes into a blue crab before it ends up on that expensive crab cake platter. The same goes for lobsters. In

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Photo by Billy Black

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# LETTERS

short, it's just our cultural prejudice that limits our crowd eating possibilities.

Realizing that even the biggest crowd doesn't make much of a meal, experts say that you'll need three to four per person. Since there isn't much edible meat to a crow besides the breast, forget plucking the bird. You just put the crow on its back, cut the crow wing to wing just below the breast bone, then work a sharp knife from the breast bone outward. It shouldn't take more than two minutes to remove the breasts from each bird. Then cook it as you might chicken. Using the slang of the French, *bon app!*

Bill Rathbun  
Rhumbline, Islander 30  
Berkeley

*Bill — Thanks for the great information. We're checking out some curried crow recipes.*

*As for Watson, who finished her circumnavigation on May 15, we can't decide which has astonished us more, her grit and fortitude, or how well her boat and its critical systems held up. We would have bet 100-to-1 that she wouldn't make it.*

*There's an interesting historical perspective, too. Back in '77, when Survival & Safety sponsored the first ever Singlehanded Farallones Race, many of the most experienced sailors around the Bay castigated it as a completely reckless and foolish idea. And now a 16-year-old girl has now completed one of the most newsworthy circumnavigations ever. How times change.*

*As remarkable as Watson's achievement most certainly is, we're still dead set against the concept of youth sailing records, both on the grounds that such kids have no idea of what mental and physical risks they are exposing themselves to, and because there is such an opportunity for them to be the victims of parents seeking to bask in their reflected glory.*

## ↑↓A BOAT WITH A PEDIGREE

Jessica Watson, who just completed her terrific non-stop solo circumnavigation, did it in a design with an already great record. Her *Ella's Pink Lady* is an S&S 34 that was originally Ted Heath's first *Morning Cloud*. In fact, it was the one he used to win a very stormy Sydney to Hobart Race.

Heath might not have been England's greatest prime minister, but he may well have been the most sporting one.

Mike Kennedy  
Conquest, Cal 40  
Southern California



*Jessica Watson's S&S 34 'Ella's Pink Lady' already had a proven pedigree before she circumnavigated.*

*21,600 miles. It's a testament to the design and construction of many of the boats of that era.*

## ↑↓BEST WISHES FOR ABBY

It seems strange to me that Abby Sunderland is going to abandon her attempt to be the youngest person to non-stop solo circumnavigate because of an unreliable autopilot. Since

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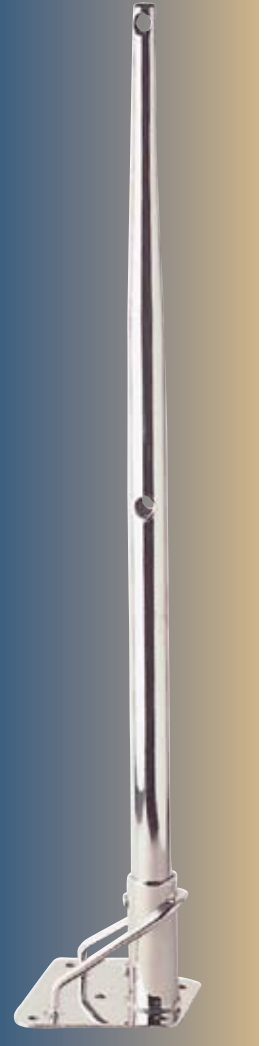
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## LETTERS

the beginning of known circumnavigations, many an accomplished sailor has sailed the oceans without an autopilot. If all it takes is the loss of an autopilot to end such a circumnavigation, then perhaps the person in question is not the sailor she believes she is.

That said, I do wish Abby luck in her endeavors. Perhaps by the time she returns she'll be the accomplished sailor she propounds to be.

Robert Walker,  
Grace, Traveller 32  
Grass Valley

*Robert — Even if an unreliable autopilot was Abby's only reason for stopping, we think her pulling into Cape Town was*



ABBYSUNDERLAND.COM

*Abby may be young, but we think she made a mature decision by pulling into Cape Town, even though it meant abandoning her goal of a non-stop solo circumnavigation.*

*an example of good judgment. While it's true that it's relatively easy to get some boats to steer themselves without an autopilot on some points of sail, we don't think this would apply to Abby's Open 40 Wild Eyes, which displaces only 7,500 lbs, particularly when*

*faced with heading across the width of the treacherous southern Indian Ocean.*

*While we continue to believe that attempts at 'youngest ever' sailing records are reckless and in no better taste than beauty pageants for five-year-old girls, we don't think Abby ever presented herself as being the world's greatest sailor. While she's to be congratulated for having made it as far as she has, our only wish is that she makes it safely back to Southern California in good health to resume her youth.*

### ⚓ ANCHORING AT ANGEL ISLAND'S CHINA COVE

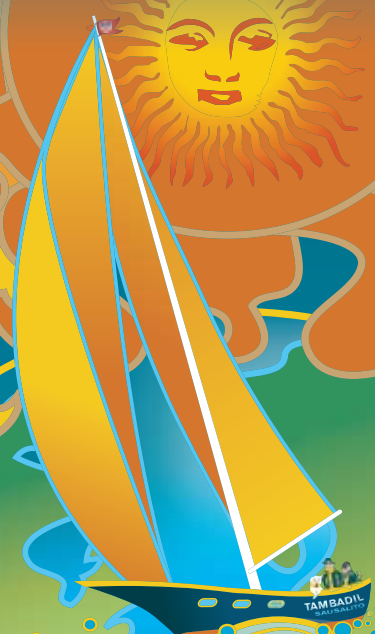
I would suggest thinking twice if anyone wants to stop and anchor at China Cove. May 8 was a sunny and breezy Saturday, and it seemed as if a high percentage of the San Francisco Bay sailing community was enjoying it on the water. Lacking anywhere else to get away from the boating crowd, Julie, our crew and I anchored our Passport 40 at China Cove, on the east side of Angel Island, to enjoy a lunch stop.

After relaxing until late in the afternoon, we attempted to weigh anchor. But oops, the hook wouldn't come up! No problem, we thought, we'll just motor forward to break the anchor free. When that didn't work, we tried motoring to the right, then the left. No and no.

After two hours of trying various crew suggestions on how to get the anchor up, we realized that we were stuck to the bottom. We placed calls to various local divers and BoatUS and learned that if we left the anchor on the bottom, it might cost in excess of \$2,000 to recover it. Our temporary solution was to attach a small water bottle to the entirety of our ground tackle — including 300 feet of chain, rode and a really shiny stainless steel CQR anchor — and hope we could return later to retrieve some portion of it.

Julie then remembered that during the annual Passport

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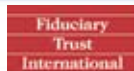
Sunday, June 20..... Sail home

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# LETTERS

Regatta the previous week, John and Laurel Baudendistal of the Passport 42 *Dreamkeeper* talked a lot about their diving experiences and therefore might have the requisite gear. Sure enough, when we called John, he jumped to the challenge and arranged to pick up scuba tanks on Sunday morning.

That afternoon, we fortunately found the little water bottle still bobbing quietly in the cove. John donned his scuba gear and, in James Bond fashion, plunged into the murky 58° water. He followed the recovered anchor line 25 feet down to the scene of the crime. In very limited visibility, his underwater light revealed an 8-ft vertical concrete relic of an old pier next to a similarly fallen Romanesque column, also on its side, with our chain trapped beneath it. It turned out that all our maneuvering with the boat had succeeded in doing was wrapping the chain around the length of the column several times.



RICK COOLEY

## **Mission accomplished!**

It took John four dives, two tanks, and five hours of strenuous effort before he was able to find and cut our anchor fire with bolt cutters. We're eager to hear suggestions as to how we can properly thank a friend for such an incredible effort.

As for everyone else, please be aware of the remnants of the old pier. Extend what's left on the land to the intersection of a line extending from the chain link fence you can see just to the north — and then do not anchor in that area. Unless you've got dive gear aboard or have a great friend like John Baudendistal!

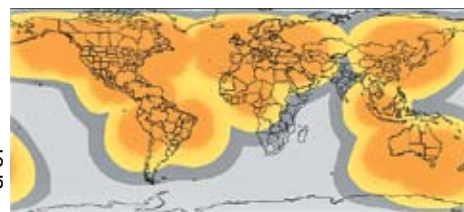
By the way, 'Capt Gary', one of the divers we spoke with, told us, "Oh yeah, there are a lot of anchors on the bottom at China Cove."

Rick Cooley  
Drambuoy, Passport 40  
San Mateo

*Rick — A tip of the Latitude hat to John Baudendistal for going above and beyond to help a fellow sailor. Well done!*

## ↑↓ **406LINK OFFERS SIMILAR COVERAGE**

After *J/World* sank during last year's Ha-Ha as a result of a collision with a whale, *Latitude* ran down the list of ways mariners can call for help. One of them was via EPIRBs.



SPOT

It's worth noting that ACR, a manufacturer of EPIRBs and other rescue and survival equipment, has

## **SPOT Messaging does not cover virtually all the world of cruising.**

a new service called 406Link. The basic level of service allows the owners of EPIRBs to know that their EPIRB is functioning



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If you have a boat without holding tanks, plan your trip to use shore side restroom facilities.

Don't waste away our waterways! Proper disposal of sewage allows the living things in our waterways to keep on living.

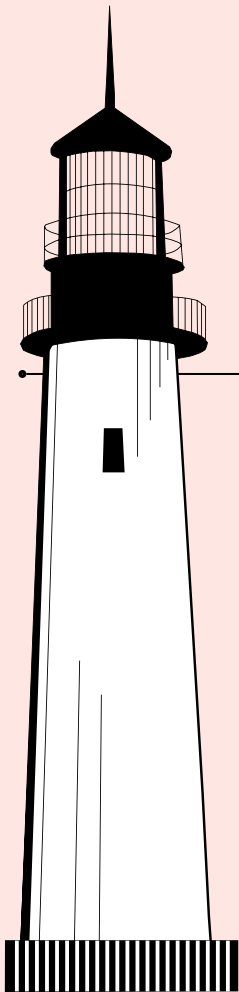
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## LETTERS

properly by running a test using the same satellite system that would be used in a real emergency. This service costs \$39.95 a year.

There is also the PLUS level of 406Link service that allows customers to use their ACR — or other brand — EPIRB to send pre-programmed messages such as, "Honey, I'm fine" via email



406LINK.COM

**406Link offers more offshore accessibility, but still not everywhere.**

or text to up to five people. All you need to do is press the self-test button on your EPIRB. It would also send your GPS position. This service costs \$59.95 a year.

406Link PLUS allows mariners to do some — but certainly not all — of the things the SPOT GPS Messenger units can do. The difference is that 406Link covers the entire world, while — as pointed out in the May 10 *Latitude* — SPOT does not.

For what it's worth, we at West Marine sell both ACR and SPOT products and services.

A Friend From West Marine

*A.F.F.W.M. — Thanks for the heads up.*

As readers of the May 10 *Latitude* know, the Coast Guard asked Latitude to alert mariners to the fact that SPOT GPS Messengers do not cover the entire world. SPOT's website says it covers "virtually" the entire world, but "virtually" certainly doesn't include tens of thousands of miles of open ocean regularly crossed by readers of Latitude in their boats.

What prompted the Coast Guard request were calls from family and friends of Pacific Puddle Jumper Michael Rafferty aboard his Islander Freeport 36 Aquila, who was singlehanding from Mexico to Nuku Hiva in the Marquesas. Rafferty was using his SPOT to send pre-programmed messages to family and friends to let them know he was fine. But suddenly the messages stopped, as did the GPS positions from Aquila. It freaked people



LATITUDE / ANDY

**The SPOT messages from Michael Rafferty suddenly stopped coming, alarming family and friends.**

out. But the only problem was that Rafferty had sailed out of the SPOT coverage area part of the way into his 25-day crossing.

It seems to us that SPOT may offer a bigger bang for the buck than does the 406Link — except, of course, if you sail out of the SPOT coverage area. In that case it offers no bang at all.

## ↑↓ THE BAY CAN'T COMPARE TO NEWPORT

Despite all the talk and rhetoric, I'm betting that the 34th America's Cup will be held off Newport, Rhode Island. The geographic limitations of San Francisco Bay simply do not permit the interaction of two America's Cup-sized boats in a match race without the requirement of forcing a maneuver

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**LEG 4 - Ushuaia - Cape Horn - Ushuaia, Argentina**  
10 days 300 mi. Jan 18 - Jan 28, 2011  
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**LEG 5 - Ushuaia - South Georgia Island - Buenos Aires, Argentina**  
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**LEG 6 - Buenos Aires - Rio de Janeiro, Brazil**  
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## LETTERS

to avoid an obstruction or to get sea room. Newport, on the other hand, offers a nearby ocean race course with a decent breeze. No West Coast sailing location offers such an environment. And Larry Ellison is too smart to hold the America's Cup outside of the United States.

John Sullivan  
 Wianno, Mainship 34 Pilot  
 San Francisco

*John — We wouldn't be surprised if there was an 'Act' or something in Newport in recognition of its place in America's Cup history, and in recognition of the fact that Ellison has a house there, too. But we don't think the Finals will be held there. After all, what passes for a "decent" breeze in Newport is so*

GILLES-MARTIN RAGET



**After America's Cup boats hit 30 knots, how could we ever go back to sea slugs and the pedestrian sailing conditions off Newport, Rhode Island?**

*last century. After the last America's Cup, we can't imagine anyone wanting to see Cup boats sailing at less than 20 knots.*

### ↑↓ THE FAMILY 'ALLOWANCE'

I was one of many men who were supported — read 'allowed' — by their wives and family to participate in last year's Ha-Ha without them. In my case, the result was that Vinnie, my wife, was left at home to manage two very sick children in rainy Seattle while I was off sailing the warm breezes off the coast of Mexico.

Along the way, I was very touched to find three letters that had been sneaked into my duffel by Vinnie and our children, Maya, 11, and Dylan, 8. I saved the letters until well into the

KEN PAINTER



**Ken plays dirty — taking advantage of our fondness for families and beautiful photos of Bahia Santa Maria.**

Ha-Ha, when I found that special moment to read their notes of love and support. I thought my daughter's note was a tremendous artistic endeavour for an 11-year-old, and it really touched me. The drawing illustrated a sailboat surrounded by sharks, a tidal wave and hurricane, and included a touching poem. I know that *Latitude* draws the line at publishing poetry, but I would be honored if you would bend the rules and share Maya's poem with your readers. I think it represents the feelings of many of the families left behind by their wayward sailing fathers.

So when you go away to sail  
 I can't send you any mail  
 so here's a poem from me.



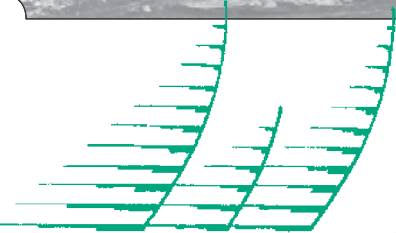
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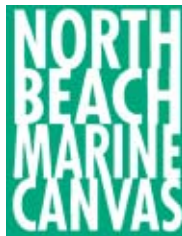


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## LETTERS

Don't get eaten by a shark  
because that would leave a mark  
and you miss your puppy  
But don't forget brother  
and don't forget mother  
But (most importantly) don't forget me.

Much thanks to *Latitude* and the Baja Ha-Ha Rally Committee for such an awesome event. It was my first Ha-Ha, but hopefully not my last. I also want to thank the captain and crew of *Blue Lightning* for such a good time, and not making me walk the plank after jibing the poled-out asymmetrical chute as though it were a symmetrical chute. Lesson learned!

Ken Painter  
Mariah, Gulf 32 Pilothouse  
Seattle

Ken — It's really dirty pool of you to use the love of your family as a lever to get us to finally publish poetry, but it's our soft spot. Bless the whole bunch of you, and thanks for the kind words.

### ↑↓A NOT-SO-MODEST PROPOSAL

In the December issue, Webb Chiles wrote a *Changes* following his fifth circumnavigation. When I visited his website at [www.inthepresentsea.com](http://www.inthepresentsea.com), I came across the following, and thought your readers might enjoy it. It's called *Evanston: A Modest Proposal*, and was written in February '07.

"Those of you who paid attention in English class will recognize *A Modest Proposal* as the title of an essay by Jonathan Swift, the famous Irish satirist in the late 1600s and early 1700s. Several recently reported events have caused me to propose my own modest proposal about people who choose to sail offshore, as well as about when singlehanded sailing isn't singlehanded sailing — which I'll get to in a moment. But before I do, I want to suggest that everyone re-read, or read for the first time, Swift's original. Just type 'a modest proposal' on Google. The essay is short, won't take long to read, and almost certainly will be superior to anything else you read today.

"Briefly, the proposal, written in 1729, called for the children of the Irish poor to be sold as food at one year of age. Swift provides production cost analysis, as well as recipes, and concludes that those who think his proposal unreasonable ask the mothers of these children if they themselves would not have preferred to be sold as food than suffer the sustained miseries of a life of poverty. He concludes by declaring that there is no self-interest behind his proposal because his own children are grown and his wife past child-bearing. The essay is a work of savage genius.

"My own modest proposal is not so savage, but may also initially seem unreasonable.

"I propose that when people sail offshore alone — and I'm not sure that it shouldn't be extended to all people who go offshore in private vessels — they must first sign an affidavit that they know no one is going to come rescue them if they get in trouble. Further, they should be required to carry less, not more, 'safety' equipment. Radio transmitters, EPIRBs, satellite telephones — all forms of calling for help beyond the range of their voice should be illegal. And so should insurance. The proposal would accomplish several desirable objectives:

"It will save public funds — although there is some phony bookkeeping here, because rescue services, such as fire departments, have fixed costs whether they are utilized or

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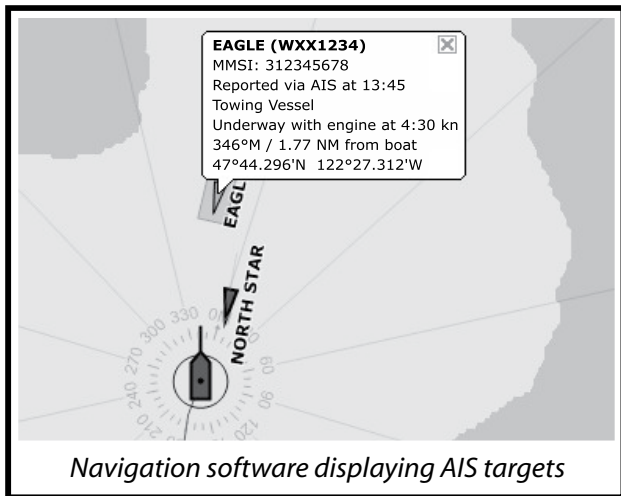
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## LETTERS

not.

"It will shut up some politicians. That's always desirable. And it might even cause them to focus on real problems.

"It will cause some reporters to return to their true calling — which is doing things like following Britney Spears to the barber.

"It will lower insurance costs.

"It will make it easier to find room in distant anchorages.

"And, it will separate the men from the boys, as well, of course, the women from the girls.

"If my proposal seems too absurd, I point out that it is exactly the way many experienced sailors from Joshua Slocum's day to the present day have gone to sea. Immodestly, I would like to include myself among them. Alas, I must confess that in recent years I carried a handheld VHF with a five-mile range in order to ask officials where the Quarantine Dock is when I enter an unfamiliar port. If my proposal is enacted into law, I will turn my radio in.

"On the subject of when solo sailing isn't solo sailing, the answer is when you are accompanied by another boat. If I remember correctly, Naomi James, who was the first woman to sail alone around the world via Cape Horn, was met by her husband and Chay Blythe, who stood lookout for her from another boat so she could sleep in the English Channel. Indeed.

"Not long ago, a teenager reportedly became the first adolescent to cross the Atlantic Ocean alone. I have read that his father sailed a sistership within sight of him all the way across. If true, the boy wasn't a solo sailor, he was part of a convoy.

"Solo sailing, adventure and risk only have meaning when they say something about the human spirit. Convoys don't."

The above according to Webb Chiles.

John Defoe  
Debra, Tartan 37  
Laurel, Maryland

John — Swift's essay was actually titled, *A Modest Proposal: For Preventing the Children of Poor People in Ireland from Being a Burden to Their Parents or Country, and for Making Them Beneficial to the Publick*. *The essay is effective because it begins with Swift accurately describing the plight of the poor. So the shock is powerful when he suggests a solution: "A young healthy child well-nursed, is, at a year old, a most delicious nourishing and wholesome food, whether stewed, roasted, baked or boiled; and I make no doubt that it will equally serve in a fricasee, or a ragout."*



*A satire is only effective when the author uses irony, derision or wit to attack a human vice, foolishness or stupidity. Swift's satire was brilliant because it attacked the stupidity of British officials who had taken over Ireland and, thanks to heavy restrictions on trade, stifled its economy, dramatically increasing the poverty and hunger.*

***We have greater respect for Chiles's sailing achievements than his philosophical musings.***

*As for Chiles, we're not sure which vice, foolishness or stupidity, he's attacking. In the case of the 13-year-old boy who singlehanded across the Atlantic with his father in a sistership only a short distance away, we agree that it was foolishness to claim any sort of singlehanded record. After all, it was a*

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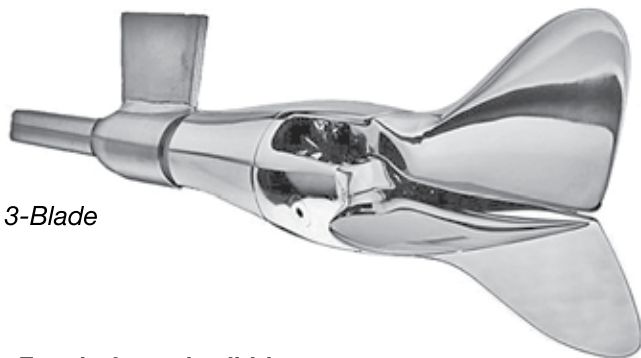
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## LETTERS

*closely supervised sail. And we suppose one could try to make the argument that participants in events like the Singlehanded TransPac, because they have radios and can call for encouragement or help, are in some vague sense part of a 'convoy'. But we're not buying such an argument, because even within the confines of the Singlehanded TransPac we think there is sufficient "adventure and risk." That being the case, we think Chiles' proposal comes off as a little holier than thou.*

### ↑↓ **SAN BLAS STILL A GREAT PLACE FOR "SOME PEOPLE"**

We're currently in a slip at the new Singlar Marina in San Blas, and we just read your *Lectronic* item regarding what appears to be a scam involving local Norm Goldie's email account. There has been some talk about the letter on the VHF recently, so I'm sure Norm is aware of it. As for cruisers letting him know about it, that's probably not going to happen because cruisers are pretty much ignoring him.

This is my fifth visit San Blas — the first was in '74 — and I'm pleased to say that I have never had the opportunity to talk/listen to Norm before. But this time Norm is really making



LATITUDE / RICHARD

### **Regardless of some cruisers' perceptions of Norm Goldie, San Blas is still a friendly place.**

instead of letting Mexicans help them. He also claims that "some people" are saying bad things about him, and that they need to stop or he is going to the Attorney General with his complaints.

One day Norm announced that he would be in the town plaza at 6 p.m. if anyone needed help, or if they just wanted to meet with him. Then he said that he wished "some people" would come to the plaza so that he could set them straight about what he was saying about them.

As I mentioned, the cruisers are dealing with this by just ignoring Norm. We still use our radios to hail one another, but no one replies to Norm — not even to make a smart remark!

But I want everyone to rest assured that San Blas is still a lovely town and well worth a visit. Mariners can contact the marina on VHF 74 and they will send a *panga* out to guide you in. On the day we arrived, there was about a one-foot swell over the bar, so we had an easy crossing.

Cheryl & Ron Roberts, with Jasmine the cat  
*Lazy Days*, DeFever 49  
Long Beach

### ↑↓ **PAUL GOT BITCH-SLAPPED BY HIS BOAT**

I'd like to thank the liveaboard community in the 15th St. area of Newport Beach for their kindness recently when my husband Paul was hurt as the result of taking a tumble on our next cruising boat. Shame on us, she's not a sailboat like our Lancer 44 *Bohemian* that we sailed in the '06 Ha-Ha, but rather a DeFever 43 trawler in need of plenty of TLC.

But I digress. In the midst of some projects, Paul slipped badly on the teak floor he was stripping, and hit his head on

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## LETTERS

the back of an icebox. Suddenly there was blood everywhere from a nasty head wound. After getting a cold compress on Paul's head, I tried to figure out how I was going to get him — if he was badly hurt — down a vertical stern ladder along with our 60-lb pitbull puppy and 13-lb chihuahua.

Fortunately, Paul didn't lose consciousness and remained clear-eyed and calm. Once I got the bleeding to slow down, I noticed that he had a deep gash three inches long. It was not



LATITUDE / RICHARD

*When it comes to head wounds, it's usually best to err on the side of safety by calling for immediate help. In the case of Newport Harbor, it's just a VHF call away.*

good. We managed to get Paul and the dogs into the dinghy, then motored for the dock. Paul sat on the bench while I ran for the truck.

We got Paul to Hoag Hospital, just five minutes away, where a very cool Dr. Hunter put five staples in his head. He

told me to bring Paul back if he started acting weird. We were in and out in 90 minutes.

The next day we were surprised to have so many of our neighbors come by in their dinghies to check on Paul. It really lifted our spirits and made us feel as though our little community of mariners is special. As a result of the accident, we now all have each others' phone numbers in case of emergencies.

And a reminder to all the self-strippers out there, don't slip on your stripper, because the stuff is like walking on grease. As it was, our new boat bitch slapped us into the realization that no matter how excited we get about a boat project, we have to slow down and take it easy. Maybe we would have had there been a beer involved. As for healing after the fall, Paul's head recuperated faster than his butt!

Meridee Thompson  
Blue Sky, DeFever 43  
Newport Beach

*Meridee — Being "bitch slapped" by your boat? That's a new one on us.*

*The only thing that puzzles us is why you didn't call the Newport Beach Sheriff's Office on 16. They have one of the best staffed and equipped marine and EMT patrols on the coast, and are well known for racing up and down Newport Harbor on emergency missions. When it comes to head wounds, you don't want to take chances.*

### SHAGADELIC BOTTOMS

Thank you for publishing my letter on hull cleaners in the May issue, and for your editorial comments following it. It lends credence to our cause when someone with your credentials agrees in print that hull cleaners need to get on board the 'best management practices' (BMP) bandwagon.

But I do want to make an additional point regarding one of your comments. You mentioned that you put Micron Extra on Profligate and that Stan Susman — a California Professional Diver Association (CPDA) supporter, by the way — told you that, with hull cleaners using proper in-water hull cleaning techniques, your bottom should last three years. This is the



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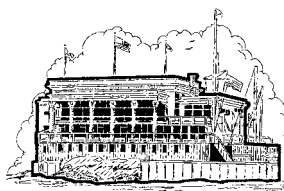
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## LETTERS

heart of the CPDA's BMP program. Hull cleaners should always use the least abrasive implement possible to clean a hull. This ensures both that the paint will last longer and that the least amount of copper is released into the water column. But it is a two-way street. The boatowner must authorize more frequent hull cleaning to make this possible — the hull cleaner can use a soft pad, carpet or diaper only if the bottom is cleaned frequently enough for these tools to be effective. Once the hull be-



LATITUDE / LADONNA

**Different bottom paints call for different cleaning methods, but regular gentle — and therefore more environmentally friendly — cleanings will prevent fouling and make your bottom paint last longer.**

comes even moderately fouled, a more abrasive tool is necessary to remove the growth. This means that the typical quarterly hull cleaning regimen that is used here in the Bay Area is too infrequent for best management practices to be used. The CPDA, therefore, has to educate not only the hull cleaner about the benefit of cleaning frequently and gently, but the boatowner as well. Many boatowners do not realize that by increasing the service frequency to only six cleanings per year, as opposed to four, their substantial investment in a bottom job can be maximized and their impact on the environment minimized. Yes, it means an increase in the annual hull cleaning costs, but those costs will be offset by having to haul out less frequently, better fuel consumption when motoring, and more enjoyment when sailing.

Matt Peterson  
FastBottoms Hull Diving

*Matt — It reminds us of that old television commercial for motor oil or fan belts or something where the mechanic says, "You can pay me now, or you can pay me later." The meaning being that, by paying a little for regular maintenance, the car owner could avoid paying for an expensive replacement engine later.*

*The bottom line on boat bottoms is that they should never be allowed to get too dirty, both for the environment and the owner's self interest — which in addition to saving money, also includes sailing pleasure. Is there anything more frustrating in sailing that trying to get performance out of a boat with a bottom like a shag carpet?*

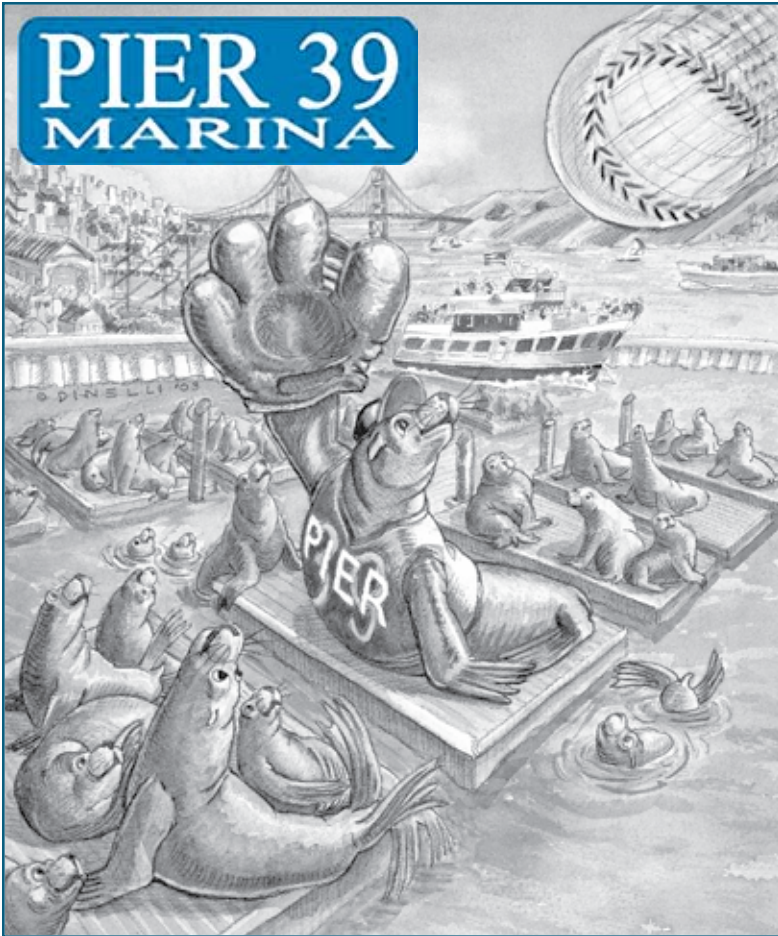
### ↑↓ UNFATHOMABLE RUDENESS BY OFFICIALS

We just got back home to Hermosa Beach after a difficult winter season on our boat in the Caribbean, and read *Latitude's* very negative comments in *Cruise Notes* about some of the customs and immigration officials in the Caribbean. We couldn't agree more with such comments.

I, John, first sailed the eastern Caribbean in '76 aboard my first boat. As of today, I don't think the behavior of customs and immigration officials has changed at all. There are countries we will simply no longer visit because we just don't need the hassle of their officials. We're not alone, as a number of other boats we know skip Antigua, St. Kitts, St. Lucia and St. Vincent. And the British Virgins deserve to be put on that list.

In the last two years, we have noticed a big change for the worse in the British Virgins. Since tourism is their major form

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## LETTERS

of income, the way they treat visitors doesn't make sense. But most of the officials act as if they really don't want us to come to their country and support their economy.

What was difficult about our season? We blew the Volvo diesel on our Jeanneau 45 at the start of the season and had to replace it with a new Yanmar 55. In addition, the weather was cool, and very windy and rainy. With the Atlantic and Caribbean being warmer than normal, everyone is talking hurricanes. So we'll have to see.

On the other hand, the good news is that Mattie, our boat dog, turned 12 this year and is going strong.

John & Cynthia Tindle, with Mattie  
Utopia, Jeanneau 45  
Hermosa Beach

*John and Cynthia — That so many officials in Caribbean countries are permitted to treat cash-bearing visitors like crap is mystifying to us also. What makes the problem worse is that it only takes one or two of them to leave a horrible impression.*

*In early May, we showed up at Tortola to take our charter cat, 'ti Profligate, down-island. Everybody we met was wonderful, from the staff at the base to the taxi drivers to the folks in the grocery store. Then we went to Customs and Immigration. While none of those folks there were as welcoming or helpful as they might have been, it was left to the last person, the very*



LATITUDE / RICHARD

*This photo is of the Rotary Club sign in front of Immigration in the BVIs. Their officers should join or take the pledge.*

*overweight woman at the immigration desk, to really spoil the experience. When we knocked on her door, as requested by the sign on it, she gave us a sneering look that all but accused us of having taken a bowel movement on top of her lunch. Fortunately, folks who charter in the*

*BVIs and aren't going to leave the country don't have to pass by this woman, but there was no excuse for her behavior.*

*As for the weather in the Eastern Caribbean this winter, we're a little puzzled. We spent the entire month of February at St. Barth, and in the 25 years we've been going there, have never experienced such mild winds and gentle seas. Nobody on the island could remember there ever being as sweet a February. So we suppose the rest of the winter must have been a real stinker.*

### ↑↓ HEARTS OF GOLD AND SUPER-SIZED COJONES

In the May 12 *Lectronic*, you wrote: "We would love to acknowledge the names of the four heroic PJs (pararescuemen) who risked their lives to save Mike Kalahar's — parachuting into rough seas 1,400 miles offshore in the darkness. Unfortunately, we've had no luck obtaining their names from their Air National Guard unit at Moffett Field. But then, guys like that are obviously not in it for glory in the press. Theirs is a much higher calling."

After reading this I contacted my son, who is in the California Air National Guard assigned to the 130th Rescue Squadron at Moffett Field. His unit provided some of the hardware used in support of the 131st and the Coast Guard during the rescue of Michael Kalahar. I thought he might be able to help identify the PJs for you. He was able to get the information

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## LETTERS

from their Commanding Officer, Major Jeffrey Borg. The PJs were: 1Lt Tristan Grell (Combat Rescue Officer); Chief Scott Simpson (Pararescueman); TSgt Sean Kirsch (Pararescueman); SSgt Chris Klaftenegger (Pararescueman).

Michael Stouffer  
Milagro, Catalina 42  
Alameda

*Readers — Our heartfelt thanks to these four men, who, as was written in last month's Latitude caption, have "hearts of gold and super-sized cojones." In the next letter, the wife of WindChild's owner shares a similar sentiment. See Sightings for an update on Mike Kalahar's recovery.*

### RENEWED APPRECIATION

The accident that took place onboard *WindChild* the morning of April 1, seriously injuring Michael Kalahar, has led to a renewed appreciation and an increased awareness of many things. It's not that we take things 'for granted', but we do get used to a way of life — especially having support systems nearby. When boaters head out onto the ocean for those big crossings, they've prepared for a long time. They work to acquire experience, education and equipment. During those crossings, they are acutely aware that they are outside the range of coastal rescue. It's 2,800 miles from Mexico to the Marquesas. It had taken *WindChild* about 10 days to get 1,400 miles and it would certainly be another 10 before they'd reach land. Sailors out there accept that they are on their own and they take many steps to be self-reliant. Sometimes that isn't enough.

The extraordinary effort that took place between April 1 at 4:15 a.m. through April 4 at 9 p.m. shows what working together can accomplish — the saving of a life. But when one hears or reads words of the rescue, so much action collapses into the simple terms — "medevac," "transfer," "airlift." The timeframe disappears entirely; the distances shrink; the skills, numbers, people, equipment and agencies involved get lost.

Here's a brief overview:

- Time: 13 hours of Ham radio relay-assisted communication, medical advice and care given on board *WindChild* before the four PJs arrived; another 15 hours before the transfer was made to the *Cap Palmerston*; 53 hours before *Cap Palmerston* would be within helicopter range; 5-hour helicopter ride. All together, more than a three-and-a-half-day effort.

- The agencies and manpower: Ham radio operators across the United States, the U.S. Coast Guard at Alameda, California, Air National Guard, 129th Rescue Wing at Moffett Federal Field, AMVER vessel *Cap Palmerston*, physicians on shore — so much training and so many highly skilled personnel. And all with such unflinching determination to be successful.

Bill Sturridge, an Army veteran in Flagler County, FL, heard that faint 'pan pan' at 7:15 that morning from 3,300 miles away, took it seriously, and began this whole incredible process — one fraught with problems and dangerous challenges, but complete with problem solvers to match. He was not able to hear *WindChild's* radio calls during subsequent radio nets for several days afterwards. He's certain there were angels involved that morning. Indeed, there were many — in both civilian and military dress.

For days following the rescue, the Ham operators assisted us at home, too — keeping us informed of the Pacific Seafarer's Net check-ins and relaying our updates about Michael's condition. They sent us additional websites to follow the boat's progress, information regarding unusual propagation conditions and news reports about the rescue. They eased a difficult

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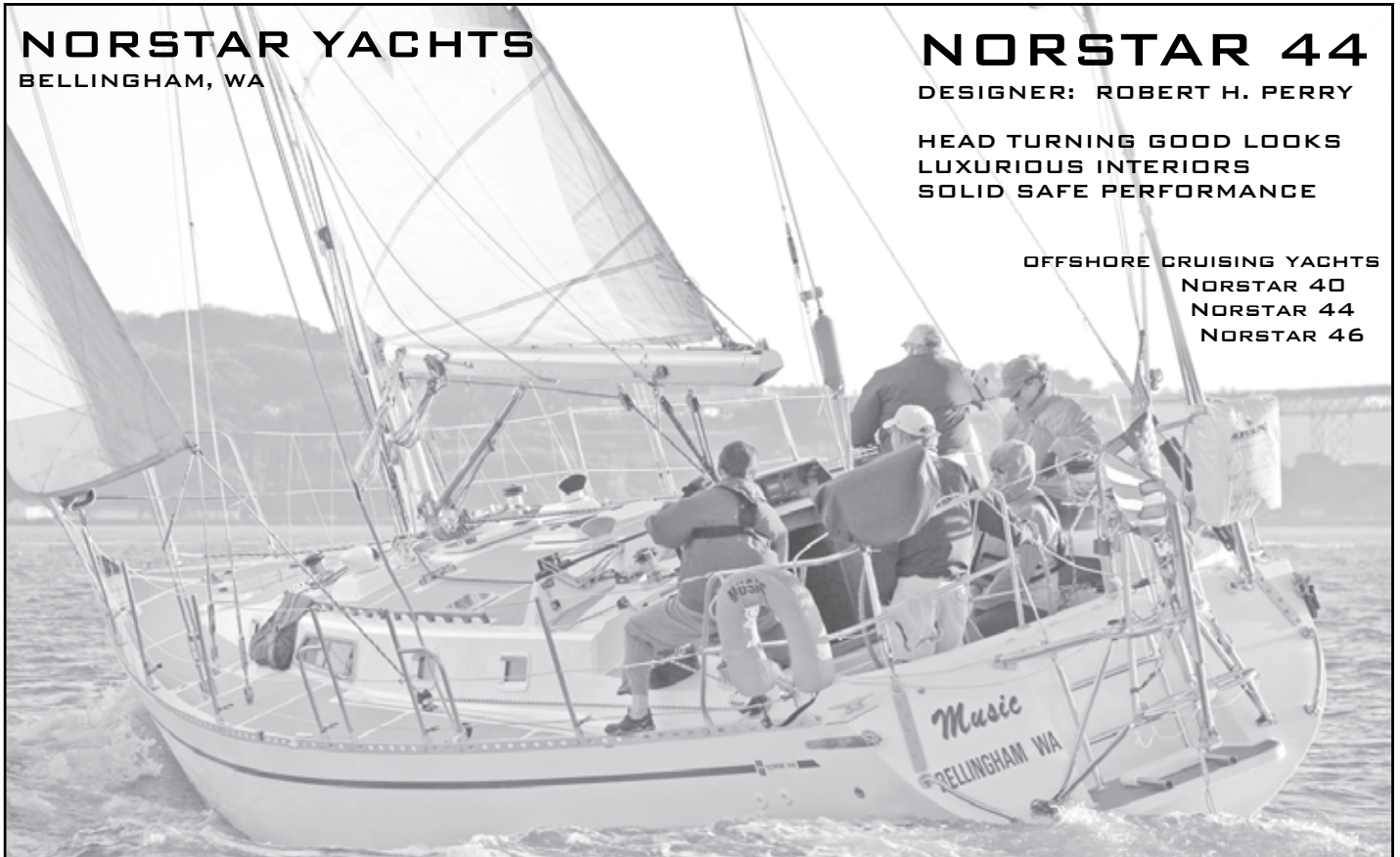
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## LETTERS

time — becoming a communication link to *WindChild*.

Michael is home healing. He is a loved, valued and respected member of our community — we are very happy we will continue to have him with us. *WindChild* is cruising the Marquesas right now, learning about the people and places there. Here at home, we're finding we look at each vessel, airplane, USCG helicopter and emergency vehicle that passes nearby with greater respect and understanding. We never anticipated that a rescue of this magnitude was possible. We thank everyone involved in making it happen and we appreciate your commitment to helping others. We are simply grateful. Thank you.

Jean Heessels-Petit  
*WindChild*, Beneteau First 36s7  
Sequim, Washington

### ↑↓OUR BAD!

I work on a dive boat out of San Diego named *Horizon*. Not long after the start of last year's Ha-Ha, I was awakened at three in the morning and asked to come up to the bridge. Upon my arrival, I was surprised to discover that we were steering a big donut around a sailboat — lighting her up with all our lights. The skipper was yelling, "Fuckin' blowboaters, they keep steering right at me!"

As I've owned sailboats for over 20 years and done the Ha-Ha a bunch of times, I quickly figured out that the sailboats were steering right at us to hit our three-ft wake at a good angle. "Oh, really?" the skipper said. "Oops."

So from everyone on the good ship *Horizon*, a sincere apology to the dozen or so boats in the Ha-Ha that encountered a powerboat that blasted you with a million-or-so-candlepower light in the middle of the night while running donuts around you. So sorry, our bad.

Mike  
s/v *Flotsam*, Oceanside  
m/v *Horizon*, San Diego

### ↑↓IT'S LIKELY AS OLD AS THE COASTIES THEMSELVES

Like *Latitude*, I'm also not sure who originally coined the term 'Coasties' for referring to members of the United States Coast Guard. But I do know that when I was in the Navy in the late '60s and early '70s, we always referred to the guys in the Donald Duck hats as 'Coasties'. So the term is at least 40 years old.

Steve Yoder  
*Siempre Sabado*, Westsail 28  
Newport, Oregon

Steve — As we mentioned, given that it's such an obvious nickname, we were under no illusion that we coined it. In fact, the term is likely to be almost as old as the Coast Guard.

### ↑↓JEFF BRIDGES' CAREER AS A COASTIE

I'm glad you invented the internet because, unfortunately, the term 'Coasties' was being used way before *Latitude 38* was conceived. I was in the Coast Guard from '67 to '73, and the term Coasties was regularly used by the Coast Guard personnel from before I got in. In fact, my company commander used the term when I was in boot camp.

Remembering that this was the Vietnam War era, other terms used were 'Draft Dodgers Yacht Club', 'Canoe Club' and 'Shallow Water Navy'.

I have lots of memories of those times, but the coolest involves Academy Award Winner Jeff Bridges. He and I were in the same unit at Terminal Island in Los Angeles. He was





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Here I am with my dear friend Albert. He loves all kinds of boats, has owned quite a few, and we've worked on the rigs of all of them. The list includes a sweet little Albin Vega, a gaff-rigged Pinky schooner, a classic double-ended cutter, a fairly tweeky, 42' French-built multi-spreader aluminum ocean cruiser, and – maybe finally – his current boat, a new 34' fractional rig racer/cruiser.

I mention Albert because (if you add large square-riggers) his boats just about describe the arc of our expertise. So no matter what kind of boat you have, give us a call when you are in need of some proper rigging. Any kind of rigging.

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## LETTERS

about 20 then and also going to acting school. He pretty much kept to himself, and spent most of the time over in a corner reading a script.

We used to get inspected at the beginning of every meeting. The commanding officer was a real asshole, so if your hair was too long, you had to stay after and help clean up. Poor Jeff's hair was always too long and the CO made it a point of making him stay after almost every meeting to clean up.



THE DUDE

**Jeff Bridges's response to his CO in the Coast Guard when his hair got too long? "Calmer than you are."**

Jeff's dad was Lloyd 'Mr. Sea Hunt' Bridges, and the CO didn't like the fact that he was somehow 'privileged'. But heck, all of us who were in the Coast Guard Reserves were 'privileged' because it kept us from having to go to 'Nam.

Alan Shirek  
 Tao, Excalibur 26  
 Santa Barbara

*Alan — Just to be clear, as we said before, we were never under the illusion that we coined the term 'Coasties'.*

↑↓ **"I TOLD HIM TO STICK HIS COURSE UP HIS . . ."**

I was one of the unwitting customers of Boguslaw 'Bogus Bob' Norwid's Discovery Sailing Academy. My nightmare trip with him was in '04-'05. After the first week, I told him that I was firing him as an 'instructor', and that he could stick his course up his you-know-what. That took a lot of his controlling power away for the remainder of the trip. Many other unpleasant things happened onboard, but I'll spare you the details. There is a Facebook community where some of his victims claim to have received licenses — no doubt bogus ones — from this twit!

Considering that Bob has no captain's license and his trips are not registered as a commercial enterprise, I think it's a no-brainer that he shouldn't have been operating as anything but a pleasure vessel. He certainly shouldn't have been taking money to take students offshore.

Hopefully, Bob will get what he deserves — which would include losing his 45-ft cutter, having to reimburse the Coast Guard and others for search and rescue expenses, and having to face lawsuits from students he held as virtual prisoners. He should also rot in hell.

Carole Gagne  
 Nanaimo, B.C.

*Carole — Our sentiments exactly.*

↑↓ **THE FREEDOM TO BE FOOLS**

Because Boguslaw Norwid's Discovery Sailing Academy was a commercial enterprise, *Latitude* asks whether it follows that the skipper was obligated to report the vessel's whereabouts after she became long overdue. 'Obligated?' Whatever happened to the freedom of the seas?

I believe the responsibility for what happened belongs to those who signed up to sail with the guy. They should have investigated his operation, then decided whether or not they wanted to get involved with him and his boat.

Was the skipper negligent for not allowing his clients to contact their anxious families? Yeah, he was negligent for that — and a lot of other things. Bob is obviously marching to the beat of a different drummer, so anyone who signed up with



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## LETTERS

him as crew — indeed, who signs up on any boat — needs to perform due diligence before hauling their seabag down to the dock. If things get out of control — which they obviously did — the skipper can always be declared incompetent and the crew can take over. Yes, mutiny. It's a venerable option at sea. But the bottom line is that the responsibility lies with individuals who signed on as crew, because the last thing I want is more government regulation.

Should such a vessel be required to carry some type of long-range communications devices when operating offshore? I have personal issues with the word 'required'. I don't like the idea of having to wear a bike helmet or seat belts, so why would I think there should be a requirement about communication devices? Now, I totally believe that every vessel should have electronic communication devices — and a lot of other safety gear — onboard. My vessel has them. It takes a fool to not want them. But I believe in the freedom to be a fool if a person chooses to be one. And the freedom for the crew to be fools if they sign on with a skipper who is a fool.

Rich Johnson  
Three Eagles, MacGregor 26  
Sequim, Washington

*Richard — Sorry, but we think your position that Norwid's clients were responsible for the situation they found themselves in is preposterous. We don't believe in excessive government regulation either, but we sure as hell believe in full disclosure by all business. Would you not agree that food companies should have to list all the ingredients in their processed foods? Or should it be left to each customer to perform 'due diligence'? Should banks have to disclose what they charge for ATM withdrawals and late fees, or should customers have to search for that information themselves? Should car companies have to list the fuel efficiency of all the vehicles they sell? Of course they should.*

*Similarly, we absolutely believe there should be full disclosure — as there normally is — by individuals and companies offering offshore sailing instruction. These individuals and outfits should have to provide detailed descriptions of where they are going and how long they expect to take to get there, and disclose the qualifications of the skipper as well as the condition of the boat. In addition, all possible risks and hardships should be disclosed, as well as what safety and communications equipment will be onboard.*

*If Norwid had provided full disclosure for his latest offshore trip, his ad would have read as follows: Offshore sailing trip of unknown time, distance and destination, led by an uncertified instructor on an uncertified boat, during which students will not be permitted to contact relatives, even if more than a month overdue." Had there been full disclosure, nobody would have signed up and all the grief would have been avoided. Furthermore, there would be no need for mutinies — which history has shown tend to be bloody affairs.*

*See this month's Sightings to find out more about the investigation of 'Bogus Bob'.*

### STUDENTS SHOULD KNOW WHAT TO ASK

*Latitude* asked if the skipper of *Columbia*, because he was running a commercial enterprise, was obligated to report the boat's whereabouts once she became long overdue. I say absolutely. I'm not sure there is a specific regulation that requires this, but common sense would require a float plan and communications capability to update the plan if needed.

Was the skipper negligent for not attempting to contact the outside world, knowing his client's families would be anxious? I say 'no'. The clients/crew have to bear some responsibility



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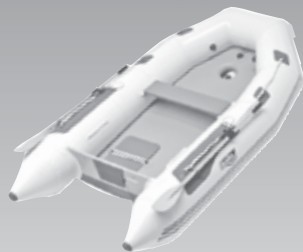
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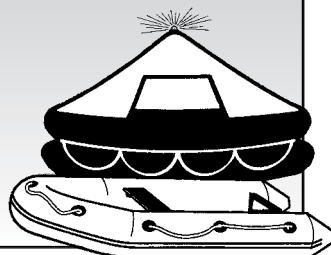
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## LETTERS

for understanding what they were getting into, the capabilities of the boat, and what opportunities there would be for communications.

I have run dozens of coastal and ocean-crossing charters and, even when just running down the coast to Catalina, most folks thinking of signing up ask me if there will be a satphone aboard, and what other communication gear there will be. Despite the fact that I always list all the gear in the info package sent to potential crew, they ask anyway.

On the flip side, if Norwid claimed that he had communications capability but didn't, it would have been fraud and negligence. Or if the crew signed up for a five-day coastal cruise, and he took them straight offshore for five days, that would be another issue entirely.

Should such a vessel be required to carry some type of long-range communications device when operating offshore? I say 'no'. There are Coast Guard and SOLAS regulations in place, and they dictate the minimum safety gear required. If Norwid wanted to run a primitive charter boat, carrying only the bare minimum required, he should be allowed to. It should be advertised as such, and any potential crew/clients should know about what is onboard and what isn't. And they should know to ask about it, too, no matter what was in the advertising.

David Kory  
100-ton Coast Guard License

*David — Your position on the responsibility of the person or organization offering offshore charters seems inconsistent with ours, and sometimes backward. We feel very strongly that it's the responsibility and obligation of the person offering the instruction and adventure to make sure potential customers clearly understand every aspect of what they might be getting into. How are students — in other words people who know little or nothing about offshore sailing — supposed to be able to realistically evaluate what is being proposed? Indeed, people offering offshore sailing instruction should provide answers to all the questions potential students don't know enough to ask. Or else it's a perfect opportunity for the unscrupulous to fleece and mistreat the innocent and unknowing. Full disclosure, not fleecing the unwitting, is the first rule of all honorable business transactions. And if your transaction isn't going to be honorable, why are you doing it?*

*After our doing some research and consulting with several professional mariners, it appears that Columbia probably was not obligated under international law to maintain radio communications due to its small size. But if we'd been on Columbia and Norwid wouldn't let us use communication equipment to let our family know that we were all right, we'd have knocked his block off. And if he didn't have the necessary communications equipment, we would have knocked his block off again.*

*If someone wanted to do an absolute bare bones primitive charter, we wouldn't have a problem with that — as long as that's made clear at the outset, and what exactly that entails in pounded into the brains of the potential customers.*

*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.*

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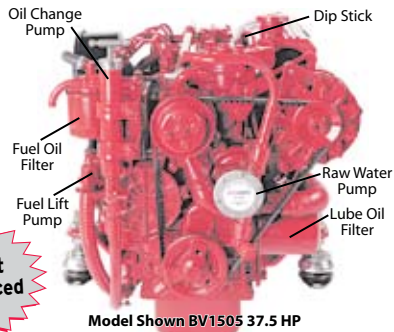


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## LOOSE LIPS

### Sharing Pints & Latitudes

"I took this cute photo of friends Mike and Sue Proudfoot just after giving them the April and May editions of *Latitude 38*," writes Jay Gardner of the Bay charter boat *Adventure Cat*. "Mike and Sue have sailed their 38-ft wooden Ingrid ketch, *Farida*, from San Francisco through the Canal, up the eastern seaboard and across the Atlantic to Ireland, Scotland, Norway, Sweden and England. Right now they're on their way to the Med. We met up last week at a 900-year-old pub — Pandora Inn — near Falmouth, England."

Gardner went on to explain that the *HMS Pandora* was the 114-ft three-masted square-rigger that sailed from



JAY GARDNER

*Mike and Sue were so busy reading, that they barely had time to drink.*

Portsmouth in 1790 in search of the *HMS Bounty* and her mutinous crew. Though Fletcher Christian and his followers had already taken refuge on the then-uncharted Pitcairn Island, Captain Edward Edwards managed to capture 14 mutineers happily living and procreating on Tahiti. On August 21, 1791, *Pandora* was on her way home when she foundered on the Great Barrier Reef. All told, only 78 of the 134 men who'd been aboard at the start of the journey survived. Captain Edwards was exonerated for the loss after a court martial, but his reputation was damaged by his prisoners' claims of cruel treatment and he never received another seagoing command. At some point during his shore-based life, Edwards apparently purchased the pub that Gardener and the Proudfoot's visited.

### The Wackiest World Record?

Although some sailors regard him as a nut case, there's no denying that artist/adventurer Reid Stowe has accomplished his goal: to set a world record for remaining at sea for more than 1,000 days — that's more than 2.5 years — without re-supplying or touching land. Having already passed the 1,000-day mark in January, Stowe is scheduled to arrive at New York June 17 aboard his 70-ft gaff-rigged schooner *Anne* — the 1,151st day of the epic voyage. *Anne* sailed from New York on April 21, 2007. He will meet his son, who was conceived on the trip with then-first mate Soanya Ahmad, for the first time when he arrives.

Although the schooner is classically rigged, she is equipped with a variety of modern devices, including solar panels, a laptop, an iridium satellite telephone, and a Metocean tracking unit that has verified Stowe's track during his curious cruise. (See the Google map at [www.1000days.net](http://www.1000days.net).)

As Stowe arrives to the cheers of well-wishers, we predict that the question on journalists' minds will be: "Why?"



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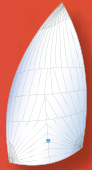
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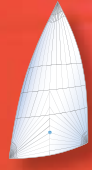
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# SIGHTINGS

## jessica watson, circumnavigator

More popular than Paris Hilton and more talked about than Miley Cyrus, since sailing into Sydney Harbor on May 15, Jessica Watson has become Australia's most famous teenager. Followed by paparazzi at every step, the Mooloolaba teen rocketed to stardom when she

became the youngest person — 16 at the time of her finish — to sail solo, non-stop, and unassisted around the world aboard her S&S 34 *Ella's Pink Lady*. She sailed 23,000 miles over the course of 210 days. Despite the fact that no record-keeping organization officially recognizes 'youngest' and 'oldest' sailing records out of safety concerns, Watson has been lauded as a national hero by none other than Australian Prime Minister Kevin Rudd.

"I don't consider myself a hero," she said in response to Rudd's proclamation at her welcoming celebration. "I'm an ordinary girl who believed in a dream. You don't have to be someone special or anything special to achieve something amazing. You've just got to have a dream, believe in it, and work hard."

Watson was greeted in Sydney by more than 1,500 boats and 75,000 fans, not the least of whom was the young man from whom she stole the record of 'young-

est solo circumnavigator', Mike Perham. Last year, the Brit snatched the title from Californian Zac Sunderland shortly after the latter finished his circumnavigation. Both were 17 — Perham two months younger than Sunderland — and neither sailed non-stop.

Now it seems as if Watson not only stole Perham's record, but has stolen his heart as well. Speculation ran rampant in Australian gossip rags in the days following her return — he was the first person to board *Pink Lady*, they were seen together often, he even called Watson's mother his "future mother-in-law." Late last month, Watson, who celebrated her 17th birthday with Perham three days after finishing, confirmed their relationship — all while her manager denied the connection. Last month, the pair planned to sail *Ella's Pink Lady* back to the Sunshine Coast last month, where Watson will continue her education and write a book. And if her well-written blog entries are any indication, it will be a gripping read.

— ladonna

## derek m. baylis still treads lightly

All the recent attention being given to plastics, and the fact that much of it ultimately ends up in the world's oceans, has been important in getting the message out to the masses. But efforts like the those of David de Rothschild's *Plastiki* project aren't the first of their kind. Closer to home, the non-profit Sealife Conservation's program with the Wyliecat 65 *Derek M. Baylis* has been doing this since the boat was launched in April of '03. But where the *Baylis* differs — aside from being, oh, just about 400% faster than the *Plastiki* — is that anyone can go sailing on it! With programs like summertime sailing from the Monterey Bay Aquarium, charter work for school groups and private parties, and seaborne trash-collection and surveying missions, Sealife Conservation uses the *Baylis* to educate the public about issues close to the heart of most sailors: reducing the amount of single-use plastics that find their way into the oceans, and sustainable fisheries. The *Baylis* does this while using little fossil fuel and introducing a whole

continued on outside column of next sightings page

## perdock

Lake County Sheriff Rod Mitchell confirmed last month that his one-time right-hand man Russell Perdock was fired from the Sheriff's Office in April. No reason for the termination was given, and it appears Perdock has appealed the decision.

Perdock was the man behind the wheel of a speeding powerboat that, on the night of April 29, 2006, slammed into the nearly motionless sailboat *Beats Workin' II* on Clear Lake. Lynn Thornton, 51, was critically injured in the accident, and died three days later.

Instead of placing Perdock on administrative leave immediately following the accident, Mitchell waited for three years to take the action — coincidentally during



AP PHOTO / ROB GRIFFITH

Seven months after starting, Jessica Watson, 16, triumphantly sailed into Sydney as the youngest non-stop solo circumnavigator.



LATITUDE / ROB



## fired

with a backlash of public opinion during last August's trial of Bismarck Dinius, the hapless sailor who happened to have his hand on the tiller of the sailboat at the time of the accident. Dinius — who had the support of Thornton's family — was ultimately acquitted of all charges, but the cost of his defense was astronomical.

Perdock's dismissal came at a critical time during the re-election campaigns of Mitchell and District Attorney Jon Hopkins, who insisted on trying Dinius instead of Perdock. Another coincidence? As Dinius told us, "One down, two to go. Hopefully the elections will take care of Mitchell and Hopkins."

— *ladonna*

## baylis — cont'd

legion of people — 14,000 and counting — to sailing.

Every once in awhile, a quotidian obstacle gets between you and an invitation to go sailing. Recently we were asked to jump aboard the *Baylis* for a breeze-on delivery from the Bay down to Santa Cruz. We wanted to go, but couldn't, and have been kicking ourselves ever since. On that trip, *Baylis* Master Mark 'Mr. 24.5' Kocina and Sealife Conservation managing director and relief captain David Robinson sent the lithe cat-rigged ketch all the way to Santa Cruz. After a wet beat to the Lightship, in only six hours Kocina set a new boat record of 24.5 knots!

That's not too bad for a 35,000-lb boat; and even better when you consider that this 35,000-lb boat is Coast Guard-certified to carry 49 passengers while only requiring two crew! Although Kocina and Robinson keep the passenger loads to around 35, designer Tom Wylie told us the practical and philosophical considerations related to the boat's mission which drove the effort to get COI'd for such a high

continued on outside column of next sightings page



ERIC SIMONSON / WWW.H2OSHOTS.COM



*Plastic, it's what's for dinner (clockwise from above) — This represents the single-use plastic stomach contents of one baby albatross; Captain Mark Kocina prepares a crab pot used for showing guests a benthic sampler off Monterey; the Derek M. Baylis; for the last six years, the crew of the 'DMB' have been trying to get the restaurants of the Monterey wharf's chowder gauntlet to abandon styrofoam sample ramekins — on arriving in Monterey, 'DMB' naturalist Shawna Peak found that some had switched to reusable steel cups; Managing Director David Robinson brings the 'Derek M. Baylis' into her summer homeport.*



LATITUDE / ROB

# SIGHTINGS

## **baylis — cont'd**

number have become even more imperative since.

"With class sizes getting larger and larger, I didn't want to be the guy to tell a kid, 'Sorry, you can't go,'" Wylie said. "At the same time, no non-profit out there has the resources for extra paid manpower."

We missed that earlier delivery, but were invited aboard the following week to help sail the boat from Santa Cruz to Monterey. Sailing under full main and no mizzen, the boat — named for the Northern California sailing icon who, among other things, is credited with creating the modern winch and engineering the seawater systems for the Aquarium — powered ahead in about 22 knots of breeze. The speedo sat at a consistent 14 knots with the boat quietly sliding through the water, its wake almost imperceptible.

During that time, Robinson walked us through the program and

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## **kalahar's**

The human brain has some remarkable ways of dealing with extreme situations. In instances of severe trauma, for example, it seems to shut down certain body and brain functions — such as memory — and switch into survival mode.

For Mike Kalahar that was probably a very good thing. As reported last month, he was badly injured on April 1 in the middle of the South Pacific while sailing to French Polynesia as crew aboard the Washington-based Beneteau 36s7 *Wind-Child*. When we spoke with Mike recently he explained, "My first real awareness of

*Spread, the race between 'Adventuress' and Town Hall Seattle (not shown) was neck-and-neck all the way to the finish line, but the old San Francisco Bay Pilot schooner took top honors. Inset, Captain M.B. Armstrong teaches a young sailor how to steer a course.*



COURTESY SOUND EXPERIENCE

## recovery

what had happened was when the parascuemen came aboard.” That was 12 hours after he’d gotten lashed across the throat by the mainsheet assembly during an accidental jibe, which simultaneously slammed the back of his head into a winch. In the process, he was knocked unconscious, sustained a concussion, and nearly bit off his tongue. He says memories of the first two weeks after the mishap are still hazy and surreal.

If you read our full report on Kalahar’s air evacuation last month, you can appreciate

continued in middle column of next sightings page



ELIZABETH T. BECKER



## baylis — cont’d

how they’ve employed “geotagging” to document and track the marine debris they recover whenever they go sailing. The process involves taking a photo of the recovered debris and marking the photo with the lat and long. That data is imported into a map which shows where the debris was recovered. This information is then used to educate the public and lawmakers alike with concrete data that’s helping the effort behind two bills currently under consideration in the State Assembly. If passed, they could ban plastic shopping bags and styrofoam takeout containers statewide.

Part of the boat’s mission is to be a sustainable aperture to the marine world; one way it does this is with its sails. The *Baylis* uses less fuel in one season sailing on Monterey Bay than one of the party boats uses for a two-day rock cod trip to Big Sur! But while being sustainable does make the bills smaller, it doesn’t eliminate them entirely. Part of being sustainable is being able to sustain the program. That’s where the boat’s charter work and scheduled weekend sails out of Monterey pick up the tab. For about \$70, you can go for a three-hour sail and get the benefit of Robinson and Kocina’s comprehensive understanding of the plastics polemic. This type of work has helped keep the program going since non-profit funding went the way of the Dow.

As the Deepwater Horizon oil well continues to spew hundreds of thousands of gallons of oil into the Gulf of Mexico, more people are starting to recognize that minimizing their carbon footprint is an imperative, not an option. There may not be a better tool than the *Baylis* for helping people make that shift. You can do your part by going out on the boat; find out how at [www.sealifeconservation.org](http://www.sealifeconservation.org).

— rob

## adventuress sails to victory

Although she’d only been launched the year before, the 133-ft schooner *Adventuress* had already sailed from Maine to Alaska when she arrived on San Francisco Bay to work as a Bay pilot boat in 1914. John Borden, the founder of the Yellow Cab Company, had commissioned Bowdoin B. Crowninshield to design — and the Rice Brothers’ Yard in East Boothbay, Maine to build — the gaff-rigged schooner for the specific purpose of sailing to the Arctic to hunt bowhead whales. Sailing Southeast Alaska must not have agreed with the adventurous millionaire as he sold the yacht in Seattle that fall to the San Francisco Bar Pilots’ Association — without having bagged a single trophy.

With her rig heavily modified to accommodate Bay winds, *Adventuress* plied our waters for more than 30 years — transferring pilots to ships waiting to enter the Bay — before being decommissioned and left to rot in 1951. *Adventuress* passed through a number of hands — including those of Seattle chandlery owner “Doc” Freeman, who relocated her north, and Ernestine Bennett, who restored her — before eventually coming into the possession of Sound Experience, a Puget Sound youth sailing program.

Named a National Historic Landmark in ‘89, *Adventuress* was one of 25 sites selected to participate in the \$1 million Partners in Preservation initiative, sponsored by American Express and the National Trust for Historic Preservation. While all 25 were eligible to receive a grant, only the winner of the popular vote was guaranteed one — à la American Idol. Age and rot have taken

continued on outside column of next sightings page



ELIZABETH T. BECKER

**The kids are the real winners — they’ll get to continue sailing.**

## adventuress — cont'd

their toll on *Adventuress*' transom and the \$125,000 top prize would just cover the repairs. In an effort to keep this historic ship sailing, as well as to support their mission to educate 3,500-plus kids and adults each year about Puget Sound's ecosystem, we encouraged *Lectronic Latitude* readers to 'Vote for the Boat' in last month's contest.

"Thanks again for getting the word out," wrote Jim 'Kiwi' Ferris, a member of Sound Experience's board of directors. "I'm sure the press helped us to secure the win." We have no idea how much it helped but we're thrilled to have contributed in some small way to the *Adventuress*' narrow win of the popular vote.

In a surprise twist, the second place contender ended up a winner as well. "In an impressive challenge never seen in the history of the Partners in Preservation program," noted a press release sent out by the sponsors, "Town Hall Seattle also staged a comeback resulting in several swings of the tally on the final day of voting. In recognition of the extreme closeness of the competition and the extraordinary efforts of both organizations to rally support, Town Hall Seattle will also receive its full grant request of \$125,000."

Congratulations to Sound Experience and Town Hall Seattle on staging a thrilling race!

— ladonna

## work a little, cruise a lot

"After surviving two tsunamis, three cyclones, pneumonia, dengue fever, ear infections, a dog bite, a frustrating government job, altercations with a loser neighbor, and nearly constant noise and foul aromas from a nearby tuna cannery over the past eight months, we are ready for a new neighborhood." So wrote cruiser Kirk McGeorge of the St. Thomas, USVI-based *Hylas 47 Gallivanter*.

Kirk, his wife Cath, and young son Stuart decided last fall to make an unplanned layover in American Samoa in order to fatten up their

cruising kitty. When Kirk told us how easy it was to find work in that American territory, it inspired us to solicit info from readers on working in other locations while cruising. We got some very interesting responses, but it'd be great to have more. So if you've found work while cruising in foreign waters, we'd love to share your experiences with our readers — anonymously, if you wish — in an upcoming feature article. We're interested to know where you found work, doing what, and for approximately what wages. Plus any additional tips you'd like to share on the best and worst places

to work, and the most marketable professions or skill sets. (Email [andy@latitude38.com](mailto:andy@latitude38.com))

By the way, although the *Gallivanter* crew definitely endured some challenges during their stay in American Samoa, they also left with some fond memories. As Kirk puts it, "On the bright side, we've enjoyed the generous hospitality of some of the friendliest 'savages' we've ever shared a tropical island with. Cath firmly re-established her star status (as an on-air personality) with global FM radio. Stuart became a television star in his own right, *Gallivanter* is in better shape than ever, we made some great new friends, made a bit of dough, and learned how best to surf a 31-ft tsunami with a 20-ton yacht! God willing, we'll return here some day."

— andy

## kalahar



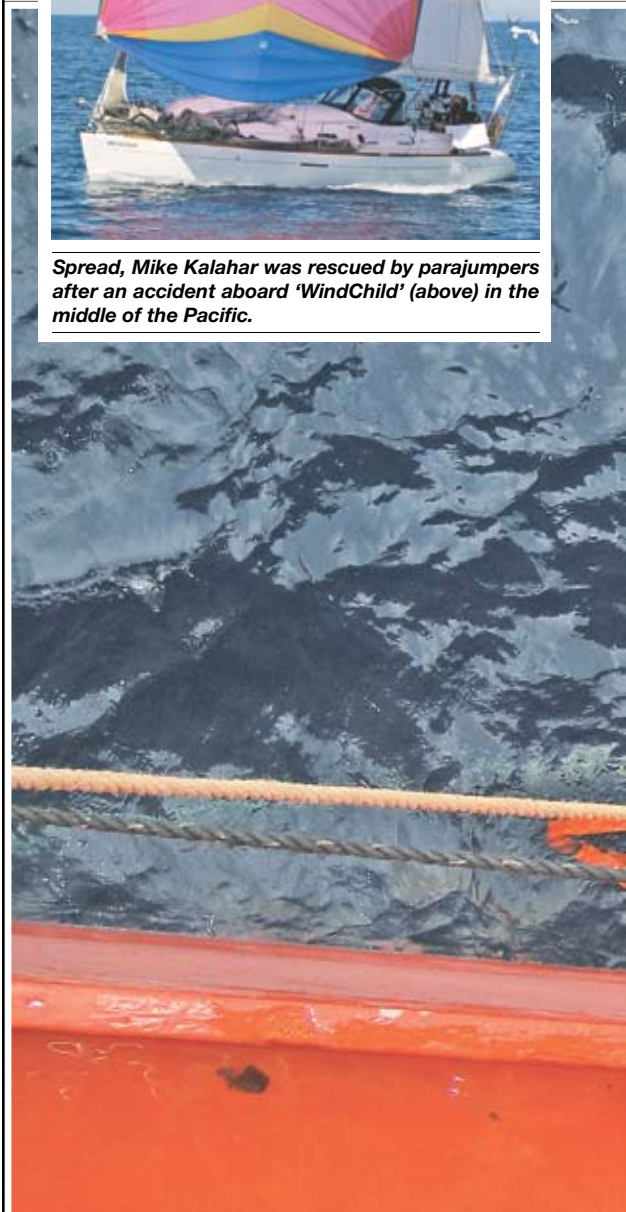
LATITUDE / ANDY

Spread, Mike Kalahar was rescued by parajumpers after an accident aboard 'WindChild' (above) in the middle of the Pacific.



LATITUDE / ANDY

Kirk McGeorge spent time working in American Samoa to fund his cruise.



## — cont'd

ciate what a phenomenal effort was made to rescue the Washington-based sailor. No one is more in awe of that effort than Kalahar himself: "The PJs (pararescuemen) seemed so humble at the time, yet their skill level was phenomenal, and they all had a really good bedside manner. . . I have worked for the government for 35 years and have never seen an operation of that size come together so fast and efficiently." We're happy to report that Kalahar's health continues to improve. And while he is not yet 100%, his wounds have healed and he is able to walk five miles a day — the 56-year-old sailor works for the National Parks in Washington State.

— andy

## pretty in pink

Charter skipper Kirsty Morrison hatched her "I have a dream" scheme after sailing in Antigua's 2007 Classic Yacht Regatta where she fell head-over-heels for the Carriacou-built sloops. Smitten with their Easter egg color schemes and tradition — internal ballast and deadeyes — she set out to acquire one that could be perfectly painted for an all-female crew.

The universe was listening because months later she spotted her dreamboat 'liming' at anchor in the Grenadines: the 37-ft *Pink Lady*, built on a beach in '75, was enjoying her golden years as the icon of Palm Island after an illustrious fishing career. Morrison learned it wasn't for sale, lease or charter but after a relentless email campaign with owner Robert Barrett, she finally wore him down and he agreed to let her sail it to Antigua for the 2010 Classic.

The 300-mile trip included a haul-out in Carriacou, retrofitting used sails from Bequia with customary PVC pipe battens, an engine in St. Vincent, and nasty weather all the way north to Antigua, where

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SPREAD: USCG / PO 3CL HENRY G. DUNPHY; INSET: LATITUDE / ANDY

# SIGHTINGS

## *pink* — cont'd

the next issue surfaced. The boat, never registered with numbers on the very official customs form, perplexed the officer. He summoned the chief who, after much head scratching, filled in the box with hull number 00000.

While tacking along the pink path, Morrison extended invites to a number of ladies, but who would show remained a mystery. The night before the first race, a globetrotting team of 10 appeared sporting a uniform of bikinis, mini skirts, and *Pink Lady* hats that instantly became collector's items.

A Baywatch moment occurred before the first race when a buoy fouled the prop, prompting several flamboyant dives from the deck to free it. Out on the course, the rail of pink-on-pink dazzled the fleet, luring captains, crew and cameras into close quarters with *Pink Lady*. Respectful skippers chose to duck her rather than steal pink air, and every boat that passed hooted, whistled, and emptied air horns. Some men lifted their shirts hoping in vain that the girls would follow.

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## **bogus bob in**

The extent some people will go to in perpetrating a fraud never ceases to amaze us. Take, for example, the case of Boguslaw 'Bob' Norwid, who is now the focus of scrutiny by the maritime authorities of several nations.

Regular readers will recall our recent reports on the widespread search for Norwid's sail training vessel *Columbia* — supposedly a British-flagged vessel — which ended on April 11 when she limped into Coquimbo, Chile, nearly six weeks behind schedule. She had been completely incommunicado throughout her 86-day offshore voyage, which caused great concern among relatives of the three paying Yachtmaster's course candidates



JANET HEIN



## the spotlight

on board, and led to both government and media scrutiny of Norwid and his operation.

We've yet to hear the result of the Chilean government's investigation of Norwid's activities, but British authorities have made it perfectly clear that Norwid had no business operating as a commercial UK vessel or offering Royal Yachting Association (RYA) Yachtmaster courses. Enforcement Officer David Lee of Britain's Maritime & Coastguard Agency explains: "SS *Columbia* has never been registered as a 'commercial vessel', and by taking fee-paying crew, the owner has breached legislation made under the Merchant

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Cotton candy or eye candy? Both! The crew of *'Pink Lady'* certainly turned heads at last month's Antigua Classic Yacht Regatta.



## pink — cont'd

A magenta Sharpie embellished team shirts with *Pink Lady* nicknames such as 'Psycho Betty', 'Killer B', 'Scary Mary', 'Topsy Gypsy' and 'Thirsty Kirsty'. Spray and rain ran the ink into a frightening font, empowering the ladies to haul harder on lines and sheets, all without a winch.

The frenzy on the racecourse was matched only by the presence of the ladies ashore at each sanctioned Classic party and every event that erupted in between. Their spirit was infectious — like a red shirt in a load of whites, it turned everything pink. And to sanction that, a first-time award, donated by legendary D. Randy West, was bestowed upon them at the awards ceremony: 'Most Attractive and Enthusiastic Crew'.

Days later a photo of the team appeared on the Times Square jumbo screen; plans have already begun for next year, and it's rumored their future just might be red . . .

— jan hein



JAN HEIN

The gals picked tough names to balance their girly uniforms.

## all black and blue — and lovin' it

As some readers might remember, 3½ years ago the publisher of *Latitude*, deciding there was more to life than work, bought a six-year-old Leopard 45 catamaran out of The Moorings charter yacht management program and put her in a secondary yacht management program with BVI Yacht Charters in the British Virgin Islands. The goal was to use the cat in the Caribbean for two or three months in the high season each year, without its costing us a bunch of money or our having to worry about things like bookings, repairs, haulouts, and what to do when a hurricane approaches.

We promised to report periodically on how the arrangement has been working out, and this is the latest report. In summary, we can say that when we think of our *'ti Profligate*, we think of black and blue — but in a good way. When we say black, we're referring to the bottom line. Despite using our cat an average of more than two months a year in the high season — a retail value of nearly \$50,000 a year — we haven't had to put a cent more of our own money into her. Indeed, a couple of years ago we took roughly \$7,000 out, and currently have a credit of something in the range of \$10,000. The credit would be much higher if we'd used the cat during the summer low season and had her more available to charter in the winter high season.

The proceeds of the charters have covered all expenses over the years. This includes things like annual insurance, a new main, a new forward trampoline, new salon cushions, a new dinghy and a new outboard, and four new house batteries. And these things aren't cheap. In the Caribbean, for example, four 4-D house batteries cost \$1,500. The proceeds have also covered things like a new water pump and starter on the port engine, and frequent maintenance on both engines. By the way, both 52-hp Yanmars now have about 7,000 hours on them, run like tops, don't smoke, and should have at least another 10 years of good service in them. Diesels thrive on being used. The proceeds have also covered the cost of annual haulouts and whatever work was necessary during those haulouts.

When we say blue, we're referring to the beautiful blues we see when sailing on and swimming in the Caribbean Sea. We love sailing to new places in different parts of the world, but when it comes to pure sailing in a pure natural environment, we haven't found a place that can compare with the Caribbean. And when we wake up in the morning, we stumble back to the transom and hurl our half-awake body into the 80 to 82 degree water. The sensations we feel when we plunge through

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# SIGHTINGS

## '*ti profligate* — cont'd

the blue water are enough to make an atheist believe in God.

The other huge positive of the arrangement has been convenience. BVI Yacht Charters has taken care of everything. And we mean everything. All we've ever done is call them up to tell them when we want to use the boat, and give them the list of things that need to be fixed when we return the boat. It's been that easy. And as we'd hoped, we

haven't had to worry about bookings, insurance, repairs, hurricanes, haul-outs or anything else. Given all the other stuff there is to worry about in life, that's been really nice.

One terrific feature of the BVI Yacht Charters management program is that they let owners use their boats as much as they want in high season. You can't do this with The Moorings or Sunsail, which are the two primary top-tier yacht charter outfits. It's also our



'*ti Profligate's* spacious cabins appear to have hardly been used.

understanding that most other secondary yacht management programs won't let you do it either. In our case, it was a make or break aspect of whether we'd go ahead with the deal or not.

The top-tier yacht management programs sometimes guarantee a certain amount of charter income a year. That's not the case with our program. But even with a poor global economy, '*ti Profligate* has been a pretty busy little boat. During the eight-month period between November 1 of last year and July 1 of this year, '*ti Profligate* will have been active nearly three weeks out of every four. Mind you, we'll have used the boat for eight of those weeks, and will have traded out another four weeks with friends for valuable consideration. The four months of late summer and fall, of course, are a different story, as virtually all charter boats are lightly used during that period. Call for those special deals.

One of our fears about having our cat in a yacht management program is that it might get beat up by charterers. It's a fear that has been unfounded to date. Anything that breaks on her has to be fixed, because she'll soon going to be out on charter again. As for general wear and tear, we think '*ti Profligate* looks to be in very fine condition for a boat her age. Particularly the four double cabins, which inexplicably look as though they've rarely been slept in. Much of the durability of the cat is due to the fact that these boats were designed by and for The Moorings specifically for the charter trade. In cases where boats are built for private use, they often have lots of real wood and other luxury touches, while the Leopards have fiberglass liners and Formica. But stylistically, they look pretty darn good.

So what's the downside? There is only one, and it has more to do with our own personal problems than with the cat or the program. Overall, the Leopard 45 is a fine design that was ruggedly built with good materials. The boat doesn't creak or squeak, there are no cracks, and after 10 years, there is no sign of corrosion on the mast, boom or forward crossbeam. The cat is so tough, we think of her as the Westsail 32 of catamarans. We're not joking when we say she'll still be a perfectly viable cruising sailboat 50 or 100 years from now. Plus, The Moorings had these cats designed so repairs could be carried out quickly to insure as little charter downtime as possible. As such, you can remove things like her water tanks in 10 minutes and her fuel tanks in less than an hour. Compare this with two friends who have much more expensive cats and have had or will have to cut their decks up to remove their fuel tanks for repair.

Ergonomically, the Leopard 45 is a brilliant design, particularly in the spaciousness of the cockpit and all the cabins. The only shortcom-

continued on outside column of next sightings page

## bogus bob

Shipping Act 1995.

"From what I have learned, this vessel did not carry a liferaft or minimum LSA (SOLAS lifesaving gear). . . In addition, the skipper does not appear to have any UK or equivalent certificates of competence. Former crew members have said that he frequently bribes officials in South America, etc., and I have made the Chilean maritime authority aware of this. I have also informed Canadian, Australian and North American maritime authorities, including USCG. His bonafides are doubtful and the French (Norwid claims to be a French citizen) are aware of his actions," Lee said.



## — cont'd

According to past clients, Norwid has been operating under shady circumstances for years and has allegedly also given out phony Yachtmaster's certifications. But now his operation may finally be shut down. In the meantime, this whole fiasco should serve as a strong warning to all who seek crew positions — whether paying for sail training or not — to carefully scrutinize the equipment and credentials of a boat's operator, before you step aboard. Norwid, by the way, advertises that "Beginners are preferred." And no doubt, naïve beginners are his greatest preference.

— andy

## 'ti profligate — cont'd

ing is that the salon table is a little too big, but that could be fixed with a power tool in about an hour. And it's more than compensated for by the fact that, despite being 6'4', we have standing headroom at the front of the salon and in the cabins.

No, the only downside we can think of is that, thanks to big *Prof-ligate*, which is a very fast cat, we have speed issues. With big *Prof-ligate*, we're used to frequently sailing at 10 to 15 knots or more in Caribbean conditions, and never pounding. We rarely get those higher speeds with 'ti *Profligate*, and there is some pounding in a variety of conditions. Some of the speed issues are because 'ti *Profligate* has a much shorter waterline than the big cat, and some are because the Leopard is more heavily built. Other speed-negating factors are that our little cat isn't equipped with a gennaker or spinnaker, and because BVI Yacht Charters won't let us replace the fixed three blade-props with folding props, there's significant drag. We figure the latter alone

continued on outside column of next sightings page

**Spread, 'ti Profligate' limin' at anchor in the Caribbean. Insets, top to bottom: Little exterior wood translates to low-maintenance; the salon table seems a little big to us, but that could be easily remedied with a Sawzall; cooking is a treat in her well-appointed galley.**



# SIGHTINGS

## 'ti profligate — cont'd

costs us a knot or more.

The truth is that, like all cats, *'ti Profligate* is not particularly fast in light air, and like most charter cats, she doesn't point very well or have the sizzling high-end performance that we lust after — although we once got her up to 14 knots with main and genoa. So to date, our one and only issue with our cat charter boat in the Caribbean is that she doesn't commonly do 12 to 15 knots. If you want to shed a crocodile tear for us, this would be the right time.

Offsetting the lack of sparkling high-end performance is the fact that *'ti Profligate* has been a huge bang for the buck. We bought her for \$270,000, thinking that while she wasn't a super performance cat — none of the cats built for the charter trade are — she was nonetheless a great value, having probably depreciated in value about as much as she ever will. We still believe that's the case — as long as

continued on outside column of next sightings page

## a 6,000-mile

These days, yacht brokers are pleased when any potential customer walks through the door. But when Dmitry Danilov showed up at Bearmark Yachts in Sausalito recently, broker John Saul immediately gave him his undivided attention. After all, Danilov had come all the way from Vladivostok, Russia in search of a solid family cruiser

After perusing a variety of options, the Russian settled on a well-maintained Catalina 380 in Long Beach, now named *Natsu*. Both Saul and the seller's broker, Rich Vaught of Vaught Yacht Sales, took Danilov under their wings and helped him



SCOTT JOHNSON

## shopping trip

orchestrate a variety of upgrades.

Having spent years as a second officer aboard Russian ice-breakers that plied Arctic waters, Danilov is no stranger to offshore navigation or challenging weather. But he's never done a singlehanded offshore sailing trip before — and the route back home to Vladivostok, via the Marshall islands, is close to 6,000 miles. But, hey, he's a tough Russian, and our bet is that he'll make it home safely.

What will he miss most about the U.S.? "I will be sad without Starbucks," says Danilov. "I will miss them."

— andy



**Spread, Felix Knauth waves goodbye on what turned out to be his final voyage. He sounds like the kind of guy we wish we could have met. Inset, 'Feral' was reefed and well-trimmed when she sailed ashore. Her skipper, Tom Kirschbaum, was a guy we had met — and liked very much. Our thoughts are with the families of all the victims who lost their lives last month.**



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## 'ti profligate — cont'd

she's well maintained, she'll remain one of the best charter values in the Caribbean. Plus, she'll still be a fine and spacious yacht for cruising or living aboard.

Should you buy a boat in a yacht management program? Only you can tell. It would depend on what kind of deal you could get on a boat, the specifics of the yacht management program, your personal financial situation, and how it would compare with the other possible uses for your money. (By the way, banks will not make loans on boats to be used in yacht management programs.) All we can tell you is that we've been extremely pleased with how things have worked out for us to date. Your experience may vary. Naturally, if a hurricane were to destroy 'ti Profligate in August, and the insurance company went bankrupt, we'd be singing a very different tune.

Have a positive charter yacht management experience? If so, we'd love to hear from you at [richard@latitude38.com](mailto:richard@latitude38.com).

— richard

## four sailors lost in may

As sailors, we know and accept the dangers involved in our sport, but that doesn't soften the blow when we lose one of our own. Last month, we lost four.

The first, Felix Knauth, 80, led a fascinating life. He survived childhood polio — barely — but went on to become part of the first team to ascend Yosemite's El Capitan despite his having a disabled left leg. Not one to sit still for long, Knauth also cruised the West and East Coasts of North America in the '80s aboard his Aires 32 *Black Sheep*, eventually sailing her across the Atlantic to cruise Europe. An adventurer by nature, he didn't take 'retirement' easily and, after 15 months of it, decided to go sailing again.

Knauth sailed his newly acquired Santana 22 *Rose* from the South Bay to Monterey. Then, in the early morning hours of May 12, he slipped out of port bound for a summer of exploring the Channel Islands. The following day, his unmanned boat was found adrift off Pt. Conception. The Coast Guard reports scouring 8,100 square miles for any sign of Knauth before suspending the search on May 14.

The final three were all lost on one terrible day, May 23. Jeff and Beth Easterling, 59 and 50, respectively, were sailing north from Pillar Point near Ocean Beach when they fell or were washed off their Ranger 33 *Barcarolle* in rough conditions, according to Coast Guard Petty Officer Pamela Manns. "Someone at the Cliff House restaurant noticed the boat was in distress," said Manns. "We received the call at 4:30 p.m. and a 47-ft motorlifeboat was onscene at 5:15." The lifeboat crew found *Barcarolle* unmanned but couldn't immediately see anyone in the water. Beth's body was recovered around 7 p.m. while Jeff's body washed ashore the following morning. The boat later washed up at China Beach. Their daughter told a local newspaper that the couple had been getting ready to go cruising next year.

Farther south, 2008 Singlehanded TransPac veteran Tom Kirschbaum, 55, disappeared from his 26-ft International Folkboat *Feral* on his way home to Marina del Rey after competing in the Catalina Island Series-Emerald Bay Race the previous day. A gale had been forecast for the weekend, and reports confirm rough conditions for the first half of what was supposed to be a two-way race — the Long Beach YC race committee cancelled the second day due to the worsening conditions.

Kirschbaum's wife, Gayle, told the Coast Guard that she'd received an email from Tom around 9:30 that morning letting her know he was leaving. According to Petty Office Christina Bozeman, the Coast Guard

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## lost sailors — cont'd

received a call at 3:40 p.m. that *Feral* had sailed ashore one mile south of the Santa Monica pier, basically on Venice Beach. First-responders found no one aboard. In all, the Coast Guard reports searching 2,000 square miles before suspending their search on May 24.

These tragedies have had a profound effect on the sailing community, especially on those who knew the victims. So while we sailors may happily accept the risks inherent in our sport, never lose sight of how those dangers can affect your loved ones — always strap on (a PFD) and strap in (a tether) when conditions become the least bit sketchy. We don't want to lose you.

— *ladonna*

## taking your meds

As fun as sailing is in California, Mexico, the South Pacific and the Caribbean, sailors who've done it say that you 'shouldn't miss your Meds' — meaning you don't want to leave cruising the Med off your list. While sailing in the Med is never going to be dirt cheap, thanks to the California-style fiscal lunacy of Greece, it's now nearly 25% less expensive than it was a year ago. And as lots of cruisers have proven, it's still possible, if you're thrifty, to cruise the Med on a budget.

Who better to write a synopsis of cruising the Med than Sam Fleetwood, who met her husband Bill through a *Latitude* Crew List Party many years ago (check out their comments in our article on finding crew that starts on page 94)? The couple started out from their Gulfstar 50 *Blue Banana's* homeport of Monterey years ago, and have spent the last three years in the Med.

"I could write a book but I'll try to keep it short. Sailing the Med is a far different experience than crossing oceans and hanging out in the tropics. When we arrived here in '07, after surviving 'Pirate Alley' off Somalia and emerging from the Red Sea, we were thrilled to find a modern civilization with all the amenities. Israel was our first stop after Egypt, and although it was expensive, the luxury of air-conditioned malls and real supermarkets was absolute heaven.

"Since then, we've visited Cyprus, Turkey, Greece, Croatia, Italy, Tunisia and Malta. We have explored fantastic walled cities, and marveled at the ancient ruins at Ephesus, Istanbul, Delos and the Oracle of Delphi. History is alive in the Med. For instance, having been to Brindisi and Gozo, it's easy for us to imagine the Corsairs kidnapping their whole populations. Having been to Malta, we can appreciate Suleiman the Magnificent's incredible siege of Malta in the 1500s, which nonetheless failed because of the defense by the outnumbered Knights of St. John. Similarly, it's easy to visualize Islamic galleys being rowed by Christian slaves, and Christian galleys being rowed by Muslim slaves. We've been sailing the same waters — sans slaves — and visiting the same islands and harbors that have been sanctuaries or were battle scenes for thousands of years.

"There was a good reason for all those slaves. Sailing in the Med is, unfortunately, nothing like sailing across the oceans on tradewinds. The barometer seems to go up and down like a yo-yo in the Med, and we've often had to wait several days for fronts to pass and for the seas to flatten out. The seas, by the way, are much like in the Sea of Cortez, where they are steep and close together. It's often calm, too, so we've done a lot of motoring — more than anywhere else we've been. There are temperature extremes too, as it's both hot and crowded in the summer, while the winter gales are as cold as they are fierce.

"Cruising the Med is expensive, especially after very economical Southeast Asia. On the other hand, just about everything you can find in the U.S. is also available in the countries that border the Med. Because there is good fresh food and good wine everywhere, it's not necessary to do big provisionings to stock up on stuff.


"Bill and I never liked marinas much, and we really don't like Med-

continued on outside column of next sightings page

## summer sailstice

Celebrating its tenth year of celebrating sailing, this year's Summer Sailstice promises to be better than ever. Held on the longest sailing weekend of the year — June 19-20, in the Northern Hemisphere — Sailstice's *raison d'être* is to encourage sailors to get out and strut their stuff. And participating is about as easy as it gets — all you have to do is go sailing on either day!

Of course, if you really want to get your party on, head on over to Treasure Island Sailing Center — by boat, car or bus — where you'll get sucked into all the fun goings-on. "We have six teams this year for the very popular boat-building contest," says event founder John Arndt.



**Bill and Sam Fleetwood have been taking their 'Meds' aboard their Gulfstar 50 'Blue Banana' since '07 — and it agrees with them.**

## turns ten

Music, food vendors, demos, sailboat rides and Polynesian dancing — “Bring your own coconuts,” laughs Arndt — are just a few of the highlights, and entry to the event is completely free!

As if that weren’t enticing enough, registering on the event’s website ([www.summersailstice.com/sf](http://www.summersailstice.com/sf)) as a participant will enter you for a slew of cool prizes any sailor would love, such as a Moorings charter, a Hobie inflatable kayak, bottom paint and so much more. You can also register an ‘event’ on the site, and invite all your sailing buddies along. What a great opportunity — and excuse — for a weekend cruise-out!

— *ladonna*

## med — cont’d

mooring — especially since our 30-year-old boat doesn’t have bow thrusters, as do many of the small boats here. In addition, thanks to our dinghy and solar panels astern, we have no choice but to Med-moor bow in, and climb off our boat that way. In marinas where there are no lazy lines — mooring lines tied to the bottom and tailed to the *quai* — we have to use our small stern anchor, which is not sufficient in a blow. Where there are lazy lines, such as in Malta, which is where we are now, it’s much more secure. The good news for those who prefer to swing on the hook is that anchoring is free just about everywhere in the Med — except for a few places in Croatia.

“This year we’ll explore the west coast of Italy, France and Spain, and with any luck at all will be in the Caribbean by Christmas. Sailing the Med has brought us to places we’ve heard of all our lives, and have always wanted to see with our own eyes. We’ve relearned our history, which has become so much clearer and more real now that we have experienced the Med in our time. We recommend it.”

— *sam & bill fleetwood*



COURTESY BLUE BANANA

# THE 'BETTER THAN GREAT' . . .

**W**e're not big into numerology, and couldn't tell you whether the number 111 has any propitious significance. But we can tell you that if this year's 111th Great Vallejo Race on May 1-2 was any indication, 111 is a good number indeed. Although sunny and warm, Saturday morning started off fluky, with the decidedly northwest breeze direction putting the start and short beat to the race's only turning mark in the Central Bay squarely in the lee of Angel Island. With 70-degree shifts rolling through, some boats even set kites briefly as they tried to get to the mark in the 3- to 6-knots of pressure.

Earlier in the year, more than a couple boats were eyeing the elapsed-time monohull record as ripe for the picking. The predominately flood-tide race would ostensibly make for a flat water racetrack. But the flood was impeded by runoff from an El Niño-juiced Sierra. And, the breeze, which had been forecast to build to 20 knots throughout the day, took longer to get going than everyone had hoped.

Still, the breeze and flood were still fast enough to get the bulk of the 212 finishers 21.5 miles to the club — the multis sailed a slightly longer course — and rafted up in about four hours. And while it was largely uneventful, you couldn't do better for a relaxing run down San Pablo Bay. The northwesterly meant your crew didn't have to jibe 50 times just to stay out of the restricted area of the channel.

Of course the centerpiece of The Great Vallejo Race is the party at Vallejo YC. A massive BBQ, reasonably-priced Mount Gay drinks, and a band that played until the wee hours of the morning meant there were more than a few bleary-eyed sailors slouching around the docks on Sunday morning.

Sunday's low tide translated into delays in breaking up the raft, and in some cases, entire classes' starts were postponed because not everyone in the class could get out of the municipal harbor next to the club. Almost every boat in the Vallejo YC's basin made it out without incident except for Lani Spund's SC 52 T *Kokopelli*<sup>2</sup> and Hiro Minami's Ohashi 52 *Leglus*. The *Kokopelli*<sup>2</sup> crew took a full-steam-ahead approach, setting their main and 150 genoa inside the harbor, heeling her over and gunning it across the hump that guards the basin from the Napa River. *K*<sup>2</sup> found the hump all right, and stuck on it, still heeled for about 15 minutes, until the rising tide finally floated her. *Leglus* wasn't so lucky, and had to take more than a few tries and a lot more waiting to break free.

The delays, and what would prove to be a very northerly breeze for the first starters, meant that the slower boats — who started first — were already at Pt. Pinole before four divisions even started! The later starters were treated to an easy, flat-water beat up San Pablo Bay in about 10 knots of breeze until finally catching up with the early starters, who hit a parking lot in the meantime. When a transition zone was briefly pushed out by a northerly, almost everyone — regardless of where they were on the course — ended up sailing most of the last three miles with a kite up. Very few boats were able to make it to the finish under spinnaker though, as the westerly began to fill about a half mile from the finish line off the San Rafael Channel entrance. The end result was that about 120 of Sunday's 180 finishers finished the 14.5-mile return leg within 20 minutes of one another!

— latitude / rg

## THE GREAT VALLEJO RACE, YRA & VALLEJO YC (5/1-2)

### SATURDAY

VALLEJO 1 (PHRF ≤ 18) — 1) **Racer X**, Farr 36, Gary Redelberger; 2) **Serena**, Thompson 1150, Dave Kuettel; 3) **Secret Squirrel**, Schock 40, John Cladianos. (9 boats)

VALLEJO 2 (PHRF 21-66) — 1) **Alpha Puppy**, 1D35, Alex Farell; 2) **Outsider**, Azzura 310, Greg

*From left, Jerry Nassoiy's 'Mon Desir' (28779) battles it out with Michael Quinn's 'Sheeba' (28960) and Keith Buck and Andy Newell's Farr 36 'Petard' (59284) on the way to Vallejo.*





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VALLEJO RACE



# THE 'BETTER THAN GREAT' . . .



**Clockwise from top left — Bradley Astzalos' cherried-out and bright-finished K38 'Chorus' slides by the Brothers; it's all thumbs-up aboard George Bean's 'Freya'; Charles James and Jon Stewart's Mancebo 31 'Bloom County' won Vallejo 3 in both directions; these guys got a little sideways; John Cladianos' Schock 40 'Secret Squirrel' chases Gary Redelberger's Farr 36 'Racer X' and Mary Coleman's Farr 40 'Astra'; Marc Finot's Open 5.70 'Frolic' revels in the breeze on Saturday afternoon; the bow crew on Nick Salvador's Baltic 37 'No Strings Attached' wrestle with the spinnaker as they meet Sunday's westerly just before the finish; looking for tide lines at the end of Kokopelli's sprit; the Rhodes 19 'Dragonfly' enjoying San Pablo Bay; 'baby Donkeys,' four-month-old Abbot Geer joined 2-year-old Merritt Sellers for both girls' first Vallejo race — dads Cam and Scott reunited their '08 J/105 NA-winning crew from 'Donkey Jack' for the race.**

Nelsen; 3) **Tiburon**, SC 37, Steve Stroub. (14 boats)

VALLEJO 3 (PHRF 69-99) — 1) **Bloom County**, Mancebo 31, Charles James; 2) **Hot Betty**, Olson 30, John Scarborough; 3) **Rhum Boogie**, Quest 33, Wayne Lamprey. (9 boats)

VALLEJO 4 (PHRF 102-117) — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Bluefin**, Santana 35, Noble Griswold; 3) **Tutto Bene**, Beneteau 38s, Jack Vetter/Carly Hegle. (7 boats)

VALLEJO 5 (PHRF 120-156) — 1) **Yellow Fin**, SC 27, Jeff and Jim Kearny; 2) **Semi-Aquatic**, Open 5.70, Jerome Sammarcelli; 3) **Kelika**, Hunter 33.5, Mike Weaver. (9 boats)

VALLEJO 6 (PHRF 159-195) — 1) **Trinity**, J/22, Cameron Lewis/Greg Greenlee; 2) **Chorus**, K 38, Bradley Astzalos; 3) **Antares**, Islander 30-2, Larry Telford. (7 boats)

PARTY CIRCUIT MULTIHULL — 1) **Wingit**, F-27, Amy Wells; 2) **Adrenaline**, Modified D-Cat,

Bill Erkelens; 3) **Shadow**, Formula 40, Peter Stoneberg. (5 boats)

PC D (SF 30) — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Encore**, Wylie Gemini, Andy Hall; 3) **Topgallant**, Tartan 10, Jim Lindsey. (9 boats)

PC G (PHRF ≤ 66) — 1) **Quiver**, N/M 36, Jeff McCord; 2) **Bodacious**, Farr 40 1T, John Clauser/Bobbi Tosse; 3) **Raven**, CM 1200, Mark Thomas. (10 boats)

# VALLEJO RACE



COURTESY UNO

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PC H (PHRF 69-99) — 1) **Always Friday**, Antrim 27, John Liebenberg; 2) **Head Rush**, Antrim 27, Charlie Watt; 3) **Vitesse Too**, Hobie 33, Grant Hayes. (15 boats)

PC J (PHRF 102-117) — 1) **For Pete's Sake**, Ultimate 24, Peter Cook; 2) **Baleineau**, Ericson 34, Charles Brochard; 3) **No Strings Attached**, Baltic 37, Nick Salvador. (10 boats)

PC K (PHRF 120-156) — 1) **Arcadia**, Modernized Santana 27, Gordie Nash; 2) **Uno**, Wyliecat 30, Steve Wanner; 3) **Silkye**, Wyliecat 30, Steve Seal/John Skinner. (7 boats)

PC M (PHRF 159-195) — 1) **Pearl**, Olson 25, Thomas Blagg; 2) **Siento El Viento**, C&C 29, Ian Matthew; 3) **Gypsy Lady**, Cal 34, Val Clayton. (7 boats)

PC SINGLE/DOUBLE — 1) **Rambler**, Cal 20, Mike Farrell; 2) **Blueberry**, Nonsuch 22, John Foster; 3) **Windsome Wench**, Newport 30, Robbie Gabriel. (13 boats)

PC SF 180 — 1) **Harry**, Newport 30-2, Richard Aronoff; 2) **Serendipity**, Cal 29-1, Philip Hyndman; 3) **Huge**, Catalina 30, Russell Houlston/William Woodruff. (11 boats)

PC 198+ — 1) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Dragonfly**, Rhodes 19, Negar Baharlou; 3) **Sunda**, Custom 35, Robert Rogers. (9 boats)

PC J/105 — 1) **Jam Session**, Adam Spiegel; 2) **Masquerade**, Tom Coates; 3) **Advantage 3**, Pat & Will Benedict. (13 boats)

PC BENETEAU 36.7 — 1) **Mistral**, Ed Durbin;

2) **Ay Caliente**, Aaron Kennedy; 3) **Summer & Smoke**, Pat Patterson. (4 boats)

PC EXPRESS 27 — 1) **El Raton**, Ray Lotto; 2) **Desperado**, Mike Bruzzone; 3) **Wile E Coyote**, Dan Pruzan. (13 boats)

PC J/24 — 1) **TMC Racing**, Michael Whitfield; 2) **Downtown Uproar**, Darren Cumming; 3) **Phantom**, Brad Cameron. (6 boats)

PC ISLANDER 36 — 1) **Diana**, Steve Zevanove; 2) **Captain Hooke**, Tom & David Newton; 3) **Windwalker**, Richard Shoenhair/Greg Gilliom. (9 boats)

PC SANTANA 22 — 1) **Tchoupitoulas**, Stephen Buckingham. (2 boats, 1 RAF)

PC NON-SPINNAKER — 1) **Ulmer Spatz**, Pearson 26, Kristy Lugert; 2) **Rascall II**, Pearson Triton, Norman Thomas; 3) **Scarlett**, Tartan 30, El-

# THE 'BETTER THAN GREAT' VALLEJO RACE

vin Valverde. (7 boats)

EXPRESS 37 — 1) **Golden Moon**, Bill Bridge/Kame Richards; 2) **pHat Jack** Robert Lugliani; 3) **Eclipse**, Mark Dowdy. (5 boats)

## SUNDAY:

PC SINGLE/DOUBLE — 1) **Star Kissed**, Santana 22, Charlie Wood; 2) **Blueberry**, Nonsuch 22, John Foster; 3) **Rambler**, Cal 20, Mike Farrell. (10 boats)

PC 198+ — 1) **Dragonfly**, Rhodes 19, Negar Baharlou; 2) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 3) **Star Ranger**, Ranger 26-1, Simon James. (9 boats)

PC SANTANA 22 — 1) **Meliki**, Tom Montoya; 2) **Tchoupitoulas**, Stephen Buckingham. (2 boats)

PC NON-SPINNAKER — 1) **Ulmer Spatz**, Pearson 26, Kristy Lugert; 2) **Rascal II**, Pearson 28, Norman Thomas; 3) **Kind of Blue**, Hanse 370, Michael Gregg. (8 boats)

PC ISLANDER 36 — 1) **Diana**, Steve Zevanove; 2) **Windwalker**, Richard Shoenhair/Greg Gilliom; 3) **Lean Times**, Bill Pendola. (7 boats)

PC M — 1) **Gypsy Lady**, Cal 34-1, Val Clayton; 2) **Boondoggle**, Ranger Fun 2, Kris Jensen; 3) **Siento El Viento**, C&C 29, Ian Matthew. (7 boats)

VALLEJO 6 — 1) **Trinity**, J/22, Cameron Lewis/Greg Greenlee; 2) **Chorus**, K38, Bradley Asztalos; 3) **Bosporous II**, Columbia 36, Rick Wallace. (6 boats)

PC SF 180 — 1) **Huge**, Catalina 30, Russell Houlston/William Woodruff; 2) **Harry**, Richard

Aronoff; 3) **Starkite**, Catalina 30, Laurie Miller. (11 boats)

PC J/24 — 1) **On Belay**, Don Taylor; 2) **Downtown Uproar**, Darren Cumming; 3) **Phantom**, Brad Cameron. (6 boats)

PC K — 1) **Uno**, Wyliecat 30 IB, Steve Wonner; 2) **Silkye**, Wyliecat 30 OB, Steve Seal/John Skinner; 3) **Arcadia**, Modernized Santana 27, Gordie Nash. (7 boats)

VALLEJO 5 — 1) **Kelika**, Hunter 33.5, Mike Weaver; 2) **UAgain**, Ultimate 20, Dave Woodside; 3) **Mimicat**, Hinckley 38, Robert Long. (5 boats)

PC D (SF 30) — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Audacious**, J/29 FOB, Scott Christensen; 3) **Encore**, Wylie Gemini, Andy Hall. (7 boats)

PC EXPRESS 27 — 1) **El Raton**, Ray Lotto; 2) **Wile E Coyote**, Dan Pruzan; 3) **Light'n Up**, Karl Gillette. (12 boats)

PC J — 1) **For Pete's Sake**, Ultimate 24, Peter Cook; 2) **Balineau**, Ericson 34, Charles Brochard; 3) **No Strings Attached**, Baltic 37, Nick Salvador. (10 boats)

VALLEJO 4 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Bluefin**, Santana 35, Noble Griswold; 3) **Tutto Bene**, Beneteau 38s, Jack Vetter/Carly Hegle. (5 boats)

PC H — 1) **Hoot**, Olson 30, Andrew Macfie; 2)

**Two Scoops**, Express 34, Chris Longaker/Greg Wright; 3) **Mintaka 4**, Farr 38 mod, Gerry Brown. (15 boats)

VALLEJO 3 — 1) **Bloom County**, Mancebo 31, Charles James/Jon Stewart; 2) **Hot Betty**, Olson 30, John Scarborough; 3) **Marrakesh**, Express 34, Craig & Ann Perez. (6 boats)

EXPRESS 37 — 1) **Elan**, Bill Riess; 2) **Eclipse**, Mark Dowdy; 3) **pHat Jack**, Robert Lugliani. (5 boats)

PC BENETEAU 36.7 — 1) **Mistral**, Ed Durbin; 2) **Ay Caliente**, Aaron Kennedy; 3) **Bufflehead**, Stuart Scott. (4 boats)

PC J/105 — 1) **Jam Session**, Adam Spiegel; 2) **Joyride**, William Hoehler; 3) **Mojo**, John Case. (7 boats)

PC G — 1) **Bodacious**, Farr 40 1T, John CLauser/Bobbi Tosse; 2) **Jeannette**, Frers 40 1T, Henry King; 3) **Warp Speed**, C&C 115, Jeff Smith. (9 boats)

VALLEJO 2 — 1) **Ciao!**, Archambault 40RC, Philippe Paturel; 2) **Inspired Environments**, Beneteau 40.7, Timothy Ballard; 3) **Ohana**, Beneteau 45f5, Dean Hocking. (12 boats)

VALLEJO — 1) **Astra**, Farr 40 OD, Mary Coleman; 2) **Kokopelli**, SC 52 T, Lani Spund; 3) **Secret Squirrel**, Schock 40, John Cladianos. (6 boats)

PC MULTIHULL — 1) **Adrenaline**, Mod. D-Cat, Bill Erkelens; 2) **Wingit**, F-27, Amy Wells. (2 boats)

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