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In with the Old, In with the New



Bolero*

Tim Murison has every right to brag! His beautiful Island Clipper, *Bolero*, built in 1946, won this year's Ensenada Race.

His 64-year-old boat sailed the 63rd anniversary of that race with a crew whose age averaged 62. Only *Bolero's* suit of Pineapple Sails was brand new.

Tim opted to leave *Bolero* in Southern California on his return from Mexico and raced San Diego's Yesteryear Regatta, winning 1st in class and 1st overall among a large fleet of equally classic old boats.

Tim understands the importance of connecting with his sailmaker, whether for a traditional old boat like his Island Clipper or this year's model, a sailmaker who pays attention to both his boat and his kind of sailing, providing only quality sails, superior performance and unwavering service. Tim understands the difference between a sale maker and a real sailmaker.

Pineapple Sails is Tim Murison's sailmaker.

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Cover: The conditions couldn't have been more perfect for this year's Master Mariners Regatta, with just about every boat flying everything they had.

Photo: Latitude 38/Andy

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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 an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.html.

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45'	Beneteau First 45f5	1991	157,500
43'	Gulfstar ctr. cockpit	1978	new listing 69,000
42'	Beneteau 423	2005	229,000
42'	Cascade	1971	52,500
41'	Tartan 4100	1996	229,000
40'	Beneteau First 40.7	2002	SOLD 159,000
40'	Island Packet	1998	225,000
40'	C&C 37+	1989	99,000
39'	Beneteau 393	2003	137,900
38'	Tartan 3800	1994	135,000
38'	Island Packet 380	1999	reduced 239,000
37'	C&C 37	1985	new listing 59,900
37'	Beneteau 373	2004	reduced 139,500
36'	Beneteau First 36.7	2002	118,000
36'	Island Packet 350	1999	169,000
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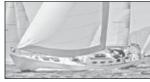
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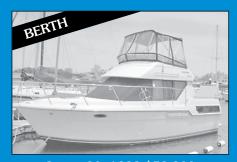
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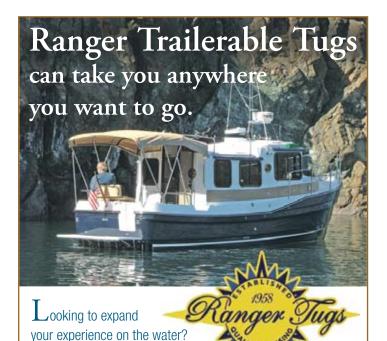
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CALENDAR

Non-Race

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

July 1-3, 8, 10, 15-16, 22, 24, 29-31 — 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*.

July 4 — Aeolian YC Open House & BBQ. No suit and tie required! Info, *www.aeolianyc.com*.

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

July 4-25 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

July 4, 25 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, *www.cal-sailing.org*.

July 7-28 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at *www.stfyc.com*.

July 8 — 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* or (510) 233-1064.

July 8, Aug. 12 — Fishing Seminar Series at San Carlos West Marine, 6-7 p.m. Free. Info, (650) 593-2070.

July 9-11 — 28th Catalina Yachts Rendezvous at Two Harbors, Catalina Island. Info, www.catalinayachts.com.

July 15 — Stitch & glue boatbuilding demonstration at Fiberglass Supply in Burlington, WA, 6-8 p.m. Info, (877) 493-5333 or *www.fiberglasssupply.com*.

July 15 — Cruising SF Bay & the Delta seminar at San Carlos West Marine, 6-7:30 p.m. Info, (650) 593-2070.

July 16-18 — Annual Catalina Owners Rendezvous at Tradewinds Sailing School in Marina Bay. All Catalinas welcome! Info, http://raft.c380.org.

July 17 — Glen Cove Marina Jazz, Wine & Arts Festival, noon-dusk. Info, *www.glencovemarina.net*.

July 18 — Sailing Speaker Series with Yoga. Julie Lucchesi will discuss how sailing improved her life on land, 10 a.m.-noon at Bow Yoga Studio in San Rafael. \$30 for seminar, plus yoga and meditation classes. Info, (510) 333-8846.

July 24 — Charter Share Party at Alameda Club Nautique, 6-8 p.m. Come meet like-minded sailors to share boat charters. Info, (510) 865-4700 or www.clubnautique.com.

July 24 — USCGA Boating Safety Course at San Jose West Marine, 10 a.m.-2 p.m. \$20, includes lunch. Space limited. Reservations, (408) 246-1147.

July 24 — 10th Annual Women's Sailing Clinic at Lake Tahoe, for beginning to advanced sailors. \$65 members, \$75 non-members. LTWYC, www.tahoewindjammers.com.

July 24 — Summer Water Festival at San Rafael YC, 1-5 p.m. Sailing & kayak demos, games, BBQ, live music and more. Info, *summerfest@sanrafaelyachtclub.org*.

July 25 — Howl at the full moon on a Sunday night.

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*.

 ${\bf July,\ 1980-}$ It Was Thirty Years Ago, from the Sightings piece 'webb chiles is still alive':

Ever since Webb Chiles departed San Diego on his latest sailing extravaganza, sailors have been waiting for it to end in disaster. While the voyage hasn't completely terminated, it most certainly has been interrupted by misfortune.

Chiles, you may remember is the gentleman who sailed

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Catalina 350, 2005	149,000
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Catalina 34, 2007	134,500
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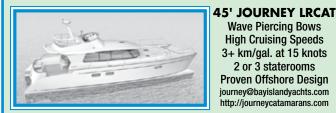
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CALENDAR

his Ericson 37 to a singlehanded circumnavigation in 1975-76. The Guinness Book of World Records credits his 202-day passage as the world record for solo circumnavigation in a monohull.

Webb Chiles, however, is not one to rest on his laurels, and left San Diego a year ago December to do another solo circumnavigation, this one in Chidiock Tichborne, an 18-ft open boat. That's pretty radical stuff, and you couldn't help wondering if it was subconscious suicide. Few people would have been surprised if he was never heard from again.

For 6,000 ocean miles to Suva, everything went as well as could be expected in a small open boat, but on May 10, Chidiock hit an object in the water, pitchpoled, and filled with water. Losing everything, Chiles scrambled into his inflatable dinghy and tied onto the open boat, which remained awash. For the next two weeks, he feasted on a few crackers, part of a packet of freeze-dried food, and a few sips of water.

Eventually he washed up on a reef in the New Hebrides, dragged the inflatable across the reef and paddled to the beach, and eventually got to a hospital. Personal injuries were limited to an injured foot and loss of weight. Chidiock finally washed up on the beach also.

As you might assume, Webb is not about to give up. He'll gather supplies and repair equipment in New Zealand, fix the boat, then it's off to Port Moresby, New Guinea, where he was heading before being so rudely interrupted.

Aug. 5 — Anchoring seminar by Jim Hancock at San Carlos West Marine, 6-7:30 p.m. Info, (650) 593-2070.

Aug. 5-7 — Beneteau Owners Rendezvous at Catalina's Two Harbors. Info, www.southwesternyachts.com.

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

Aug. 7 — 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.

Aug. 10 — Community Day at San Carlos West Marine with 5% of sales going to the Leukemia & Lymphoma Society. Info, (650) 593-2070.

Aug. 10-Oct. 5 — America's Boating Course by San Luis Rey USPS at Oceanside YC on Tuesday nights, 6-9 p.m. Space limited, \$65 fee. Info, (760) 729-6034.

Aug. 15 — Sailing Speaker Series with Yoga. Jennifer McKenna will discuss how she challenges herself regularly, 10 a.m.-noon at Bow Yoga Studio in San Rafael. \$30 for seminar, plus yoga and meditation classes. Info, (510) 333-8846.

Racing

July 3 — 62nd Annual Boreas Race, Half Moon Bay to Moss Landing. Elkhorn YC and HMBYC, www.elkhornyc.com.

July 3-4 — 43rd Marina del Rey to San Deigo Race. Info, www.smwyc.org or www.southwesternyc.org.

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.

July 5 — First start of the 16th Biennial Fun Race to Hawaii, aka the Pacific Cup. For details on the race, visit www. pacificcup.org.

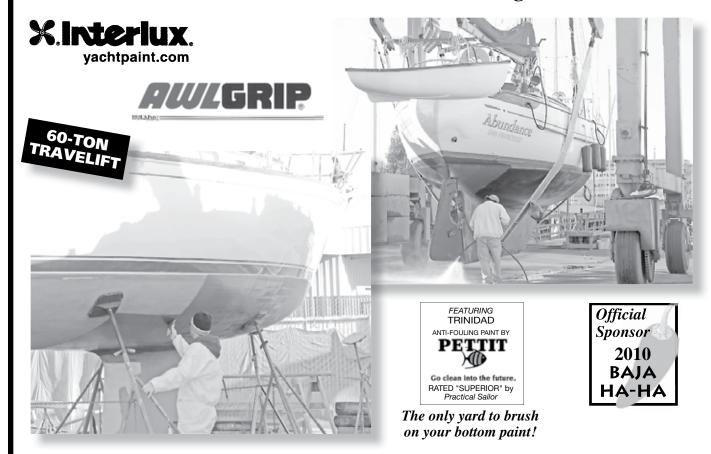
July 9-11 — TransTahoe/Melges Regatta, generally featuring either too much wind or too little but always lots of fun. Tahoe YC, www.tahoeyc.com.

July 10 — YRA Spring #3. YRA, 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 or www.iyc.org.

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CALENDAR

July 10 — Jack & Jill Race. SSC, www.stocktonsc.org.

July 10 — H.O. Lind #5 & 6. TYC, www.tyc.org.

July 10 — Hart Nunes for Mercs. SFYC, www.sfyc.org.

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

July 10-11 — High Sierra Regatta for Centerboard Classes. Info, www.fresnoyachtclub.org.

July 10-11 — Longboard SF Classic/UN Challenge. StFYC, www.stfyc.com.

July 10-11 — Monterey Bay PHRF Championships. MPYC, www.mpyc.org.

July 16-18 — Finn NAs. SFYC, www.sfyc.org.

July 17 — Angel Isl./Red Rock Race. VYC, www.vyc.org.

July 17 — 26th Annual Plastic Classic Regatta & Concours d'Elegance, for fiberglass boats from the '60s & '70s. BVBC, www.plasticclassic.com or (415) 864-4334.

July 17 — Summer #4. SeqYC, www.sequoiayc.org.

July 17-18 — US Sailing Match Racing Semi-Finals. StFYC, www.stfyc.com.

July 17-18 — High Sierra Regatta for Keelboat Classes. Info, www.fresnoyachtclub.org.

July 17-18 — Moseley Regatta. TYC, www.tyc.org.

July 17-18 — PICYA Lipton Cup, the annual interclub all-star game. GGYC, www.picya.org.

July 18 — Summer Series #2 (FJs) on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

July 19-25 — Golden Gate Cup. GGYC, www.ggyc.org.

July 20-24 — US Windsurfing National Championship and Formula NAs. StFYC, www.stfyc.com.

July 24 — Midnight Moonlight Maritime Marathon, a night run from Racoon Strait to Carquinez Strait and back. SFYC, www.sfyc.org.

July 24 — Summer #4. Oyster Point YC, www.opyc.com.

July 24 — North Bay Challenge #4. VYC, www.vyc.org.

July 24 — West Wight Potters Roundup on Monterey Bay. MPYC, www.mpyc.org.

July 24-25 — YRA 2nd Half Opener. EYC, www.yra.org.

July 24-25 — J/24 District Races on Lake Pend Oreille in Sandpoint, ID. Info, www.sandpointsailing.com.

July 30 — Jake's Regatta on North Lake Tahoe. Tahoe YC, www.tahoeyc.com.

July 30-Aug. 1 — Aldo Alessio Perpetual for IRC, J/120s, J/105s and any other big boat one design class that fields six boats. StFYC, www.stfyc.com.

July 30-Aug. 1 — Santana 22 Nationals. EYC, www.

July 31 — YRA-OYRA Lightship 2. GGYC, www.yra.org.

July 31 — Singlehanded #3. SeqYC, www.sequoiayc.org.

July 31 — Small Boat Summer Series #1. EYC, www.

July 31 — McNish Classic, for classics designed before 1952, held in the Channel Islands. PCYC, www.pcyc.org.

July 31-Aug. 1 — 505 Regatta. SFYC, www.sfyc.org.

Aug. 1 — Women's Day Race on Lake Tahoe. LTWYC, www. windjammers.com.

Aug. 1 — Summer Series #3 (FJs) on Fremont's Lake ${\bf Elizabeth.\ Info},\ www. {\it fremontsailing club.org.}$

Aug. 7 — YRA Fall #1. RYC, www.yra.org.

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

Aug. 7-8 — El Toro Worlds at Pinecrest. Info, www.el toroyra.org.

Aug. 7-14 — International Knarr Championship. StFYC, www.stfyc.org.

Aug, 8 — Gracie & George Regatta, a co-ed doublehanded

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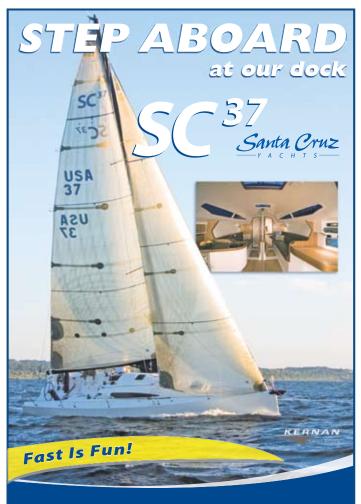
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CALENDAR

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

Aug. 14 — YRA-OYRA Northern Star. Info, www.yra.org.

Aug. 14 — North Bay Challenge #5. VYC, www.vyc.org.

Aug. 14 — Tri-Island Race around Treasure Island, Alcatraz and Red Rock. RYC, *www.richmondyc.org*.

Aug. 14 — Delta Dinghy Ditch Run, from Rio Vista to West Sac. LWSC, www.lwsailing.org.

Aug. 14-15 — BAYS Summer Series #4 for Optis, Lasers, C420s & CFJs. SFYC, www.bayarea-youthsailing.com

Aug. 14-15 — Summer Keel. SFYC, www.sfcy.org.

Aug. 15 — Baxter Judson #5. PresYC, www.presidio yachtclub.org.

Aug. 28 — Great San Francisco Schooner Race, for schooners in Gaff and Marconi divisions. SFYC, *www.sfyc.org*.

Summer Beer Can Regattas

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

BAY VIEW BOAT CLUB — Monday Night Madness Fall: 7/26, 8/9, 8/23, 9/6, 9/20, 9/27 (make-up). Arjan Bok, (415) 864-4334 or bayviewracing@sbcglobal.net.

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

BERKELEY YC — Every Friday night through 9/24. Bobbi, (925) 939-9885 or *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*.

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

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

ENCINAL YC — Friday Night Summer Twilight Series: 7/16, 7/30, 8/13, 8/27, 9/17. Victor Early, (510) 708-0675 or rearcommodore@encinal.org.

FOLSOM LAKE YC — Every Wednesday night through 7/7 & 7/21-9/22. Info, *www.flyc.org*.

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

ISLAND YC — Friday Summer Island Nights: 7/23, 8/6, 8/20, 9/10, 9/24. John New, (510) 521-2980 or *iycracing@yahoo.com*.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 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*.

LAKE YOSEMITE SA — Every Thursday night through August. Steve Eyberg, seyberg505@sbcglobal.net.

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

Wednesday night through 9/29. Ray Ward, (831) 659-2401. **OAKLAND YC** — Sweet 16 Series, every Wednesday night:

7/28-9/15. John Tuma, (510) 366-1476 or <u>j_tuma@comcast.net.</u> **RICHMOND YC** — Wednesday nights: 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.

ST. FRANCIS YC— Weds. Night Series: 8/4-8/25. Thursday Night Kiting Series: 7/15, 7/29, 8/12, 8/26, 9/6, 9/23. Friday Night Windsurfing Series: 7/16, 7/30, 8/13, 8/27, 9/10, 9/24. John Craig, (415) 563-6363 or *racemgr@stfyc.com*.

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

SAUSALITO YC — Tuesday Night Summer Sunset Series: 7/27, 8/10, 8/24, 9/7, 9/21. John Mount, (415) 509-8381 on race@syconline.org.

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52' TransPac with IRC mods, '03, Braveheart*	\$499,000
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48' 1D48, '96, <i>Cal Maritime</i>	\$140,000
47' Valiant, '81, Sunchase	\$140,000
44' Kernan, WasabiJust listed	\$429,000
44' J/44, '93, Halcyon Days*	\$315,000
42' Custom Wylie, Scorpio	\$169,000
42' Beneteau First	\$89,000
41' J/124, '07, Fortuna	\$279,000
40' J/122, '07, <i>TKO</i>	\$469,000
40' J/40, '86, China Cloud Reduced	\$149,000

40' X-119, '89*	\$109,000
40' Olson, 1983, Elka	\$74,900
40' Advance, '85, Caribou*	Reduced \$119,000
38' True North 38, Zest	\$375,000
36' J/109, '03*	\$189,000
35' J/105, Hull #502, '02, Grace O'Mala	<i>ley</i> \$115,000
35' J/105, '02*	\$99,000
35' J/105, '01, Hull #469, Streaker	\$115,000
35' J/105, '01, Hull #443, Vuja De	Pending \$109,000
35' J/105, Hull #347, '00, Bald Eagle	\$109,000
35' J/105, '99, Life Is Good*	\$83,000
35' J/105, Hull #103, '95, Aquavit	\$89,000
35' J/35, '84, The Boss*	\$39,900
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35' 1D35, '01, Yeofy	\$69,900

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33' Frers Carroll Marine	SOLD
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32' Catalina 320*	Just listed \$61,000
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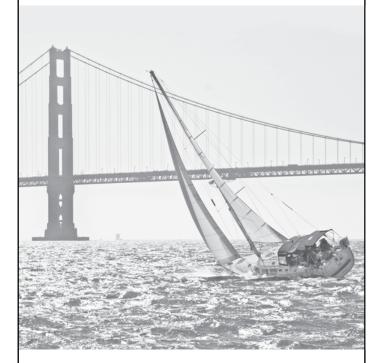








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SEQUOIA YC — Every Wednesday night through 10/13. Steve Holmstrom, (650) 400-8584 or steve@toothvet.info.

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: 7/16, 7/23, 7/30, 8/6, 8/20, 8/27. Kevin, *rearcommodore@southbeach yachtclub.org* or (650) 333-7873.

STOCKTON SC — Every Wednesday night through 8/25. Phil Hendrix, (209) 598-4415 or *regatta10@stocktonsc.org*.

TAHOE YC — Wednesday Night Beer Can Series through 9/1. Monday Night Laser Series through 8/30. Darren Kramer, (530) 581-4700 or *www.tahoeyc.com*.

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

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

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

July Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
7/03 Sat	0427/3.9 LOW	1029/1.2 HIGH	1733/5.2 LOW	HIGH
7/04 Sun	0009/1.9	0541/3.5	1112/1.7	1811/5.4
7/10 Sat	0510/ -1.1	1233/4.6	1641/2.9	2253/ 6.8
7/11 Sun	0553/-1.4	1311/4.8	1733/2.7	2343/ 6.9
	HIGH	LOW	HIGH	LOW
7/17 Sat	0434/4.6	1017/0.9	1716/ 6.2	2346/0.9
7/18 Sun	0558/4.0	1110/1.6	1805/ 6.3	
	LOW	HIGH	LOW	HIGH
7/24 Sat	0524/ -0.6	1238/4.8	1706/2.9	2306/ 6.2
7/25 Sun	0559/ -0.5	1312/4.9	1748/2.8	2346/ 6.1
	HIGH	LOW	HIGH	LOW
7/31 Sat	0308/4.4	0903/1.3	1555/5.4	2208/1.9
8/01 Sun	0405/4.0	0938/1.8	1630/5.5	2308/1.6

July Weekend Currents

	cally trockeria carrente					
d	late/day	slack	max	slack	max	
7	'/03 Sat	0109	0340/1.6F	0631	0925/2.5E	
		1249	1601/2.3F	1917	2207/2.8E	
7	'/04 Sun	0216	0444/1.5F	0745	1020/2.0E	
		1333	1649/2.1F	1959	2301/3.0E	
7	'/10 Sat	0001	0329/ 5.3E	0731	1037/4.0F	
		1400	1607/2.2E	1908	2204/2.9F	
7	//11 Sun	0049	0416/ 5.7E	0813	1118/4.4F	
		1442	1654/2.6E	1955	2251/3.2F	
7	'/17 Sat	0041	0325/2.8F	0630	0910/3.2E	
		1237	1541/3.2F	1850	2149/3.9E	
7	//18 Sun	0152	0440/2.6F	0747	1010/2.3E	
		1332	1636/2.7F	1940	2249/3.9E	
7	//24 Sat	0015	0345/ 4.6E	0740	1052/3.8F	
		1359	1633/2.0E	1926	2218/2.7F	
7	//25 Sun	0100	0422/ 4.7E	0818	1128/3.8F	
		1434	1700/2.2E	2006	2256/2.8F	
7	'/31 Sat		0212/2.2F	0509	0804/3.0E	
		1120	1429/2.6F	1737	2036/3.2E	
8	/01 Sun	0019	0303/2.0F	0604	0850/2.5E	
		1150	1510/2.3F	1812	2123/3.2F	

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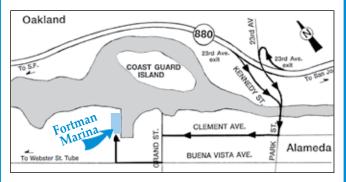


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LETTERS

↑ I WOULD NOT PUT OTHERS AT RISK RESCUING ME

As a singlehander attempting to do a nonstop circumnavigation — starting from the Canary Islands last October — I found myself in a very similar situation to Abby Sunderland, but a few months earlier. Like Abby, I was forced to pull into Cape Town for repairs. But unlike Abby and Jessica Watson, I'm not into media rights and making lots of money from my attempt. I also don't have a big team with whom I'm in contact



Jeanne Socrates. With age comes wisdom. At least in some people.

with 24/7 by satphone for support and advice. I have none of that because I enjoy sailing and it's a personal challenge. I feel honored to have made lots of good friends because of my attempt, many of whom look out for me. And if I can raise some money and support for worthwhile charities along the way, so much the better.

I pulled into Cape Town in early December, hopefully for just a few days of repairs. At the time, I was aware that the season for continuing on in the Southern Ocean was closing

because winter was approaching. I was headed to Cape Horn, and would have gotten there at end of February — which is late summer in those parts. Weather-wise, that should have been all right — but only just.

When my repair problems escalated, I found myself unable to leave until early March — three months later. As a result, I was forced to make the disappointing decision not to attempt Cape Horn, because it's not prudent to be sailing deep in the Southern Ocean in the winter. Even sailing past Australia to New Zealand in March was going to get more difficult because winter was approaching. Winter in the Southern Ocean means that deep, often violent lows, which are a regular feature of the region all year, move farther north. I had several days of stormy weather — up to 45 knots — when Jessica Watson was close by with *Ella's Pink Lady* near Tasmania, but I was managing to avoid the worst of the weather south of Australia in April.

So I was surprised when I heard that Abby was continuing on into the Southern Ocean in the winter. She would have been told by any South African sailor that it was not a good idea because of the strong weather down there at that time of year. In my opinion, her determination to go for the prize of being the youngest around clearly blinded her to the realities of the situation — and the likelihood she'd end up in difficulty of some kind.

I'm heading north now to re-start my solo round the world attempt, but in the right season. By starting from British Columbia in October, I should be in the Southern Ocean during the southern high summer months. I hope not to put other people at risk rescuing me simply because I was lacking in common sense and good seamanship — as I feel Abby and those involved with her attempt have been.

Jeanne Socrates Nereida, Najad 380

From somewhere between New Zealand and Hawaii

Readers — Jeanne cruised with her husband until he passed away. She became a last-minute entry in the '06 Singlehanded TransPac. She subsequently came within 85 miles of completing a singlehanded circumnavigation before a problem with



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her autopilot resulted in her first Nereidal going up on a beach in Mexico while she slept.

↑\$AN FRANCISCO FLUBBED IT

My family and I recently returned to England, having visited San Francisco to watch the Clipper Round the World yachts complete the 5,680-mile Race 7 from Qingdao (China) to San Francisco. The competitors had to endure the most arduous and difficult weather the Pacific could throw at them, with very strong winds and tumultuous seas.

During the race, *California*, the State of California's representative, was dismasted and required assistance to get to San Francisco. Because she was escorted the last 2,000 miles by *Hull & Humber, Spirit of Australia*, and latterly *Edinburgh Inspiring Capital*, four boats arrived in San Francisco at about 9 p.m. on Sunday, April 4.

We and our family and friends had assembled at the Golden Gate YC to receive the crews after their 35 days at sea. So what a disappointment it was to find that the yacht club had not opened their bar, and no officials were present to welcome the crews and visitors. There was further disgust when the crews had to wait another 3½ hours for Immigration officials to allow them to enter the country. Further, the boats were moored on both sides of the harbor, so some of the crews had to walk the very, very long way around the harbor to get to the yacht club, which was their base. It appears that San Francisco virtually ignored the presence of these racing vessels and their crews.

When it came to a welcoming attitude and generous hospitality, San Francisco comes at the bottom of the list!

I note in your magazine that San Francisco is hoping to host the America's Cup. The city has had the opportunity to show what it can do, and flubbed it. In my opinion, San Francisco does not even deserve to be considered for hosting such a prestigious event.

I was pleased to read the article on page 92 of the May issue by Rob Grant. At least your magazine showed some recognition.

Brian Trelivijg Ex-Royal Navy

Brian — That you would rate San Francisco at the bottom of the list for hospitality shown to the Clipper Race boats doesn't particularly surprise us. Nor do we think it's unfair. Despite the



Not overly satisfied with their reception in San Francisco, the Clipper Race fleet blasted out the Gate.

fact the San Francisco was largely built on sailing, and was once the sailing gateway to trade with the Orient, the general population's primary interests lie elsewhere. That's just the way it is, as you can't make people like something. Further, just because somebody puts the name 'California' on

the transom of a vessel doesn't necessarily mean that Californians are going to identify with her.

If you look at the facts, the Clipper Race is undeniably a tremendous sailing adventure. Yet for whatever reason, it hasn't captivated the imagination or hearts of California sailors. Maybe it has something to do with its being a for-profit

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LETTERS

enterprise, that few of the participants have local ties, and that the event only stops here a few days every couple of years. We don't know.

As for the fiasco at the Golden Gate YC, we think the responsibility for that probably lies with Clipper Race organizers. If you're putting on an event, it's your responsibility to see that things are properly arranged with regard to facilities being open, shuttle boats being available to help crew get between their boats and the base, and in arranging for Customs and Immigration to be on hand in a reasonable amount of time. We hold our big Crew List Party at the Golden Gate YC each year, and thanks to coordination between our staff and the yacht club staff, the event has always gone very smoothly. (If it makes you feel any better, when the crew of our catamaran arrived in San Diego on a Monday morning recently, they had to wait nearly three hours for officials to clear them in. Something about an international flight arriving at Lindbergh Field.)

We think the America's Cup would be a very popular event if held on San Francisco Bay. On the other hand, honesty compels us to say that we don't think it would be as popular as it would be in England, Italy, France, Spain, New Zealand or Australia. That's just the way it is.

↑↓THE EASTERLINGS WERE SAFE SAILORS

There probably aren't any sailors in Northern California who haven't heard about the tragic deaths of Jeff and Beth Easterling during a sail from Half Moon Bay to San Francisco Bay on May 23 aboard their beloved Ranger 33 *Barcarolle*. I went to the memorial service, and was delighted to see over 200 devoted friends and sailors in attendance.

Jeff took me on my very first sailboat ride more than 20 years ago aboard *Barcarolle*, and I was hooked. In a matter of weeks, he helped me find my own sailboat, a Ranger 29. We logged more hours on our two Rangers than Columbus did during his lifetime.

I learned to sail by doing, but Jeff taught me how to survive when sailing. He was devoted to safe sailing and spent countless hours teaching me to read and understand charts, to read the weather, and to know how to handle any situation. Because of Jeff's patience and concern, he kept me, his novice sailing buddy, out of harm's way. In light of this, I'm deeply disturbed by the armchair sailors who claim that Jeff and Beth died as a result of Jeff's being reckless. Nobody knows what happened that fateful day, so I find any such speculation to be unseemly.

What I'll remember about Jeff is how he enthusiastically spoke about the day he could retire and spend his remaining life sailing *Barcarolle* on the blue waters of the world. He was a devoted husband and adored his children. He was a life's handyman, always willing and able to repair any problem, be it a broken prop shaft or a broken heart. Everyone who had ever met Jeff realized they had encountered someone of superior character, and were honored to call him a friend.

I say a last goodbye to my dear friend.

Steve Casper Wild Irish, Yamaha 26 San Francisco

↑ | WHAT'S THE DEAL WITH THE SOUTH CHANNEL?

The tragic loss of Jeff and Beth Easterling of the Ranger 33 *Barcarolle* got me thinking about the infamous South Channel entrance to the Bay from the ocean. Can *Latitude* review when the South Channel is safe, if ever?

I've used the South Channel twice, both on days when the swell was small. I was northbound on a Sabre 34 once;



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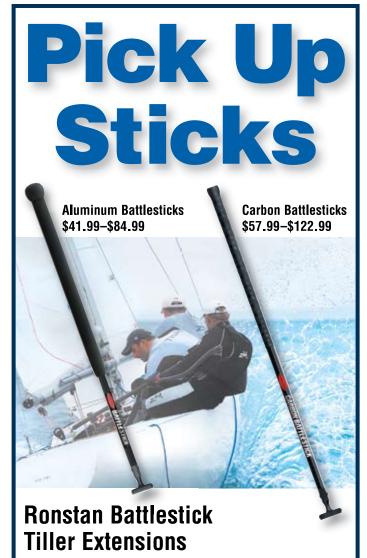






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the other time I was southbound on a Californian 36 trawler. Each time I watched the depthsounder show quite shallow depths, making me wonder why I did it.

I understand that the accepted safe route is via the shipping channel and not turning to port for Half Moon Bay until you get to the Lightship. Any thoughts?

The other thing that seemed to come into play on that Sunday was the way the wind came up so quickly. I had just removed my coat on the Sabre 34 I was on just east of Alcatraz because it was so warm, and in seconds all hell broke loose in terms of wind and current. This happened right about the time we heard the distress call regarding *Barcarolle*. There was also a major flood starting, so I don't know if that came into play.

My deepest sympathy to the families of Jeff and Beth.

Bob Wills Santa Rosa

Bob — We fully agree with Kimball Livingston who, writing in his Blue Planet Times, used the title 'The Alleged South Channel' for his article on the incident. Both Livingston and we have been around long enough to know that far too many lives



'Barcarolle' wound up on China Beach.

and boats have been lost attempting to use the so-called South Channel off Ocean Beach and/or the South Bar that forms a shallow semi-circle to the south of the main shipping channel. Given the way the sand bottom can quickly change off Ocean Beach, we frankly don't think

there is any way to know at any given time whether a channel really even exists. This is certainly one place where you don't want to put blind faith in the charts.

With the proviso that we don't think anybody knows if the Easterlings tried to use the South Channel, or if their route had anything to do with their tragic demise, the safest thing is to never use it — and never cross the South Bar either. The problem is that it's so tempting to use the Channel or cross the Bar because they are much quicker ways of getting into the Bay than going all the way around the Lightbucket. It's also tempting because they are often transited without a problem. Nonetheless, since the first issue of Latitude in '77, we've periodically had to report on crews and boats that have gotten into big trouble — if not been lost — as a result of not taking the long way around.

Obviously, the most important factor in deciding to risk cutting the corner is the size of the swell. If it's moderate or is forecast to build, forget the alleged South Channel and be very wary of going over the South Bar. You might think that you're fine in 30 feet of water five miles off the beach, but history has proven time and again that that's not necessarily true. If the tide is ebbing, or if you're going to be in the Channel or crossing the bar when it's ebbing, it's much worse. In an ebb, it can take several hours from the time you enter the shallow water of the channel or the bar to the time you exit either of them into really deep water again. And if you get trapped in the South Channel or on the South Bar when things go bad, you're going to be fighting for your life in very difficult conditions to get back to the safety of deep water.

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↑ UDECIDING WHO IS AN ASSHOLE, IF NOT BOTH

During this year's Master Mariner's Regatta, my crew and I were involved in a very frightening situation. As an experienced sailor who prides himself on an awareness of the rules of the road, I have always understood that the starboard tack boat has the right-of-way. More importantly, I have also understood that the captain of every vessel has responsibility for the safety of his/her passengers, crew and vessel, and that supersedes all other navigation rules.

On the second leg of the Master Mariner's Regatta, my old wooden sloop was heeled way over and was the last of three boats in a group heading from the Marin shore toward the north tower of the Golden Gate Bridge. Our genoa and full main blanketed nearly all our vision forward to starboard, and all our crew were on the high side. While sailing this course, I noticed a luxurious sloop motorsailing toward the second leg of the regatta for photo ops. This put them off my starboard side on the same tack. In a matter of five minutes, the large



The annual Master Mariners race brings out lots of spectators — and potential collisions.

boat disappeared from my view behind the sails.

After the second of the two boats in front of me tacked over, I told my crew we were going to do the same. Meanwhile, the luxurious boat motorsailing tacked behind my sails and out of my

sight. But once on a similar course, the skipper of the goldplater chose to change course to starboard while motorsailing. It gave us a combined closing speed of about 12 knots.

Holding my course, I suddenly saw a wall of white fiberglass appear beneath my boom! By the time we crossed amidships, there was only about a foot between us. At that point I heard the cry, "Starboard tack!" We finished passing each other before the 'starboard' cry had ended. My eyes met the eyes of the other skipper at a range of about 10 feet. His eyes and mouth were wide open.

I raised my hand to apologize. After glowering, the other captain shouted, "Asshole!" Maybe he needed to do that to blow off some steam. As for me, I was breathless — but relieved that we had narrowly escaped a potentially lethal situation. Though my boat is smaller, there is no doubt that she, with her thick planks and heavy bronze nose, would have cut the bigger boat in two. Somebody could have been killed. My thoughts immediately switched from doing well in the regatta to getting home safely.

In my opinion, both the other skipper and I were at fault. But on our beautiful but dangerous Bay, isn't it everyone's responsibility to be safe, regardless of the right-of-way? What happened was my fault, and I have accepted responsibility for not seeing the other boat tack, and not knowing where they were. What happened was a natural result of my choices, as well as counting on others out there. But it was the other skipper's actions that put his boat and passengers in harm's way as well. I suggest that we both deserve the title 'asshole'.

Ted Hoppe Black Jack, 28-ft hard chine wood boat San Francisco Bay

Ted — We're confused. If you were sailing off the Marin shore

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toward the North Tower of the Golden Gate Bridge and Crissy, you must have been on starboard. But that would have meant you at the helm and all your crew on the high side would have had almost total vision forward to starboard. How can you say your starboard vision forward was blocked when all your sails would have been on the port side?

But whatever, because it doesn't matter what tack you're on, you're required to be able to see in all directions. If that means you need to put somebody on the bow, you have to do that. If that means you've got to get one of your crew to the low side, you've got to do that. There is absolutely no relying on other boats to see and avoid you.

Having said that, if you really were on port and just missed a collision with a motorsailing boat on starboard, it was his fault, not yours. As you surely know, all boats under power, even if they also have sail up, must give the right-of-way to boats under sail only. It doesn't matter who is on port and who is on starboard, and whether a boat is luxurious or about to sink.

We're also confused about this business about the captain's responsibility to keep his crew, passengers and boat safe superseding the rules of the road. Everyone's following the rules of the road is precisely what keeps everyone safe.

↑ UGET THAT WRIST READY TO BE SLAPPED

Are you aware that results of the enquiry into the collision between Jessica Watson's *Ella's Pink Lady*, prior to the start of her solo circumnavigation, and the Chinese bulk carrier

Silver Yang, has been released by the Australian government? It was summarized as follows:

summarized as follows: The Australian Transport Safety Bureau (ATSB) investigation found that when the two vessels collided, neither the yacht's skipper nor the ship's watchkeepers were keeping a proper lookout, nor were they appropriately using navigational aids to manage the risk of collision. The investigation also found that following the collision, the ship's watchkeeper did not offer to assist the yacht's skipper. This is a problem that has also been highlighted by previous ATSB investigations. ATSB Chief Commissioner Martin Dolan said there are significant



Jessica Watson was in violation of the international rules during her solo circumnavigation. But then so is everybody who both singlehands and sleeps.

Jessica Watson was in violation in that has also been highlighted by previous ATSB investigations. ATSB Chief Commissioner Martin Dolan said there are significant lessons to be learnt from this incident:

"This is a timely reminder that, under United Nations' conventions, ship operators have an obligation to offer assistance immediately to other vessels following a collision," Mr. Dolan said. As a result of the ATSB investigation, the following key safety actions were taken:

- Ella's Pink Lady's radar visibility was enhanced before departing from Sydney.
- The international requirement to render assistance following a collision has been highlighted.
- Attention has been drawn to the possible limits in the detectability of Class B AIS transmissions.
- Silver Yang's operators intend to undertake further training of deck officers.

We found the full report (available at www.atsb.gov.au/publications/investigation_reports/2009/mair/268-mo-2009-008. aspx) to be intensely interesting, and recommend it to all



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LETTERS

who are interested in the interactions at sea between yachts and commercial vessels. I'll leave it to others to decide what it means, but I thought the lack of professional skills and integrity on the part of the officers on the Chinese ship was shocking and frightening.

Many issues were raised and discussed at length. One that was never mentioned is that when Silver Yang's watchkeeper realized — some 2.5 minutes before contact was made — that a collision was likely, he failed to sound the ship's siren in the usual five blasts that indicates a dangerous situation is developing. That simple action might well have awakened Jessica in time for her to take evasive action.

At any rate, Jessica's behavior during and after the collision has increased our respect for her considerably, and is interesting to compare to Ms. Sunderland's various activities.

P.S. Thank you for your thoughtful posting on the Sunderland 'family of the year'. The additional information you supplied has ratcheted up our attitude from gentle disapproval to the goat-gagging level. But your reportage has been pretty damn good . . . for a Cal guy.

Jim & Ann Cate Insatiable II. Saver 46

Iluke, NSW, Oz, heading north toward the sun

Jim and Ann — What we take from the report is that it doesn't matter if you do anything wrong, because nobody will be held responsible in any meaningful way. That seems to be par for 'civilization' these days. Only Nature dispassionately holds people accountable for mistakes, which is why we find *Nature more alluring with each passing day.*

The other thing that wasn't mentioned in the report — at least from what we read — is that singlehanding for any longer than a day or so is in violation of international rules because no one person can stand watch 24 hours a day. Don't get us wrong, we're big supporters of long-distance singlehanding, but it's kind of funny, because the Aussies must have thought it would be embarrassing to point out that their latest sailing hero had been in violation of international law for the duration of her circumnavigation.

For readers who may not recall, the Cates are originally from Northern California, but in '86 set sail for the South Pacific and Australia aboard their PJ Standfast 36 Insatiable. Reporting they'd gotten caught in the 'South Pacific Eddy' for a total 85,000 miles with that boat, in '07 they moved up to custom built Sayer 46. If they plan on returning to the States anytime soon, they haven't mentioned it.

↑ || WHY SO STINGY WITH THE RAFT-UPS?

To all Northern California sailors who think the Park

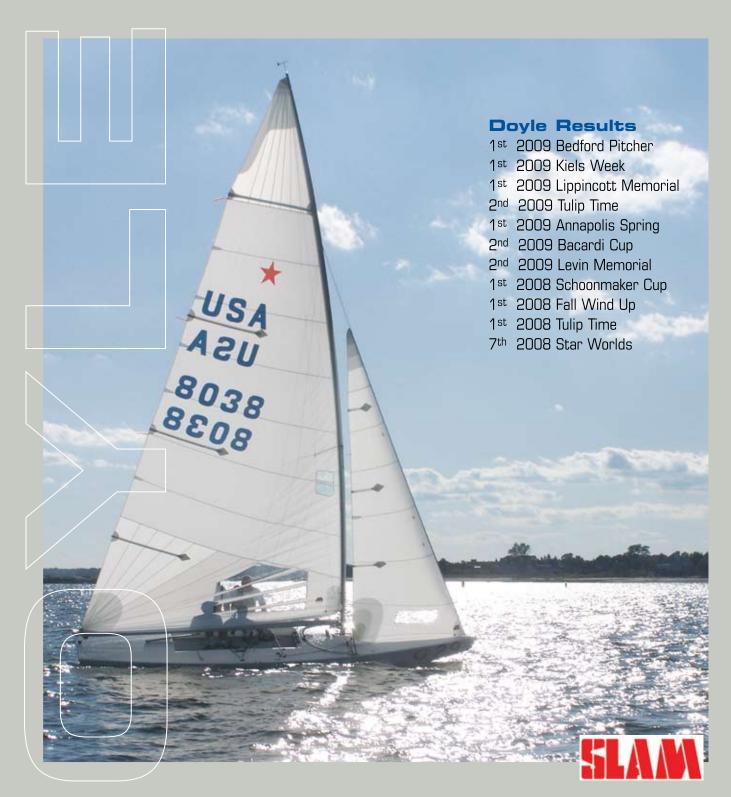


High winds and heavy traffic don't make Ayala Cove's moorings ideal for big raft-ups.

Service has taken the fun out of Avala Cove for us mariners, I agree! Going to Angel Island is and has always been about raftups of 3 to 10 boats for a fun weekend in the sun. But our lovely new moorings have ruined that or have they? Maybe the Park Service doesn't understand moorings. It wouldn't be surprising, as

the Park Service isn't really water-based, is it?

The Park Service tells us that the new moorings are screwed into the famous mud bottom and can't handle more than



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LETTERS

two boats at a time. Is that right? The load strength is approximately seven times that of the largest old-style concrete blocks. In fact, they are more solid than any other type of mooring — including the mushroom, which the old *Lightship* used to maintain her position in the open ocean out past the San Francisco Bar. In storms, no less.

Let's figure out a way to get the Park Service to put the fun back into Angel anchorages again. At \$30 a pop they owe us something, don't they?

Jeff Berman Perseverance, Catalina 36 San Francisco

Jeff — The waters around Angel Island aren't the calmest in the world, so we suspect the Park Service's reasoning in not wanting 10-boat raft-ups isn't based on the danger that the moorings might fail, but rather that it's conceivable that two or even three 10-boat raft-ups might break loose and start mixing in unnatural ways. We could see three boats rafted together — as is permitted at most of the moorings at Catalina. If you want to raft with more than two other boats, we'd recommend rafting up at anchor in the lee of Angel Island or the Tiburon Peninsula, with everyone being responsible for whatever might happen.

For the record, our opinion is biased by the fact that we're not crazy about raft-ups in the first place. In most San Francisco Bay conditions, it seems as if it would be too easy for people to be injured or boats to be damaged. In places where the water is almost always calm — such as Newport Beach or La Playa Cove in San Diego — it's an entirely different story.

↑USIR ROBIN MAKES HIS OWN LUCK

In a recent 'Lectronic, you mentioned the common



Knox-Johnston didn't believe he was rolling these when he took off around the world. Nor did he expect anybody to rescue him if he got into trouble.

sailor's superstition about not starting a voyage on a Friday. When Robin Knox-Johnston was about to depart Falmouth, England, on June 14, 1968 — a Friday — in an attempt to become the first sailor to do a nonstop singlehanded circumnavigation, he was asked about the superstition. His reply was something

to the effect of, "I'm ready. My boat is ready. Why wait? I plan on making my own luck."

Charles Lane Shamwari, Tayana 37 San Francisco

Charles — And Sir Robin, as he's now known, did complete that voyage. He did another solo, nonstop circumnavigation at age 67, but didn't start that one on a Friday.

The thing that really got us interested in the 'Don't start on Friday' business was reading Irving Johnson's The Peking Battles Cape Horn. In the pages of that very engaging and educational little book, readers learn how very seriously some of the toughest sailors ever — it was taken for granted back then that some of the crew would die on every voyage — took that superstition.



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LEWMAR*

LETTERS

↑ ||YOU TELL ME IT'S JUST SUPERSTITION

Jetti Matzke and I were lifted off my 32-ft catamaran *Eclipse* on the Gulf of Tehuantepec in January of '06 because of hurricane force winds and seas to 30 feet. We'd started our voyage on Friday the 13th. While the cat was recovered many months later, she was no longer of any value.

Richard Woods Cornwall, England / North America

↑ UNEVER TURN YOUR BACK ON THE SEA

I could have used the advice of the little guy on my hand in the accompanying photo when I crossed the bar into Tomales



Yellow rumped warblers are not uncommon visitors to boats sailing offshore.

Bay a number of years ago. I had crossed that bar numerous times since my first time in '65. As I was careful to always do it at the end of a flood, I never had any problem.

This time we were motorsailing in, being careful to do it at the end of a flood tide.

The wind was light and there was nothing remarkable about the seas — although NOAA had posted warnings for hazardous seas. Mistake #1 was not knowing the actual height of the seas. Nonetheless, we were completely battened down and tethered with our harnesses. Mistake #2 was that we were on autopilot. Mistake #3 was that we didn't look behind us.

I had previously aborted attempts to cross the bar because it was obvious that waves were breaking all the way across the bar. This time we couldn't see any breaking in front of us. But the next thing we knew, we were being pooped by a breaking wave I estimate at between 5 and 7 feet. Water filled the cockpit, we were knocked down 60° from vertical, and we broached 70° off course to port. Surprise!

We struggled to get the autopilot turned off and the steering under control. We were somewhat successful, but didn't quite get the boat back on course before the second breaking wave



Based on simple geography, it's easy to see how waves can peak up at the bar entrance to Tomales Bay.

hit us. We broached to port again, although we weren't knocked down as far as by the first wave. Once we got the boat back on course and under control once again, we were hit by the third breaking wave. Fortunately, our stern lifted, and we surfed down the face of the wave on course.

"What happens if the keel hits bottom as we surf down the wave?" was the thought that ran through my mind. I

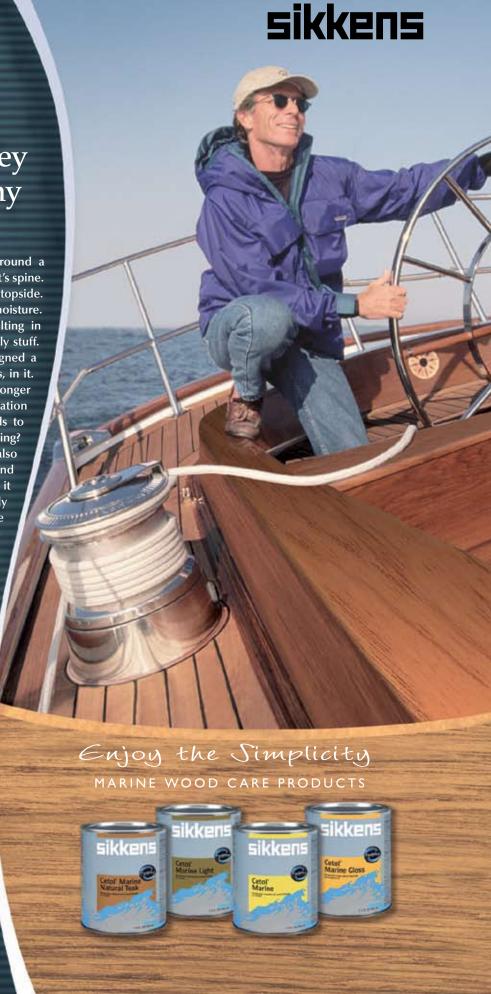
figured we might pitchpole. But a moment later we were in the tranquil waters of Tomales Bay and that was no longer a concern. We were a bit wet and shaken by the experience, We've spent years perfecting our long-lasting wood finishes. So then why do they have millions of tiny holes in them?

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LETTERS

but otherwise all right. There was no damage to our Bruce King-designed Ericson 38. Dinner at Tony's that night helped us recover.

I'm not proud of the way that experience reflects on my seamanship, but I share it with others so they won't repeat my mistakes. Had we been under manual steering, with a bit of warning we were about to be pooped, we probably could have surfed dead down all three waves for a thrilling ride into Tomales Bay.

As for the bird on my hand in the photo, she's a yellowrumped warbler. Twice on trips out to the Cordell Bank we've been joined by these birds 25 miles offshore. As many as nine or ten of them have landed on the boat at the same time. They are a riot, as they explore everywhere, including the inside of the cabin. They like to eat any kelp flies on the boat, which is nice. They showed no fear of us at all. In that sense they are a bit like the animals on the Galapagos Islands.

O'Neil Dillon Lagniappe, Ericson 38 Emeryville

O'Neil — You know what the Hawaiians teach their kids from a very young age? Never turn your back on the ocean. To which we'd add, never ignore forecasts of big seas, either.

↑ JFROM A CATAMARAN SURFING EXPERT

I am always interested and entertained by *Latitude*'s articles about having fun on the water. And I follow the Baja stuff because I live in La Paz now. I always have to pick up a *Latitude* after a really bad day of doing boat repairs, because it reminds me that boating is fun. (I forget that when doing things like hanging upside down in the engine room.)

Regarding the discussions on cats crossing the bar, when I lived in Hawaii for a while, I worked for the Reef Hotel on Waikiki Beach. My job was crew aboard the 40-ft Rudy Choy *Kepoikai*. That's one of the tourist cats that would pick up as many as 20 passengers from right on the beach, sail out past Diamond Head, then back to the beach — usually with a great ride through the surf.

Kepoikaldidn't have an engine; instead it was rigged with a small but colorful headsail. Thanks to her very shallow draft,



very light displacement, kick-up rudders and crew of only three, the ride through the surf back in to the beach was always the highlight of the trip. I recall that we really gave the mainsheet an extra amount of slack to be sure

No motor, no problem for 'Kepoikai', eh brah?

the main wouldn't catch a gust and drive us into a pitchpole. Besides, the jib did most of the work.

We always based our take-off on not just the wave's set, but also if there were canoes and surfers in front of us. We typically waited out a good set to allow everyone else to get out of our way. Interestingly, once we caught the wave, we became a vessel with limited ability to maneuver, and other folks were supposed to get out of our way.

The surf varied from day to day, and when it was really awesome, we would work an area where the break was less violent due to more gentle bottom contours. If the surf was too

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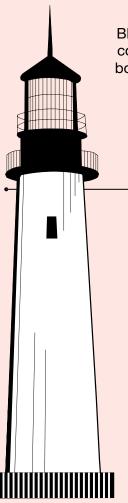
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LETTERS

big to sail off the beach and through the break, we'd cancel the trips until it calmed down.

When we took off on a swell coming back in, the wave would often break just aft of midships, but in no time the cat would accelerate out in front of the wave. Once we were surfing, we really couldn't bear off until the break collapsed into foam near the beach.

Going out, of course, was way more challenging than coming back in. The process of lifting over a breaking wave would leave the first half of the hulls out of the water, and we'd be driving the cat pretty hard to penetrate the surf line. The landing was sort of a controlled crash. The sails had to be slacked so we would not loose steering ability while airborne.

Since then, I have played mostly on the water. For a time, I ran charter cats for The Moorings. Never did have an opportunity to drive one of them through a surf line though.

Capt. (ret.) Fred Snow Marquesa, La Paz, BCS, Mex

Capt. Fred — Back when we used to cover all the big sailing events in Hawaii, we and our kids spent a lot of time on the sand and in the water at Waikiki, from which vantage points the charter cats were naturally the center of attention. While most of the cats seemed old and a little funky, we were always impressed at how skillfully they were handled. Of course, after going in and out several times every day, they had the place wired the way Gerry Lopez used to have the Pipeline wired. Very impressive.

↑ | "KEEP YOUR EYES ON A SWIVEL OUT ON THE BAY"

I want to thank Bar Pilots Unit 14 Capt. Chris Anderson for calling the Coast Guard after a near miss between an incoming container ship and me on my sailboard at 5 p.m. on June 16. I had not been paying attention, and I had no business being where I was. The wind suddenly died, and I looked up to see a huge ship bearing down on me. At one point I thought I was going to be run over. I felt like a mosquito about ready to be slapped. As it turned out, the ship's wake tossed me aside as the ship slipped by about 40 to 50 feet away. Note to fellow windsurfers: Keep your eyes on a swivel when out on the Bay. It's no place to have a 'senior moment'.

I see there was a Coast Guard safety meeting for us sailboarders at the St. Francis YC last Sunday. Unfortunately, I didn't know about it, nor did any of my Crissy buddies mention it.

Edwin Oviatt Sausalito

Edwin — Thanks for sharing your experience. Hopefully it will prevent what may have been a future accident.

↑ || FRUGAL BOAT BUILDING TO THE NTH DEGREE

Max Ebb's articles on hi-tech rigs was thought provoking, but neglected to mention that each new advance is exponentially more expensive. The cost of fancy gadgets supposedly needed on a new sailboat is frightening, and soon only Wall Street traders will be able to go sailing.

By contrast, the stumpy masts and simple fittings of the ancient gaff rigs are cheap. For a smaller boat, one can go to the forest and cut some suitable saplings. Then, with a draw knife and plane, serviceable spars can be made for almost nothing. A visit to the local butcher will get a bone for the dog and some fatty offcuts to render into tallow. With this, one can slough down the mast so everything slides nicely. And even a somewhat nondescript sail, with four corners and hoisted

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LETTERS

by two halyards, can be set.

Would the result be efficient? Of course not! But it's better to sail less close to the wind than to not sail at all. By the way, what I describe is not from the passages of *Robinson Crusoe*, but rather what I did when building a 28-ft Sharpie in Redwood City in '60.

As a teenager in wartime England, I built a skiff, partly from lumber salvaged from bombed out buildings, and water-proofed with tar from the gasworks. I vividly remember sailing on the Thames in the summer of '44, watching the V-1 lights twinkling across the night sky, very much hoping the engines wouldn't cut out until they were well past. I was sailing on a gaffer then, too.

Leaving the U.K. in the mid-'50s, I settled in the Bay Area, and increasing affluence enabled me to acquire proper yachts with pointy headed rigs. But I am not positive they were more fun than boats built with as much ingenuity as money.

Building and sailing skiffs and dories is supposed to be quintessentially American. We read that there are hundreds of bored local youths, many drifting into drugs and crime. Would it not pay society to provide the planks, nails and hand tools for free so they could build boats? At least some of the lads might learn skills, character and initiative by building boats, without too much supervision. Providing, of course, the Bay Conservation and Development Commission (BCDC) did not classify the results as 'Bay fill'!

Michael Barton Dolly Grey, Aries 32 Sunnyvale

Michael — Times change and so do the interests of youth. We don't think many kids are going to want to ask a butcher — assuming they could find one — for some tallow. Or want to plane a sapling — assuming they wouldn't get arrested for taking one from a forest. Furthermore, we think the history of the state's giving anything to anybody in an attempt to motivate them has been dismal, usually resulting in people becoming more, rather than less, dependent.

What we try to do is publicize the great things that some sailors have done or are doing, and hold them up for youth to perhaps want to emulate. That's why we always like to feature articles that show how inexpensive it can be for people, particularly young people, to cruise.

But when it comes to frugal cruising, we'd direct youth away from wood gaffers and toward fiberglass Bermuda-rigged sloops of the '60s, '70s and '80s. For the most part, these boats were overbuilt, sail quite efficiently, and sometimes can be had for a song. Armed with one of these, a young man or woman with a couple of grand, snorkeling equipment and surfboards can have the adventure of a lifetime in Mexico or the South Pacific — or both. And when they return home a few years later, they'll likely be more intelligent, skilled and independent.

↑↓AVOID BIRD FLU BY AVOIDING BIRD POO

While bringing the Hunter 410 *New Moon* back to California after the '06 Ha-Ha, we found out that it would have been easier to clear out of Mexico from somewhere other than Ensenada. When we got to Ensenada, a little man at Customs demanded we produce the original crew. After three hours of busting our chops trying to explain to him that they had cleared off the boat in Cabo and had long before flown home from there, the man's female supervisor intervened and verbally slapped him around. She told him that our documents were fully in order and demanded he clear us out. That really ticked him off.

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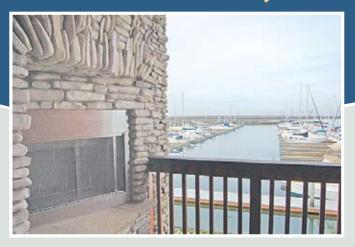
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"We are among the many people who have followed this incredible project for much of the last 20 years, and we were among the very first tenants. Mark has really created a standard for this marina that sets it apart from all others and attracts a delightful and diverse cross-section of boats and owners. There is a real sense of community here; there's always something going on – especially on the Party Barge! The facilities are simply unmatched and I appreciate the high-tech security measures. We were very selective in choosing this marina and are very happy here at Westpoint Harbor."

- Rich and Connie Dancaster

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Best is yet to come. This year will see the installation of more docks, ultimately resulting in a total of 408 slips averaging 50' in length. In addition to the beautiful new harbormaster building, plans include a restaurant/coffee shop, full boatyard and fuel dock (that will be the Bay's southernmost), dry storage, and a neighborhood of other marine-related businesses.

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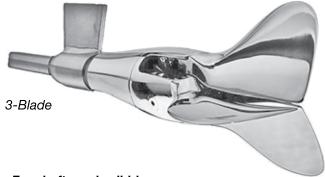
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LETTERS

On the way from Ensenada to San Diego, we picked up a boobie — blue-footed, I think — on top of the boom. Everyone wanted to give the tired bird a ride, as you reported Patrick Ralph did with the little black bird that landed on *Profligate* and caused so much trouble when they tried to clear into Customs. But after we smelled the boobie's stinky excrement the next morning, he was unceremoniously pushed overboard with a boathook, and the boom was washed down with buckets of water. Birds are messy hitchhikers.

Gary Scheier Serenisea 2, Hunter 37 San Rafael

Gary — While the actions of the Customs man in Ensenada had to be infuriating, to a certain extent they are understandable. After all, when you clear into Mexico at whatever port, you'd think you'd get a new crew list to reflect who was going to be on the boat with you from then on. But no, you spend the rest of the season sailing around Mexico with a crew list reflecting people who got off the boat months before and not the ones who are on her at the time. A little strange, no?

Mexico is a fabulous country and a fabulous place to cruise, but their clearing procedures are still reliably inconsistent. For example, when you clear into La Cruz or Puerto Vallarta, you are required to visit the port captain. But when you clear into La Paz or other places, you can do it over the radio. Or, if you're in a marina in La Paz, the marina will do it for you. Consistently inconsistent.

Even more peculiar, if you're clearing out of La Paz for the United States, the port captain requires an expensive and inconvenient health clearance for the vessel and all the crew, and if we're not mistaken, a rat inspection, too. To our knowledge, this is the only port that requires it, which is why nobody clears out of La Paz for the States. If anybody has been required to get health certificates from any other ports in Mexico before heading for the States, we'd like to hear about it.

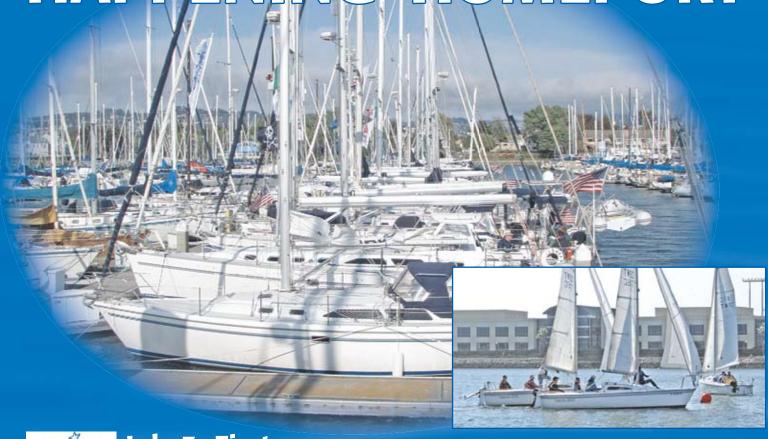
↑ ₩ WE FOLLOW THE PROFLIGATE TREATY

So what I read in the June 9 *'Lectronid* is that, in spite of MARPOL rules, yachts entering the U.S. at San Diego are supposed to dispose of all of their garbage — including plastic bags — overboard prior to entry. This is illegal and doesn't make any sense.

Lon Bubeck Flying Cloud Yachts

Lon — Sorry, we weren't as clear as we could and should have been. As part of their "outreach," the very pleasant and professional folks from Customs told Doña de Mallorca, captain of Profligate, that: 1) You should separate all your garbage as follows: Anything "that is of plant or animal origin, including food scraps, packaging materials, and any items that have come into contact with these materials," needs to be kept in bags separate from all other garbage. That's because the former must be incinerated or sterilized, which costs taxpayers a lot of money. After being inspected, normal garbage can be thrown into normal garbage bins. What drives these folks nuts are the really big yachts that show up in San Diego with 40 bags of unseparated garbage. 2) It's recommended that certain foods, including, apples, raw chicken, raw beef, and avocados — to name just few — be thrown into the sea where it is legal to do so under MARPOL rules, rather than being brought into San Diego where it has to be confiscated. However, other fresh foods — such as limes, garlic, chilies, packaged deli meats and other stuff — can be kept.

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LETTERS

Unfortunately, the USDA pamphlet contained no list of which foods had to be thrown away and which could be kept. And if you call the California number for the Department of Agriculture's Animal and Plant Health Inspection Service at (310) 725-1949 — as we dutifully did at 3:18 p.m. on a Thursday afternoon — you're likely to get a message, as we did, that tells you, sorry, nobody is there to help you at that time, but if you'll leave a number after the beep, they'll surely get back to you sooner or later. Unfortunately, immediately after the beep there was another message that said the machine couldn't take messages. Way to go, USDA Animal and Plant Health Inspection Service!

For the record, these are the rules under the MARPOL Treaty: If you're 25 miles offshore, the only thing you can't throw in



The list of foods you can't bring back to the States is listed . . . er, nowhere on the special USDA pamphlet.

the ocean is plastic. If you're 18 to 25 miles offshore, it's also illegal to dump dunnage and lining materials that float. If you're 3 to 12 miles offshore, you also can't dump paper, rags, glass, crockery, metal, food and plastic - unless it's been ground up to pieces smaller than one square inch.

If you're less than three miles from shore, you can't throw any of the stuff overboard. And forget discharging oil anywhere at sea.

The Profligate Treaty states that you shouldn't throw anything overboard but food, and that only in accordance with MARPOL, which means 3 to 12 miles for stuff under one square inch, and 12 to 25 miles for larger pieces.

↑ #MARIN SHERIFF'S MARINE UNIT TO THE RESCUE

While sailing a small dinghy across Raccoon Strait on June 5, to my great consternation and embarrassment, I capsized. After several failed attempts at righting my vessel, I grew tired and cold, and realized I was in real trouble. Far more trouble than I had bargained for. Rescue attempts by passing sailboats were ineffective and clearly dangerous.

Whether it was God's intervention or just plain luck I will never know, but the rapid response of the Marin Sheriff's Marine Patrol has to be recognized and praised. Sheriff Deputies Nicholas Pottoroff and Jon Harrison took immediate charge. It rapidly became clear to me that they were well-equipped, highly-trained, and extremely competent. Simply put, they saved my life. I was quickly transported back to Tiburon, where I was met by the Tiburon Fire Department and EMR units, which the deputies had arranged for en route. The deputies not only stayed with me during this evaluation, but also coordinated, with folks from the Corinthian YC, the retrieval and return of my vessel.

My thanks for a job well done!

R. Wm Schmidt, MD Tiburon

R. — A tip of the Latitude hat to the Marin Sheriff's Department. But what troubles us is that "passing sailboats" were unable to save you from what might have been a terrible fate.

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LETTERS

↑ || A BETTER JACKLINE SET-UP

I've noticed recent articles about sailors falling overboard at sea, and various schemes — such as the loop or bobstay methods — for them to get back aboard. A conclusion reached in these articles was the best solution is to *not* fall off the boat in the first place.

I agree with this thinking. The first line of defense against going overboard is using a harness and having a suitable line to clip the harness onto. Even with these precautions, it's possible to fall overboard while being attached to your boat, and be dragged in the water until you're dead! *Latitude* has reported on such things happening on more than one occasion.

When I look at boats with jacklines, many have them attached on either side of the boat near the cap rail. If someone were to fall overboard using the setup, even if they were wearing a short harness, they'd be smashed against the hull if not knocked out. And even if you were Superman, you'd still not be able to get yourself back aboard.

To prevent this from happening, I've always used a central jackline with short harness attachment so, if I did lose my balance and fall, I would be confined to the deck of the boat, and not go beyond into a head-cracking experience followed



In 1968, Jody (left) fell overboard, but her parents were able to pull her back aboard thanks to her old-school tether. She's now approaching 50.

by my dragging in the water until dead. My system runs from the stern to the bow, with lines on either side of the mast. They allow free movement along the length of my boat. I shudder when I see jacklines running along the toe railing or in close proximity to it, as it really is an accident waiting to happen.

In fact, I know this to be true from personal experience. On a crossing from St. Thomas to Panama, my daughter fell overboard. Attached to the boat by her lifeline, she was sucked up against the hull. We didn't even know she'd fallen overboard un-

til we noticed the strange turbulence behind the boat! When we looked over the side, there she was! If we hadn't been on deck, the outcome could have been much different. At that time, we were using double jacklines that weren't near the center of the boat, which meant they still allowed my daughter to go overboard.

Tony Badger Kingfish, Fisher 37 Sausalito

Tony — Makes sense to us.

↑ #REITERATING THE POINT

When I sent you my recent email of May 15 [Editor's note: see the letter directly above], little did I know that four more sailors would be lost at sea off the coast of California. I knew one of them — Felix Knauth — personally. In all the cases, the still-floating boats made it to shore while the sailors didn't. It's my belief that if the boats had had central jacklines and the crews had been wearing short harnesses, their chances of



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LETTERS

staying with their vessels, and living, would have been much greater. I firmly believe that it's crucial that one's jackline and safety harness system not allow any crewmember to go overboard.

Tony Badger

↑ \$\| HOW DO SINGLEHANDERS DO IT?

As a budding solo sailor, I'm curious how experienced singlehanders plan to get back aboard their boats if they go over. That assumes that they're tethered, but on a long-enough leash that they could end up hanging over the side, perhaps even dragging in the water.

Carey Jones Dolce Vela, S2 9.2A Chelsea, Michigan

Carey — When we've singlehanded, our assumption has always been — and continues to be — that if we go overboard, we'll die. End of story. Actually, that's always been our assumption even if we have crew, so we try really hard not to go overboard

Not all singlehanders are as fatalistic. We hope some of them will be kind enough to share their get-back-aboard strategies.

↑ \$\| THERE ARE BETTER PLACES THAN THE ALA WAI

I read with interest *Latitude*'s May issue commentary on the Ala Wai Yacht Harbor in Honolulu. Having lived in Hawaii for close to 19 years, I was a slipholder there as well as a member of the Hawaii YC.

Unfortunately, the Ala Wai has always been a second- or third-class facility. It's not too surprising, given the Third World mentality of the state government in Hawaii. These folks have been milking the marina income for many years, while spending the excess on non-related things.

Hawaii is so anti-boating that it was a miracle that HASEKO, a Japanese Developer, was successful in building their beautiful marina facility out at Ko Olina. I attended several of the meetings prior to the marina's being built, and saw what big opposition they faced. But it's where I would keep my boat if I still lived in Hawaii.

With regard to living aboard at the Ala Wai, we lived aboard on the 400 Row for a while. It was hot and noisy, and there were parking and other problems. There are better places!

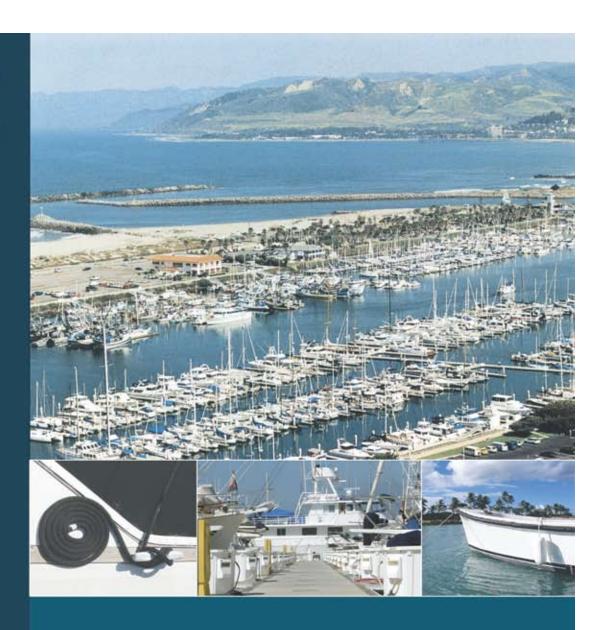
Garry Powell Portland, OR

Garry — We hate being so cynical, but there seems to be endless evidence — from Arlington National Cemetery to the Ala Wai — that government on all levels is a bad brew of incompetence, inefficiency and corruption. Can't we do better? Can't anyone in government service be held accountable?

↑ ₩E'RE ASHAMED FOR A DIFFERENT REASON

I'm sorry, but I think spearing a trophy fish using scuba gear is pathetic. Fish like the pargo featured in the May 24 **Lectronial* are the breeding stock for an entire species, not just trophies for sailors who believe they are on some sort of a self-realization trip. I say have fun — but play fair. And it's not really the size that counts. By the way, it's not just the Mexicans who have diminished fish stocks in the Sea of Cortez, as cruisers from the north have played a part as well.

Tom Woodruff Mischief, Mermaid Sea of Cortez, '79 Management Consulting Development



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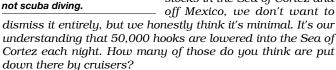
Tom — Ethan Smith, who took the pargo you refer to, was free-diving, as were the two friends he was diving with. Smith is a member of the Long Beach Neptunes, the oldest free-diving club in the country. Of the 34 records that the club lists, 28 of them were set free diving. In fact, scuba gear is not allowed in any of the club's competitions.

It might seem ironic, but we'll bet you a nickel that the members of that club are generally more supportive of conservation efforts than is the general public. These aren't casual

fish-killers, as fish conservation is, among other things, in their best interest. And as you'll note in Smith's letter which follows this, the pargo he shot was one in a school of about 100.

As one who loves to eat fish, it's our opinion that Smith is a more responsible and ethical consumer than we are. For while we and most other people just order our fish from a menu or take it wrapped in plastic from a food store refrigeration case, Smith not only worked hard to get his fish; to a certain extent he put his life on the line getting it. It shames us.

As for the role cruisers have played in the diminishing fish stocks in the Sea of Cortez and



↑ ||YOUR FAITH WAS JUSTIFIED

Believe it or not, Ethan Smith took

this monster while free-diving,

I want to thank the publisher of Latitude for having faith in me, and to tell him that it was well-placed. In short, the photo of me with the pargo that appeared in the May 24 'Lectronic Latitude is genuine, and the fish was real. The additional photos you received, plus the six witnesses who will attest to it, should be enough to convince anyone.

As Latitude guessed at the time of the 'Lectronia piece, we were in the middle of several weeks of wandering around the Sea of Cortez, and it wasn't until we pulled into the Singlar facility in Santa Rosalia yesterday that I was able to get on the internet. As a result, I'm coming very late to the discussion that the photo I sent might have been doctored.

I have no hard feelings toward LaDonna Bubak, the skeptical Latitude editor. I've heard several comments from people who've seen that picture — including my wife — to the effect: "Wow! That hardly looks real!" or, "That's so crazy it looks Photoshopped!" Having seen plenty of pics of guys holding fish in the foreground to make them look larger, and understanding LaDonna's role as a fighter for journalistic truth and justice, I'm not offended at her skepticism.

I also agree with LaDonna that the pargo in the photo looks larger than 75 lbs. I've shot two over 50 pounds, and this fish was much bigger. As for the weight, Thor Temme, whose 45-ft trimaran Meschach I was diving from, and I weighed the fish three times on my 50-kg scale. The first two times it caused the scale to throw up — something it does when it is overloaded. Not sure what to think at that point, I took the scale apart, cleaned and reinstalled the batteries, and got a

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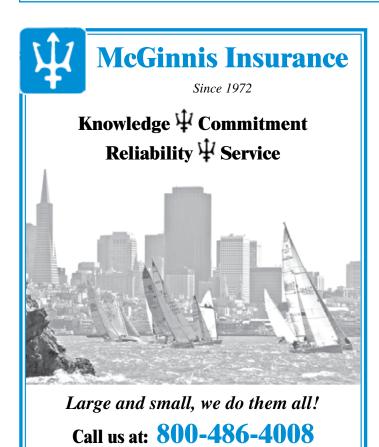
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weight of a bit over 75 pounds.

As a competitive diver for 14+ years with the Long Beach Neptunes, the oldest free-diving organization in the United States, and someone who dislikes being called a liar, I was loath to submit the fish to the club with a questionable weight. So I chose the lower number. In hindsight, I should have gotten accurate measurements of the fish so I could have used a formula to verify the weight. I personally believe that the fish was much larger than 75 lbs — perhaps even over 100 lbs. In any event, it sure was a grand fish and a great day.

For those who are curious, I took the fish near Roca Corbetena, which is about 15 miles offshore of Punta Mita, which many people know is at the tip of Banderas Bay, Mexico. I was diving with Thor, his friend Michael who was visiting from Hawaii, and their young boys, Tristan, Sasha and Max. While at Tenancatita Bay months earlier, Thor and I had



Ethan's prized pargo likely weighed more than 75 lbs.

hatched the plan to do a "boys' trip" to Roca Corbetena right after the Banderas Bay Regatta, as Michael, who is also a keen breath-hold spearfisherman, would have a few days before returning home. I suggested Corbetena, as I'd dived it on several times, and knew it to be a good spot for pelagics.

Thor agreed to skipper and I agreed to guide, so after the post-regatta party, we took off at 4 a.m. from Paradise Marina. We arrived at the rock mid-morning, and found light wind and seas. It was perfect. Our quarry of choice was yellow fin tuna, and

we started out diving a couple of high spots. Michael and I were in the water, while Thor ran the boat 'live', shuttling us up-current each time we drifted through. We found bait, but no tuna or other game fish, so we decided to drift to the rock itself. This was much more interesting, as there was good visibility and lots of bait, as well as large jacks, cabrilla and wahoo. Despite several sightings of the latter, I was unable to get close enough to take one.

After several trips past the rock, and with the boys itching to get back to Punta Mita to do some surfing, Thor and I agreed to one last pass. I was gliding down off a ledge at about 45 feet when a school of 100+/- pargo breezed by unaware below me. I lined up on the largest shoulder I saw and fired, hitting the fish centerline behind the dorsal fin. When that happened, it was off to the races. Happily for me, the fish ran deep. After much huffing and puffing, I was able horse him up before he found a hole to hide in. The kids, fishermen all, went nuts when I swam the fish back to the boat. As for me, I was simply pleased to pull off the hat trick in such fine style!

My thanks to Thor — for the ride and for running the boat.

Ethan Smith Eyoni, Ovni 36

Ya Ta Hey, NM / Currently at Santa Rosalia, BCS

Readers — We asked Ethan for some information about diving for fish in Mexico. He responded as follows:

"As far as I know, shooting fish using scuba gear is illegal in Mexico. But as you probably know, that depends on whom you ask and when. "I'll be doggone...I forgot my fishing pole and sailing gear!"

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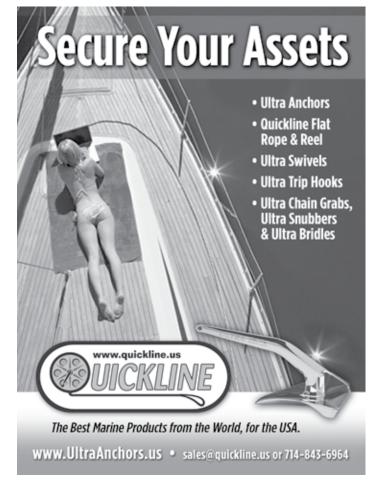


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"Free divers are capable of taking large fish. This includes a 545-lb giant sea bass taken by Bob Stanbery at Santa Cruz Island in '68, and a 425-lb shortfin make taken by C. Steward Graham off the Coronado Islands in '99.

"When I go for large pelagics, I use a 70-ft Norprene bungie, which acts like a drag on a fishing reel, one or two inflatable or



One last piece of photographic evidence.

foam-filled floats, and a four or five-band custom-built speargun which fires an 11/32 x 65-inch shaft. Each rubber pulls something like 75 lbs. I rig the shaft with a 3/16-inch stainless cable shootline of just over 20 feet in length, and use a

6-inch Morifish speartip that 'breaks away' from the tip of the shaft on 1,000-lb Spectra cord. This is the cord you can see exiting the fish's back in the pargo picture. A slide-ring slips along the shaft to keep the shaft and tip attached. The tip toggles into or on the far side of the fish, then detaches from the shaft. This prevents the shaft's becoming a lever and either ripping out or bending. This rig is ideal for wahoo, amberjack, yellowfin and so forth. I use a vinyl float-line for reef fishing, as Norprene is expensive and not abrasion-resistant.

"While I usually horse grouper and pargo up to the surface to keep them from holing up on the bottom, this particular fish made a freight train rush to the bottom. So after a bit of tug 'o war, I ascended my float-line to the floats. Each float has about 40 lbs of flotation. The first float was completely underwater, and the second was half submerged. I straddled them like a pool noodle, and began hauling the big fish up.

"My shot had been a good one, with the tip toggled under the spine. So after the first long run, I was able to make pretty good progress getting him up. After he was up to the cable shoot line, I clipped the fish off to my buoy with a long-line clip. Then I dove down, tackled him in a bear hug, and stuck him in the brain.

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Rennie's entry in the Latitude Fishing Derby.

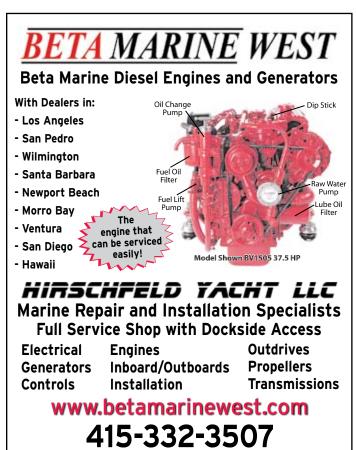
"I'm happy to share the intimate details, although based on experience I'm concerned how those who have mindlessly divorced predation, and even death, from their styro-trayed, meat-section delicacies, might respond."

↑ U"I STILL SAY IT'S PHOTOSHOP"

Despite the additional photos of the pargo, and the claims that it's for real, I still think it was Photoshopped. In the first photo, the right side of the man's head and body is in the shade, but the same side of the fish is in the sunlight. Similarly, in the third picture, the one of the fish on the boat with the kids, the fish has no visible means of support. It's in semi-upright position and the shadow of the man's left leg on the deck stops at the fish. In other words, the fish covers the shadow of his leg.

been Photoshopped. As others have pointed out, it looks too big to be 75 lbs. This wahoo, caught on *Cassiopeia* during





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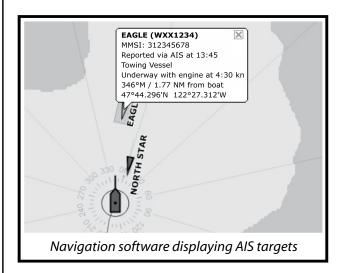
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LETTERS

the '03 Ha-Ha was 75 lbs. The pargo looks much larger.

Rennie Waxlax
ex-Cassiopeia, Swan 65
San Pedro

↑ U"LOOKS REAL TO ME"

Ethan's Smith's pargo looks real to me, and I've been a captain of a charter fishing boat for 40 years. When people are getting their photos taken with their fish, I always tell them to hold the fish as far in front of them as possible, because it makes the fish look bigger.

Bruce Paty Planet Earth

↑\$\#HOW'S THIS FOR A FISH?

You asked for photos of fish caught while sailing. I caught the mahi mahi in the accompanying photo while sailing in Fijian waters. I'm not sure of the size or weight, but I do know that it fed us for a few days. And you should have seen the size

of the one that got away!

Matthew Matson
Aeventyr,
Tayana 37
Seattle / Currently in the
South China Sea



Matthew's entry . . .

. . . and Bill's.

↑\$\$\text{OR THIS?}

I don't know the weight of the mahi in the accompanying photo, but we guessed it to be

around 45 lbs. As I recall, it was 54 inches long. We caught it three hours out of Muertos on the way over from Mazatlan. It just so happens that we were having a fishing derby with the folks on *Just A Minute* when we landed it.

Bill Houlihan Sun Baby, Lagoon 41 San Diego

↑ || MARLIN FROM A SAILBOAT

The accompanying photo is of Marina Village Harbormaster



Alan Weaver landing a marlin off the back of *Escapade* off Bermuda. It was catch 'n' release.

Greg Dorland Escapade, Catana 52 Lake Tahoe

Readers — We received a lot more photos of fish caught from sailboats, and hope to run

So far, Alan's in the lead for this marlin.

more of them in future issues as space permits.

↑↓IT WAS A HELLUVA RIDE!

Congratulations to Bill Turpin and the crew of the R/P 77 Akelol for a very impressive sail in the Spinnaker Cup from San Francisco to Monterey. Reading about it reminded me of the '83 Midget Ocean Racing Association (MORA) race from

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LETTERS

San Francisco to Monterey I did with David Hodges, Ian Klitza and Jay Crum on the Wilderness 30 *Special Edition*. We sailed the course in 8 h, 35 m. To be sure, that's about an hour and 25 minutes longer than it took *Akela*, but *Special Edition* is less than half as long as *Akela*.

As I recall, we had a noon start, which I found frustrating because we wanted a shot at finishing before sunset. As it was, we didn't get the kite up until we were down by Half Moon Bay. But the breeze just kept clocking and building. At one point, I remember looking back and seeing the boat behind us pitchpole. The boat behind them dropped their chute and winged out a jib. But *Special Ed* could still profitably carry our fractional 1.5-oz chute, a sail Ian always referred to as 'the potato chip'. The adrenaline was flowing pretty strong as we blasted down Monterey Bay.

We finished at 8:35 p.m., which was just about sunset. It had been a hell of a ride!

Eric Sultan Osprey, Santa Cruz 40 Alameda

 ${\it Eric}$ — A young Hodges, Klitza, Crum and Sultan on a 30-ft ultralight — one can only imagine what that must have been like.

↑ ₩ORDS OF EXPERIENCE

Having just received our latest *Latitude* here on South Maui, I really enjoyed reading the article about other folks' experiences with the Crew List. I'd like to add my thoughts for those who may be picking up *Latitude* for one of the first times and wondering how to get into the wonderful world of sailing.

I grew up as a backpacker and mountaineer in the Sierra, and started sailing almost three decades ago with my dad's senior citizen group, which sailed out of the Alameda Naval Air Station. They jokingly called themselves the Orinda YC. One



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ROVANE.

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Bird loving 'Profligate' crew Patrick Ralph has also had great success using the 'Latitude' Crew List.

day one of them handed me a Latitude and said, "I think you'll like this." After reading it cover-tocover, and seeing all of the stories and pictures about sailors obviously having the time of their lives, I wrote a letter to the editor. It essentially asked, 'Where do I sign up?' and was published. The Editor/Publisher/Wanderer/Grand Poobah very patiently wrote a long reply back

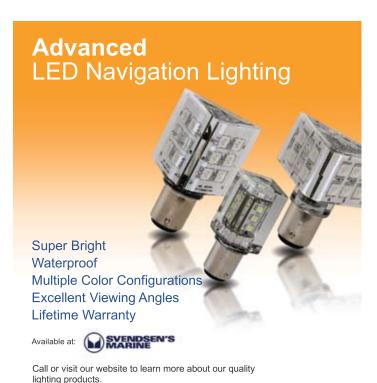
and advised me to go for it, to walk the docks — still possible then — sail in beer can races, hang out at the yacht clubs after the races, and above all, sign up for the Crew List.

To make a long story short, I followed his advice, and had many, many great sails and cruising experiences, both from the Crew List parties and from hanging out at yacht and sailing clubs, Over a decade, things came full circle, from my asking, "Where do I sign up?" to my being featured in the pages of the magazine.

As the popular Hawaiian surfing song goes, "If I can do it, so can you!" So if you're out there wondering how to get into this incredible world of sailing and cruising, look no further than *Latitude*, the *Latitude* Crew List, the Crew List Parties,







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LETTERS

and the great yacht and sailing clubs around the Bay and beyond. Trust me, there are boatowners out there who would love to have you aboard, even as a rank beginner.

Mark Joiner *Dolphin* Wailea, Maui

Readers — If you make an effort, the things Mark recommends do work. Patrick Ralph of Benicia recently did a Baja Bash aboard Profligate. He told us that he's gotten 20 rides from the Crew List, including the last two Ha-Ha's and the last two Pacific Puddle Jumps.

↑ UNO PRE-MEXICO PAPERWORK NECESSARY

I met the Grand Poobah and Doña de Mallorca briefly at the '98 Ha-Ha Crew List Party at the Encinal YC. I opted not to be a part of the Ha-Ha, as it moved south too fast for me, but I did spend the '98-'99 season cruising in Mexico.

I'm now hoping to spend the '10-'11 season cruising in Mexico. My current home port is Eureka, and I'm wondering if I have to go to a Mexican consulate before sailing to Mexico. If I do, do you know of a service that can take care of the paperwork for me? I'd prefer to avoid having to make an expensive trip to the consulate in either Sacramento or San Francisco.

This time my cruising plan is to not stop anywhere north of Mazatlan, except possibly to anchor or rest overnight. And on my way down, I wish to avoid San Francisco and San Diego entirely. What are my options?

David Carr Flying Cloud, Yorktown 35 Eureka

David — You have nothing to worry about. There is no paperwork that needs to be done prior to clearing in at a Mexican port of entry, and when you get to one, all you need is your boat registration or documentation and a passport for everyone on your boat.

Mexican ports of entry on the way to Mazatlan include Ensenada, Cedros, San Carlos and Cabo. To date, Mexican officials haven't expressed any concern with boats stopping overnight in Mexican waters prior to clearing in at a port of entry. For instance, the Ha-Ha fleet stops at both Turtle Bay and Bahia Santa Maria prior to clearing in at Cabo. But you don't want to push it.

For answers to these and many other questions about cruising in Mexico, visit Latitude 38's First Timer's Guide to Cruising Mexico. It can be found and downloaded for free at www.baja-haha.com.

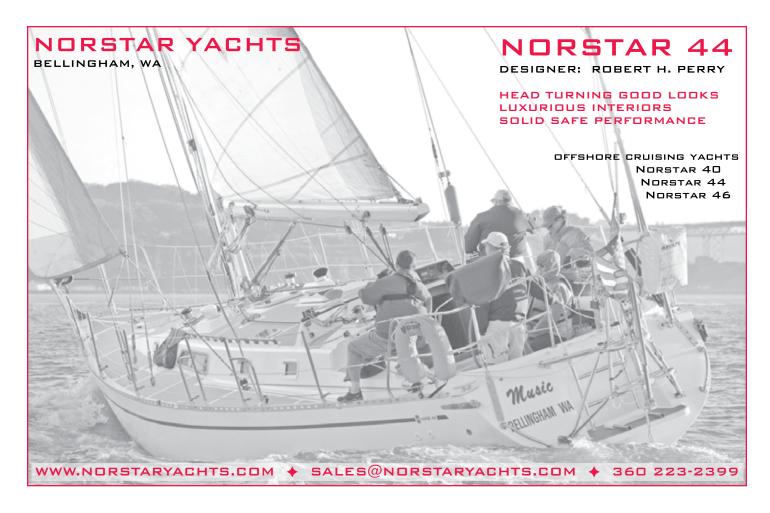
$\uparrow \Downarrow$ THE COSTS OF CHARTERING 'TI PROFLIGATE

I just read the June Sightings piece on the Leopard 45 catamaran the publisher of Latitude has in a yacht management program in the British Virgin Islands, and how well it's worked for him over the last three years. That's very interesting, and it may be something I'd like to get into in a few years. But for right now, I'm curious what a Leopard 45 cat — which I understand has four cabins with four heads en suite — costs to charter for a week in a second-tier yacht charter program.

Tony Scarlino Tempe

Tony — All we can tell you is what our '00 Leopard 45 'ti Profligate charters for from BVI Yacht Charters. In the off

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LETTERS

season, which is August 1 through October 31, she goes out for \$4,350 a week, taking a maximum of eight passengers. In the low season, which is May 1 to July 31, and November 1 to December 14, she goes out for \$4,995. In the mid season, which is January 6 to January 21, and April 1 to April 30, she goes for \$5,750. And in high season, she goes for \$6,550 a week.

In our opinion, the start of low season, meaning May 1, is a really good 'big bang for the buck' time, as is the end of low season — although 'ti Profligate is already booked for that period this year. For those needing to escape really cold climes, we also recommend the January 6 to January 21 mid season period.

Another thing to keep in mind is that the Leopard 45 is all but the exact same boat as the Leopard 47, except the 47s have a two-ft sugar scoop on each hull, generators, and sometimes air conditioners. For those three extra things you pay another \$1,700 to \$2,000 per week. To each their own, but we'd rather have the extra money.

We hate to sound like used car dealers, but if you want to charter 'ti Profligate, don't wait too long, because she's a very busy cat and is rapidly booking up. But remember, our cat and BVI Yacht Charters certainly aren't the only games in town. Call around to find the right boat and deal for you. Others you might contact are TMM Yacht Charters, CYOA Yacht Charters, Foot-



'ti Profligate's dance card is full for the low season.

loose Sailing Charters and Conch Charters, all of whom advertise in Latitude.

For folks with bigger budgets and looking for more room and luxury, the Lagoon 440s and the Leopard 460s, available from different charter outfits, are two of the more popular and attractive options. Both

have elevated helm stations, and the latter even have electric toilets — something the ladies swoon over. No matter what boat you choose to charter, and no matter what charter outfit she's from, we're pretty sure you'll have a fabulous time.

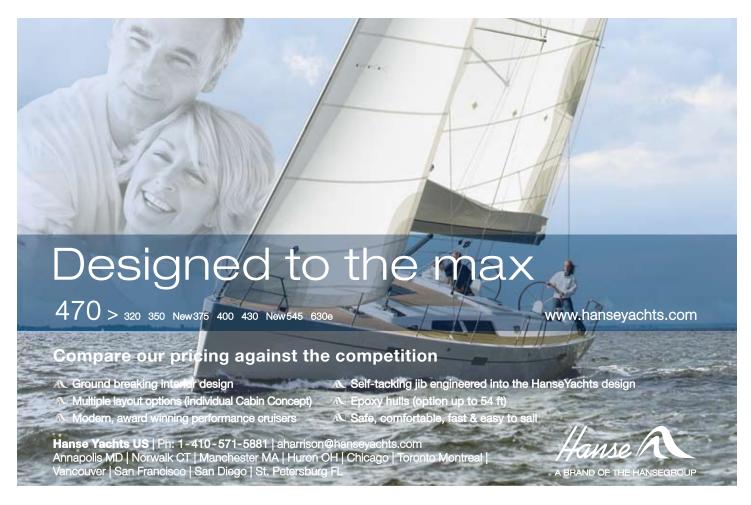
↑ UDON'T EVEN THINK ABOUT IT IN CALIFORNIA

I intend to bring my Alberg 30 from the Chesapeake to the San Diego area later this year to prepare for the sail home to Australia. I'm having trouble finding a marina where I can live on and work on my boat while I get ready to leave, and also have her hauled. Can you help me?

Owen Zeimer Planet Earth

Owen — Harbormasters in San Diego — and most places in California — tell us there are plenty of 30-ft slips available. But you may be frightening them away by saying you want to live and work on your boat, too. Liveaboard slips are in short supply everywhere, and a harbormaster's nightmare is that one of his docks will become a floating boatyard.

Our advice is to truck your boat out here to a yard where you can get all the messy exterior work taken care of. Then present your nice-looking boat, your nice-looking self, and your truthful situation to a harbormaster in person. If you look as though you'll be a credit to the marina, some harbormasters will be more flexible with bending the rules or turning a blind







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LETTERS

eye to minor infractions.

If you're going to want or need to do more extensive work on your boat, we suggest that you truck her to San Diego, then sail her to Mexico and take up residence in one of the second-tier marinas that allow owners to live and do work on their boats.

↑ ₩ WISHING I WAS THERE

From the shores of Central America to the walls of New Folsom Prison, where I am now, I've always looked forward to reading what is going on in the sailing community — and



Darin's halfway to being free as the wind.

Latitude never lets me down. I do want to make an observation about the term "cruisers' remorse," though. In light of the pisspoor decision that got me here, I'd have to say that I suffer more from the affliction of "returner's remorse." No doubt I deserve my punishment, and less doubtedly I look

forward to open waters once and forever more. Seven years down and six to go — I'll be seeing you in Pura Vida!

Darin Bauer Stupid Gringo New Folsom Prison

Darin — You're more than halfway there and seem to have the right attitude. We wish you the best of luck.

↑↓THINKING RATIONALLY WHILE PANICKING

My condolences to the family and friends of Dave Gish, who drowned in Ventura West Marina. My husband and I kept our sailboat at Ventura West Marina for over 20 years, so I speak from direct knowledge. All anyone who goes into the water in a small harbor like Ventura needs to do is swim/paddle to the shore and climb out on the rocks. No ladders are necessary, just common sense.

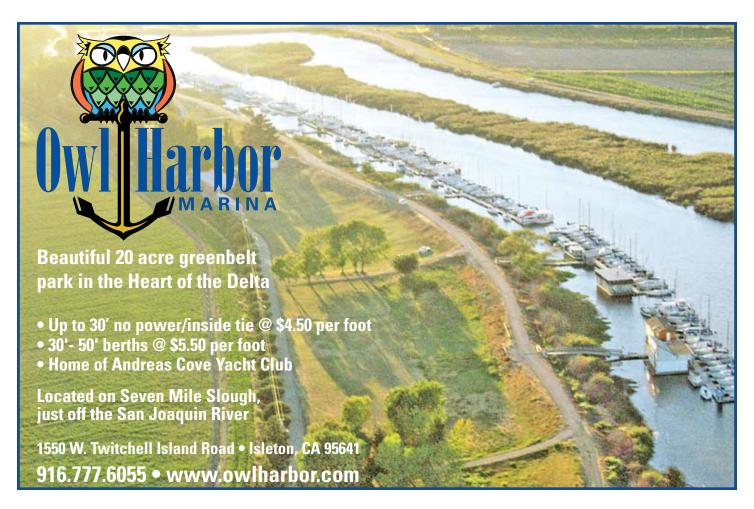
Linda Dacon Bettina, 41-ft Laurent Giles sloop Pt. Townsend, Washington

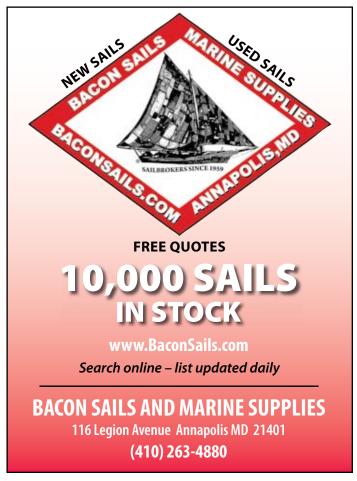
Linda — That's a good point, and certainly something for everyone who keeps a boat in a marina with a gradually sloped embankment to keep in mind. On the other hand, we used to keep our Freya 39 at Ventura West, and if a fully clothed person fell in into the chilly waters near the end of the dock, it could be a pretty difficult swim to the embankment. At a time like that, common sense is often replaced with panic. We think the important thing is that everybody have a get-out-of-the-water plan in advance.

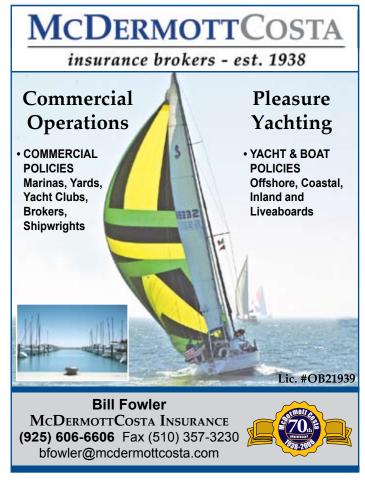
In a typical month, we receive a tremendous volume of letters. So if yours hasn't appeared, don't give up hope.

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

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







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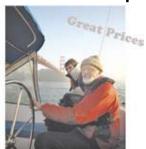
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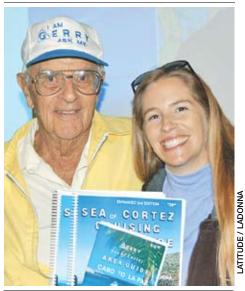
LOOSE LIPS

Eight bells.

We've often observed that the most unassuming people those who toot their own horn the least — have actually accomplished great things in life. That was certainly true of our old friend Gerry Cunningham. For years we'd known him simply as a kindly old guy who showed up at boat shows and Baja Ha-Ha parties offering cruising guides of the Sea of Cortez — but never with a hard-sell attitude — before realizing that we had a personal connection to him that went back decades. Turns out he was the designer and maker of the original internal-frame backpack, one of which rode on our shoulders twice around Europe, and all through Central and South America during the '70s.

And it wasn't until after his passing on May 15, at age 88, that we learned his revolutionary, lightweight, Gerry brand camping gear and "leave no trace" attitude had been instrumental in transforming wilderness camping into an accessible family sport.

His mountaineering gear was also used on many major climbing expeditions during the '50s and early '60s including the 1953 American K2 expe-Everest in '63. He more, and we'll miss him.



dition and the first For many, Gerry Cunningham was the guy selling successful Ameri- great cruising guides at boat shows with his pretty can expedition to granddaughter Heather. In reality, he was so much

later designed the now-ubiquitous spring-loaded drawstring clamp found on all sorts of outdoor gear, and a variety of other gadgets and gear items.

A World War II veteran of the 10th Mountain Division, Gerry moved to Colorado after the war which kindled his interest in mountaineering, just as his later move to Arizona sparked his passion for exploring every anchorage and cove in the nearby Sea of Cortez. Up until the end, he strove to make his charts as accurate as possible, and he was the first — we believe — to offer GPS-corrected versions. His company, Gerry Sea of Cortez Charts, will continue on, managed by family members.

Even during their early days together at Antioch College, Gerry and his wife Ann (who passed away last year) were way ahead of their time in terms of social consciousness. Back then, they dreamed of building a log cabin and living off the grid. Together they built four highly energy-efficient homes in Colorado and Arizona, mostly by hand. For the past 30 years, they'd lived comfortably in earth-sheltered concrete domes powered only by solar electricity. During Governor Bruce Babbit's administration, Gerry was appointed Arizona's director of Energy

The affable outdoorsman is survived by three children, five grandchildren, seven great-grandchildren, and one great-greatgrandson. Donations in his memory may be made to the Nature Conservancy. Gerry was one of a kind, and we're sure going to miss him.

— andy



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SIGHTINGS

blonde california teen girl sets off epirbs in southern ocean

That pretty much sums up the headlines in the mainsteam media in what, based on their coverage, has been the biggest sailing story in all of history. Abby Sunderland and her family wanted fame, and they got more of that than they could have dreamed of. But for the parents



It's our opinion that Abby Sunderland didn't fully understand what she was getting into in regards to the Southern Ocean and the media storm that hit after her dismasting.

in particular, it has come with a large dose of infamy. As for Jessica Watson, who actually accomplished the nonstop solo circumnavigation by the Southern Ocean that both girls had been attempting, one month later she was relegated to the back pages. Nonetheless, Australian sources report Watson has raked in nearly \$1 million, with much more in the offing. If 'million bucks' aren't the two words to prick the ears of stage parents the world over, and maybe even some junior sailors, none will. As a result, we don't think we've seen the last attempts on ill-advised age-based sailing records.

In the remote possibility that someone hasn't

In the remote possibility that someone hasn't heard the basics of the Abby Sunderland tale, derland didn't fully understand here's a quick summary:

• July 16, 2009 — 17-year-old Zac Sunderland of Thousand Oaks finishes a solo circumnavigation via a traditional route aboard the Islander 36 *Intrepid.* Prior to his team's flying

in a reported six times to make repairs at various places along the circumnavigation, Marianne Sunderland told *Latitude* that the initial budget had been \$285,000. The press was appreciative but not gushing over the adventure.

- July 15 The day before Zac's homecoming, his 15-year-old sister Abby reveals that it's been her "lifelong dream" or at least since she was 13 to sail around the world. She wants to be the youngest person to do it, which means she'll have to do it via the Southern Ocean, an enormously more difficult achievement than her brother's trip, because then-15-year-old Aussie Jessica Watson is already planning to go for it aboard her S&S 34 Ella's Pink Lady. Sunderland's team must get a boat, prepare it, and have her take off ASAP. Her age is both her calling card and her greatest enemy.
- October 26 The Open 40 *Wild Eyes* is purchased in Rhode Island. After the boat is acquired, Stephen Mann of San Diego, who sailed the proposed course a year before, says that Laurence Sunderland told him that \$400,000 has been spent upgrading the boat and that the project has brought in millions in sponsorship. There is no telling if Sunderland was being factual or just boasting, but the press adores this adventure, just as the press loves 16-year-old girls more than it does 16-year-old boys.
- January 23, 2010 Claiming to have been a "lifetime sailor" the details of which are no more freely available then is the recipe for Coca-Cola Abby sets off from Marina del Rey. Before she leaves, one Southern California publication reportedly anoints her 'Sportswoman of the Year.'
- \bullet February 2 Abby pulls into Cabo San Lucas, after just 10 days at sea, with electrical consumption issues and a number of other problems. Team Abby declares the leg to Cabo was actually a "shakedown sail," and that Abby will begin her attempt anew from there.

Behind the scenes, a battle brews between Team Abby and Magnetic Entertainment of Santa Monica, which on its website has announced they are making a documentary of Abby's attempt as well as developing a Sunderland Family reality show. A cameraman for Magnetic will later say the company pulled out because they felt neither Abby nor the boat was ready and the proposed trip was too dangerous. Laurence Sunderland later tells Larry King the man is a liar and Team Abby pulled out because the film team actually had plans to make a feacontinued on outside column of next sightings page

mexico's

Drug war violence is out of control all over Mexico, right? If you judged solely by the headlines that appear in American mainstream media these days, you could certainly get that impression. Due to the old newsmen's credo, "If it bleeds, it leads," almost all of the contemporary news we get about Mexico focuses on the very real gun battles between government troops and drug cartel operatives. But many of our neighbors to the south — including cruising sailors, shorebound expats, and business owners — complain that the American public isn't getting the whole story.

In fact, almost all of the recent violence is confined to three border towns



dismasted with rig trailing in a Southern Ocean dismasted with rig trailing in a Southern Ocean storm. Top inset, this map shows how close Abby was to being out of range for the Qantas charter to find her. In all, it's estimated that Abby's rescue cost about \$300,000.



bad rap

— Tijuana, Nogales, and Juarez — which have traditionally been shipment points for massive quantities of illegal drugs headed for the U.S., plus Mexico City, where many kidnappings for ransom have occurred. Although you wouldn't know it from reading newspaper headlines or watching the evening news on TV, the rest of the country has been virtually unaffected. Within the cruising community, we haven't heard of a single incident involving visiting sailors or shoreside tourists.

Some in Mexico go so far as to theorize that the negative media blitz is a conspiracy aimed at trying to slow the flow continued in middle column of next sightings page

abby — cont'd

ture about his daughter dying at sea. Marianne Sunderland tells KNX News that there never had been a contract between the Sunderlands and Magnetic — which is odd because for a long time Abby's website directed potential sponsors to "make checks payable to Magnetic Entertainment, Inc." It's difficult to know who, if anyone, is telling the truth, but we wouldn't buy a used car from any of them.

- March 31 Abby rounds Cape Horn. Whether inspired by the desire for fame and fortune, the belief in God, or just raw determination, there is no denying that Abby Sunderland has courage.
- May 5 Citing problems with autopilots, Abby pulls into Cape Town, thereby ending her chances of doing a nonstop solo circumnavigation and being the youngest person to sail around the world.
- ullet May 21 With her shot at the record gone, Abby nonetheless leaves Cape Town after repairs are completed even though it means she'll be sailing across the Southern Ocean in winter, something even the world's greatest sailors don't do because of the extreme weather. Sailors

continued on outside column of next sightings page



abby — cont'd

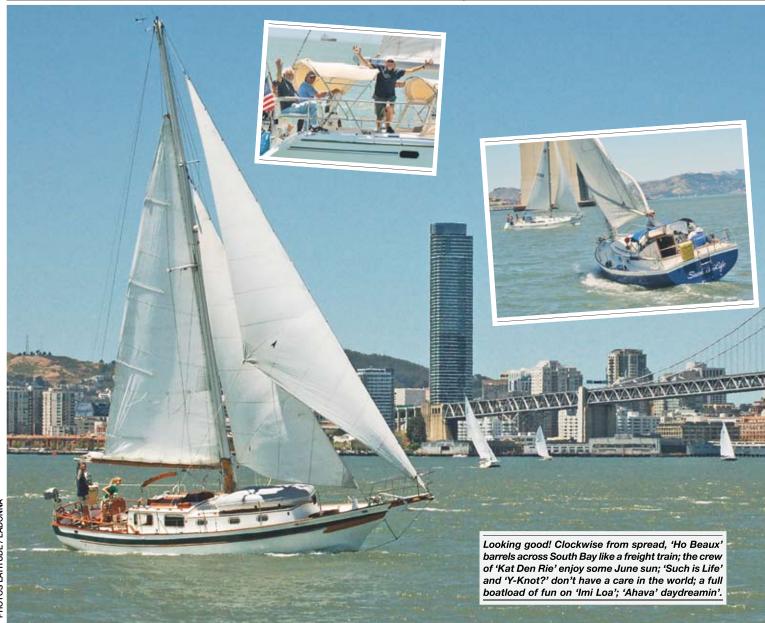
still following Abby are mostly stunned. On Abby's Wikipedia listing, the Sunderlands are said to be born-again Christians, and Laurence is quoted as saying that, as such, they don't always do things based on reason. Abby's sailing into the Southern Ocean in winter would seem to be a prime example. Meanwhile, critical or even questioning posts to Abby's website don't see the light of day. From the website's point of view, you're either completely for Abby or you don't exist.

• June 10 — Abby sets off two EPIRBs. The mainstream media and popular press wet their pants, because what's more gripping than the possibility that a blonde California teenage girl might be dying in the cold and lonely Southern Ocean? Conditions there hadn't been good at the time the EPIRBs were set off, but they hadn't been particularly bad either. It was just the Southern Ocean being the Southern Ocean.

 June 11 — A Qantas Airbus is chartered by the Australian govcontinued on outside column of next sightings page

mexico

of North American cash into Mexico. In a recent article on the website *Mexinvestnow.com*, author Charles Simpson cites the fact that Mexico is now the number one retirement destination in the world, with over two million Americans and Canadians currently owning property there. A conservative estimate of Baby Boomers who are expected to buy property 'south of the border' in the next 15 years, says Simpson, is more than six million. Add to this the phenominal growth of so-called "medical tourism" to Mexico due to exorbitant pricing in the U.S. This is such a huge growth industry that medical ex-



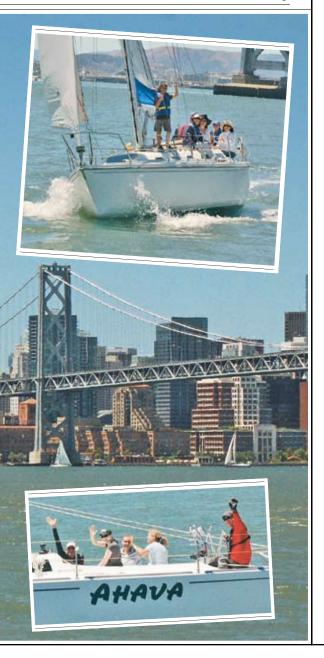
PHOTOS LATITUDE / LADONNA

— cont'd

penditures from foreigners are expected to add 5-7% to Mexico's GDP.

While such figures are eye-opening, we don't really buy into the conspiracy theories. But we do know that wherever we've traveled in Mexico in recent years — and we travel there often — we've always felt at least as safe as, if not safer than, we do at home. So to us, shunning the anchorages and resort towns of Mexico makes about as much sense as refusing to visit the Bay Area because of the murder rate in the toughest neighborhoods of Oakland.

andy



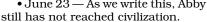
abby — cont'd

ernment to find Abby at a cost of about \$175,000 US. Some Aussie taxpayers suddenly begin to question the wisdom of letting teens, even their heroic Jessica Watson, sail solo around the world. Abby is found in good condition, but her boat is dismasted. Even weeks later, Team Abby, which runs a pretty opaque program, has provided no real details of the circumstances of the dismasting. Presumably they are saving it for the book, which Abby suddenly decides she'd like to write.

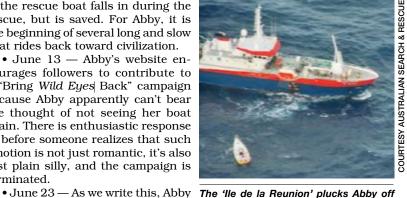
• June 12 — Abby is rescued from Wild Eyes — which for some unknown reason is not scuttled — and is taken aboard the French

vessel Ile de la Reunion. The captain of the rescue boat falls in during the rescue, but is saved. For Abby, it is the beginning of several long and slow boat rides back toward civilization.

• June 13 — Abby's website encourages followers to contribute to a "Bring Wild Eyes Back" campaign because Abby apparently can't bear the thought of not seeing her boat again. There is enthusiastic response - before someone realizes that such a notion is not just romantic, it's also just plain silly, and the campaign is terminated.



The initial reaction in the main- skipper fell in the water and had to be stream and pop press was that it was saved himself.



'Wild Eyes', but not before the French

a daring and brilliant adventure. But then more people, including celebrity sailors Geraldo Rivera and Dr. Laura, began to savage the parenting decisions of the Sunderlands. After reports got out of the possible deal for a Sunderland Family reality series, and there was a greater understanding of the backstory, the tide started to go out. As for people who have actually been on sailboats, the feeling had

been much more negative from the beginning. We at Latitude, for example, had always been against both the Watson and Sunderland efforts. We wrote extensively about the Abby effort in the June 11 and 14 editions of 'Lectronic Latitude, and received some of the greatest response to anything we've written. The response was overwhelmingly negative on the adventure. Understandably to us, Abby, as an inexperienced minor who can't be expected to know any better, came out relatively blameless. Nearly all the contempt and anger was reserved for parents Laurence and Marianne — who many people thought had appeared shockingly unemotional in television interviews when the fate of their daughter was still unknown.

In order to have as much space as possible to run reader responses, those who want to read the two 'Lectronia pieces will have to do so online at www.latitude38.com. But to summarize our position in one very long sentence, we gave the Abby adventure a jaundiced eye because we saw it as a reckless stunt in pursuit of pop fame and fortune by someone too inexperienced and young to comprehend the risks, and with a team that had a 'get rich and famous or die trying' mentality, highlighted by taking on the Southern Ocean in the wrong season on a boat that wasn't any more ready than Abby was, while counting on others to risk their lives to save Abby's life at the first sign of trouble. Sort of a sailing version of Jackass, because it's hard to know which to be more impressed by, the Johnny Knoxville-like daredevilry or the Johnny Knoxville-like foolishness of the stunt. Nothing personal against Abby, but we think she was pimped, willingly or not, into being the Jackass of the Seas by two candidates for the Worst Parents of the Year. But that's just our opinion.

For reader opinions, see pages 100-103.

richard

sailing teen needs a home

Despite what some might have you believe about 16-year-old girls' activities, there is middle ground between sailing nonstop, single-handed around the world and falling into the dark world of drugs. Take Viviane Farke, for example. This 16-year-old German student, who hopes to find a sailing family in the Bay Area to host her during a 10-month exchange program, is a sailing fanatic.

"My favorite hobby is definitely sailing," Viviane wrote in her application to her student exchange program. "I am crazy about it and I spend a lot of time at the Elfrather See, a lake in Krefeld. In the photo

Where could be better than the Bay for a foreign exchange student who sails? Let's find her a host home!

you can see my friend Simon and me sailing a boat called a 420." Viviane, who has a

Viviane, who has a younger brother and sister, is an A/B+ student and plans to go into the sciences to become a doctor or researcher. Her other interests include playing guitar, dancing and soccer, but none apparently come close to sailing.

Cheryl Williams,

who works with Inter-Ed to place foreign students in California homes, contacted us in hopes of finding a suitable home for Viviane. "I normally place kids in the Fresno area but we don't have a lot of sailing here," she said. "Viviane sails twice a week so I really hope someone in the Bay Area who's involved in sailing will host her."

Suckers for sailing kids, we promptly posted Viviane's story in June 16's *'Lectronic Latitude.* "Great news! I had a family request to host Viviane," read Cheryl's email a few days later. "The bad news is that the deadline to enroll at Redwood High School, where she would attend, was June 15 and they wouldn't accept her. Not to say it's not difficult, but I must honor all schools' rules. I'll keep trying for Vivi, you know I will!"

Cheryl notes that while the program is 10 months, it's possible to split the commitment between two homes, though the ideal is to have Viviane stay in one home the entire time. All students are fluent in English and arrive with their own medical insurance and spending money — host families are asked to provide a roof over their heads and meals. "And it doesn't have to be a family with kids," Cheryl said. "Retirees and couples are welcome to apply as well." The application process seems relatively painless, as well as obvious — criminal background check, Megan's Law check, reference check and in-home interview — but Cheryl needs to find a host by July 30 or Viviane may have to suffer through a year of no sailing, and that would be a shame.

If you're interested in hosting Viviane, email Cheryl at *cheryl@inter-ed.org* or call her at (559) 940-4713.

— ladonna

grounding in monterey

The long Memorial Day weekend was surprisingly slow for Capt. Chelsea Wagner, owner of Pacific Salvage in Santa Cruz. That may not be great news for a tow boat operator, but it's good news for boaters. Unfortunately, one sailor wasn't so lucky. The owner of the Monterey-based Hunter 27 *Aeolus* was reportedly out for a daysail on Saturday when he noticed the 30 feet of water he had been sailing in off Del Monte Beach was shoaling rapidly.

"He was getting ready to tack away when it went from 30 feet to continued on outside column of next sightings page

kiwi chainsaw

Some cruisers are lucky, smart and/ or frugal enough that they don't have to work. Whatever income they've arranged back home fills the kitty every month and they live within those means. The rest have to find periodic employment.

Some cruisers work within the yachtic community, doing mechanical work or sail repair for other cruisers, for example. Others work in the country they're in, if the rules allow it. We know folks who have taken courses and even gone into careers such as nursing and diesel mechanics specifically to use those skills when they go cruising.

And then there are the fringe jobs. It never ceases to amaze us how creative cruisers can be when it comes to generating income. We once met a Mexico-bound



massacre

Canadian couple right here in Sausalito who had a breeding pair of AKC-registered toy poodles aboard — along with 8 or 10 boisterous little balls of fur. They were planning to partially finance the trip by selling litters of puppies along the way. Would we be interested in a cute female for \$500? Uh, no thanks.

But surely the most unusual cruiser job we've heard of was held by Serge and Robin Testa, who circumnavigated from 1995-1997 aboard the 60-ft steel sloop *Encanto*, which Serge designed and built himself. It was in New Zealand where they found the oddest of odd jobs. There was a huge park with literally hundreds of palm trees, and all of them were dropping fronds and looking generally messy. continued in middle column of next sightings page

grounding — cont'd

4 feet in half a second," reports Wagner. Apparently the sailor had met a shoal area that built up over the winter — and isn't charted. "It runs a good 150 yards out from Del Monte Beach," Wagner said. If you sail in Monterey, consider yourself warned.

"We had to drag it farther up the beach and out of the surf to wait for our boat," Wagner noted. "She was lying on her port side, so before we started towing, we managed to get her on her starboard side for inspection. There were no holes but the gelcoat was worn through in a couple spots where she'd been lying on some rocks.

"We tried pulling her around by tying to a deck cleat but that snapped off, so we wrapped the tow line around her keel. Normally a boat in this situation isn't a good candidate for towing but, even though the rudder had already sheared off at the hull, the keel was fine and the boat wasn't taking on any water."

Wagner says the *Aeolus*'s owner — who wasn't injured in the incident — didn't have insurance but that he intends to repair her. "Hunters seem to survive this kind of abuse better than other boats," she said. "It seems their fiberglass is more flexible than brittle."

— ladonna



ocean watch completes her circuit

After 13 months of voyaging, the 64-ft steel cutter Ocean Watch returned to its Seattle homeport last month, thus becoming the first vessel ever to complete a lap around both North and South America. That remarkable accomplishment was bittersweet, however, as the specially equipped vessel's route through the fabled Northwest Passage was aided by the fact that Arctic ice is decreasing at a shocking rate — last summer, every boat that attempted the transit was successful for the first time ever.

All along the 28,000-mile route of the Around the Americas expedition, hard-wired instruments and visiting scientists collected a wide range of data which is being shared with several national and international research projects. But the principal aim of the ambitious circuit — which crossed latitudes between $74^{\circ}N$ and $56^{\circ}S$ — was to

continued on outside column of next sightings page

massacre

Serge contacted the park folks and asked if they would like the trees trimmed. They agreed to pay him and Robin \$25 per tree to do the job.

The couple bought a small pickup, a chainsaw and a ladder. Early one morning, they started in. About 10 minutes into trimming the first tree, Serge was overrun by large, green velvet ants that bit the crap out of him. Turns out that they live in almost every tree. It also turns out that's why nobody wanted to trim the trees. However, by painful trial and error, Serge and Robin figured out that it took



TERRI WATSON

— cont'd

the ants several minutes to mobilize. If you could get in to and out of the tree in under five minutes, you could avoid an attack. The couple honed their skills, eventually turning into a lean, mean trimming machine, and were able to trim up to 10 trees a day — bite-free. They were able to cruise for months on the money they earned from that one job.

Do you have an unusual way to make money while cruising — either one you've done or plan to do? Let us know about it at *editorial@latitude38.com*.

— jī

'Ocean Watch' was greeted by the San Francisco fireboat when she sailed under the Gate on May 26. She stayed on the Bay for a week, giving tours and talks to packed houses, before sailing north to finish what she'd started.



ocean watch - cont'd

raise public awareness about the sorry state of our oceans' health, and inspire public action to make positive changes.

By all accounts those goals were met through countless tours and presentations at 46 port calls along the way in 13 countries, and via the extensive international press that the project attracted. We're hap-

py to report that in the aftermath of the cruise, Around the Americas' legacy will continue through its ongoing educational components, which include classroom lessons and activities focused on the vulnerability and interconnected nature of our "global oceans." Use of that term emphasizes the fact that despite the various names given to earth's oceans, they all comprise one massive body of water that is affected by influences all over the



'Ocean Watch' completed her circumnavigation of the Americas on June 17.

globe. (See www.aroundtheamericas.org for educational resources, including free downloadable classroom materials.)

During *Ocean Watch*'s Bay Area visit, we learned details about the project during an impressive presentation at Tiburon's Corinthian YC. But as thrilling as it was to relive the crew's sailing adventures through Captain Mark Schrader's narrative and expedition photographer David Thoreson's stunning images, it was also chilling to confront the negative realities of our oceans and fisheries. From top to bottom there's bad news: In the Arctic, the melting of pack ice is threatening the extinction of polar bears and other species, while off Southern Patagonia, the devastation of fisheries is threatening the traditional livelihoods of entire communities.

Still, scientists such as Dr. Michael Reynolds — who sailed with the crew during parts of the voyage — insist it's not too late to reverse current trends. What can we laymen do to help? According to Reynolds, many people making small changes in lifestyle and consumption of fossil fuels can make a tremendous difference. Check out the website for more on the project and its ongoing legacy through affiliated organizations, and be on the lookout for an upcoming book on the trip by the expedition's scribe, Herb McCormick.

— andy

freda gets her whiskey plank

One hundred and twenty-five years after she was first launched on the shores of Belvedere Cove, the 32-ft gaff sloop *Freda* marked a momentous occasion on June 5 when she received her shutter plank. The roughly eight-ft plank finished off the hull-planking phase of the decade-long restoration of the West Coast's oldest sailing yacht by the Arques School of Traditional Boatbuilding, the Spaulding Wooden Boat Center, the Master Mariners Benevolent Association, and local preservationists and donors.

About 100 people showed up to watch what's also known as the "whiskey plank" get a splash of deep-gold firewater before being fastened in place by graduates and students of the Arques School, which shares the Spaulding Center space. A short presentation started things off with a history of the yacht and a talk by Arques School Director Bob Darr, who commented that, "Freda not only has a soul, but a soul with good karma."

When she arrived at Spaulding's in '04, Freda's sheer had flattened out and the hull was heavily distorted. Her long and storied history on the Bay almost saw its final chapter written in May of that year, when she sank at her slip in the Lowrie Yacht Harbor in San Rafael.

Serendiptitously, a few months later the Spaulding Center was estabcontinued on outside column of next sightings page

freda — cont'd

lished to take over the space that had been Spaulding Boatworks until that point, and the Arques School was invited to share the space.

The owner who let *Fredd* fall into such disrepair had been inexplicably reluctant to part with her, but a deal was finally reached between the owner, the Center and the School, and Lowrie's agreed to forgive *Freda*'s back slip fees if she went to the Center for restoration. A \$12,000 donation from the MMBA allowed the School to buy the lumber for the Port Orford cedar planking — so it could be 'stickered', or air-dried — which got the project in motion. Subsequently, the locally-sourced pepperwood frame lumber was milled and *Freda*'s lines were lofted and faired at full scale from the measurements picked up when she was hauled at Spaulding's.

Looking at the rebuilt hull with its shiny silicon bronze fasteners and planks embossed with the names of the donors who have contributed to her museum-quality restoration, you'd never know how close *Freda* came to dying an ignominious death. While she's not finished yet, the grand dame of the Bay is even closer to plying her home waters yet again.

After the fastening of the plank — donated by former America's Cup sailor and filmmaker Dick Enerson — guests were treated to barbecued oysters and Anchor Steam beer, the latter courtesy of that brewery's founder and Spaulding Center client and supporter Fritz Maytag, who also donated the ceremonial whiskey which the crowd got to share in. Music was provided by the Waterfront Pickers, which included Tom List, who originally nursed a near-dead *Freda* from San Rafael to Spaulding's. The message of the day was that the project still needs more funding, but as Darr said: "We'll get it somehow."

—rob

sailstice blows away bay sailors

Whether they were on the Bay with reefs tucked in, or elsewhere around the world under full sail, sailors the world over hoisted their cloth on June 19 to celebrate the 10th annual Summer Sailstice. With a 13-hour head start over those of us on the West Coast, the likely winners of the 'first to sail' honors for this global celebration of sailing started their sunrise sail at longitude 120°E on Lake Diashan

in Shanghai, China.



The first Summer Sailstice sail happened at sunrise on Lake Diashan China!

Later in the day, the Bay tossed up traditional summer fare with sailors blown away by 25-35 knots of gusty Bay breezes that tested the crews of boats racing in both the OCSC Perpetual Trophy and in the YRA's Summer Sailstice race. Those seeking more clement conditions found shelter in Clipper Cove with its easy access to the Summer Sailstice festival ashore on Treasure Island.

One of the hallmark events of the Treasure Island festival is the annual boat building contest. This year it attracted five teams for a daylong boatbuilding competition sponsored by *WoodenBoat Magazine*, Berkeley Marine Center and MAS Epoxies. All five boats were launched at 5 p.m. and all floated — even with crew aboard! Everyone nervously headed out on a frothy Clipper Cove in breeze up to 30 knots for a race around a mark and back that ended with a photo finish. After the votes from all competitors were tallied, Berkeley Marine Center took the top honors, followed closely by Team Hutchinson Marine Services.

On the docks hundreds of sailboat rides, organized by Club Nautique and Tradewinds Sailing Center, were given to Bay residents who came to check out the sailing scene. They were treated to rides that rivaled a day at an amusement park, and their \$5 donations supported Treasure

continued on outside column of next sightings page

30 months for

A 53-year-old Salinas man was sentenced last month to 30 months in federal prison for calling in a false mayday in October of '08, according to the *San Francisco Chronicle*. Kurtis Thorsted, who was at his home at the time of the call, told authorities that he was in a kayak off Santa Cruz and was having trouble getting to shore.

But that incident wasn't the first time Thorsted had caused trouble for the Coast Guard; the court found he'd made 51 false maydays over a six month period, and that the calls cost the Coast Guard \$102,000 in search costs. Thorsted was sentenced



Clockwise from above, whiskey to celebrate the shutter plank installation; what's missing here? Bob Darr watches as apprentice Alex Rockwood fastens the plank; a permanent list of donors; 'Freda' is as lovely as ever; Anton Hottner drives the last screw.



fake maydays

to two and a half years in the pen and ordered to pay \$29,000 in restitution for the same offense back in '04. According to the *Chron* article, one of the earlier incidents delayed the rescue of two fishermen from their sinking boat when a Coast Guard helo was forced to refuel after searching for the non-existent Thorsted.

Thorsted's public defender reportedly asserts that her client had suffered a traumatic brain injury in '99 that left him permanently disabled. That's unfortunate, but someone has to figure out how to keep a radio out of this guy's hands.

— rok

sailstice — cont'd

Island Sailing Center's community sailing programs. While ashore, sailors were entertained by Pacific Island dancers, some sea chanteys, and rock 'n roll by Bowjones featuring drummer Mike Tosse.

Check out the event's website at www.summersailstice.com to start planning next year's Summer Sailstice.

— john a.

gaga for gold

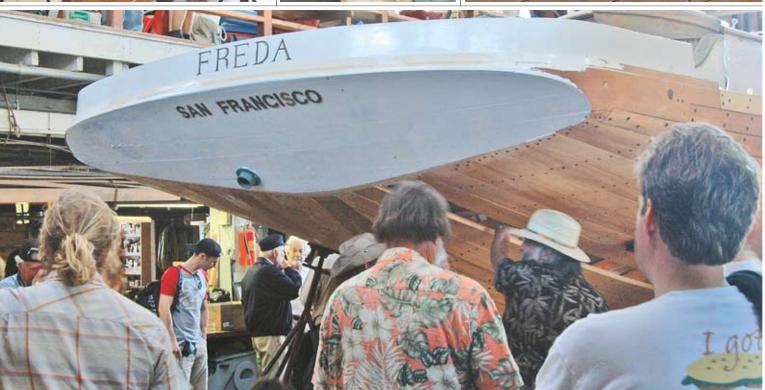
A friend who works on commercial freighters once told this reporter that when she buys her cruising boat, she's going to paint it DayGlo orange. She was only half joking. "From the height of a commercial vessel," said Miri Skoriak, who works as First Mate on ships all over the world, "sailboats are typically seen on a background of water. They have so little return on the radar, and blend so well with the surroundings, that the slightest chop makes them disappear."

Visibility also becomes an issue when you get into trouble and continued on outside column of next sightings page









PHOTOS LATITUDE / ROB

gold — cont'd

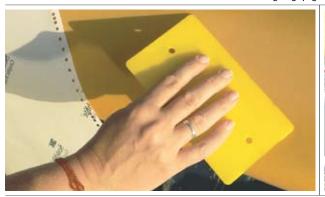
request assistance. White sails, white hull, white mast — all are difficult, if not impossible to spot against a background of frothing seas. And while dark blue hulls are a feast for the eyes at the dock, they're essentially invisible on the water.

So, short of placing a bulk order at <code>DayGlo.com</code>, how can average sailors increase their visibility at sea? Inspired by the solution found by friend Jon Eisberg, I started researching options. While Jon's answer of painting the top third of his mast red would certainly be the easiest route — we already had the mast down for repainting — I was less than satisfied with the color choices available through Petit and Interlux. Red would be more visible than white, certainly, but I wanted something that would scream, "DON'T RUN OVER ME!"

In my quest, I naturally browsed the aforementioned DayGlo site but found that fluorescent paints require fresh coats every year. Um, no. Then a lightbulb went off: the vinyl name on the transom still looks pretty good after a decade . . . what about fluorescent vinyl? continued on outside column of next sightings page

hopkins

'Yes We Can' was a rallying cry in the '08 presidential campaign, and one that was embraced by voters in June 8's Lake County primary elections. Incumbent District Attorney Jon E. Hopkins — the man who decided to prosecute sailor Bismarck Dinius instead of Deputy Sheriff Russell Perdock in the '06 boating death of Lynn Thornton — was soundly ousted from a spot on November's general election ballot by Don Anderson and Doug Rhoades. While the numbers seem surprisingly close — Anderson received 37.8% of the vote, Rhoades 32% and Hopkins 30.1% the thing to keep in mind is that nearly 70% of the ballot-casters voted against





Reflective personality — Clockwise from below, 3M Scotchlite 680, seen here glowing in the sun, is much easier to handle when cut into smaller pieces; an epoxy scraper works perfectly to smooth out wrinkles and bubbles; we used thin strips to 'finish' the vinyl job and added SOLAS-approved white reflective stickers at the top of the mast; at night, our mast really shines; Spaulding Center boatyard manager Michael Wiener was really impressed with our handiwork. "Your mast is beautiful," he said. We think so too!





PHOTOS LATITUDE / LADONNA

is out

Hopkins.

Similar numbers were seen in the race for sheriff, but with different results. Deputy Francisco Rivero took the top slot with 38.5% of the vote, but the second spot was filled by incumbent Sheriff Rod Mitchell — who some think steered the '06 investigation away from Perdock, his thennumber two — with 34.5%. The remaining 27% went to Jack Baxter. Again, over 65% of the voters went against Mitchell, so it will be interesting to see who Baxter's supporters follow in November. We don't need to tell you what we hope for.

As for Bismarck Dinius, the man whose continued in middle column of next sightings page



gold — cont'd

Same problem — the fluorescence fades quickly.

Certain that the solution was near, I emailed 3M for product suggestions. They responded that their 7-mil retroreflective film (Scotchlite Series 680) would meet our needs, but they couldn't sell it to us. Denco Sales in Concord (reach them at (925) 822-0000) doesn't normally sell to the public but since our application was so unique, they agreed. At nearly \$15.60/yard, we were grateful that we could buy only what we needed — we figured six yards would do the trick.

Heeding Miri's advice that red, yellow and orange are the most visible colors against an ocean, we chose gold (680-64), and we couldn't be more thrilled. Not as garish as yellow, but with a typical retroreflection coefficient of 70 (white rates 100), our mast is pleasing to the eye yet, when illuminated, lights up like the encore at a Lady GaGa concert.

The magic of Scotchlite vinyl, which is guaranteed for seven years but should last much longer, comes from jillions of tiny glass beads covering a reflective metallic surface. The beads capture light from many angles and direct it to a focused line of sight, making the reflection appear brighter than it should. So if a helicopter is flashing a searchlight from above, and the beam crosses our mast, we'll be hard to miss. An added bonus is that we'll have no trouble finding our boat in a crowded anchorage.

Application of vinyl can be tricky. If you go this route, do yourself a favor and divide the vinyl into smaller sections. Tussling with a long strip of adhesive vinyl while trying to smooth out creases is an exercise in frustration. This vinyl is fairly forgiving during placement, but once pressure is applied, it's stuck for good, so go slowly, smoothing with a scraper as you work.

This is, of course, just our low-tech choice for making *Silent Sun* more visible on the water. If you've found a similarly low-tech, low-cost solution, we'd love to hear about it. Email *ladonna@latitude38.com* with the details and photos.

— ladonna

pensioners in need

We've always been fond of older cruisers who try to live life to the fullest in their later years, so when David Cherry of the U.K.-based F/P 39 cat *Puddytat* in the Sea of Cortez asked us to run the following plea, how could we refuse? It was written by Sylvia Heasman, the daughter of the couple in the piece.

"On May 21, not far from Tonga, a *pan pan* was broadcast. It was put out by my parents, Bob and Dawn Heasman, a couple of 78-year-old adventurers whose F/P Tobago 35 catamaran *Kudana* had been dismasted. Fortunately, nobody was hurt. But I think theirs is an interesting story, so I want to share it with *Latitude* readers.

"Bob and Dawn were both born in Rhodesia, now known as Zimbabwe. They grew up in the same area, met in school, and in due course were married. Every home they have lived in — as well as their boat — has been named *Kudana*, which means 'two together' in Shona, an African language.

"With the introduction of a black government in Zimbabwe in '80, Bob and Dawn were determined to give the new order a chance. But in '83, after the government refused Bob's annual 'foreign currency allowance' needed to spend his own money to import metal tubing for his manufacturing business, the couple began to worry. Bob tried to use locally produced tubing, but it split at the seams and rusted inside, making it useless. One day an African man came off the street to see him. Although the man didn't have a job, he'd been allocated a foreign currency allowance. He had a proposition for Bob — in return for the use of the man's foreign currency allocation, Bob should give him half his business. Bob was both furious and sick at heart.

"In '84, Bob and Dawn moved to South Africa. The only things they continued on outside column of next sightings page

pensioners — cont'd

were allowed to take were their car, a caravan, and \$700 U.S. They'd sold most of their possessions, but their money had been frozen by the government. As a result, they were only allowed to leave Zimbabwe with what's known as a 'holiday allocation' of \$700 U.S.

"Within a year of leaving Zimbabwe, Bob was told that he was terminally ill with non-Hodgkins lymphoma. At age 49, he was advised to get his affairs in order, as he only had three months to live. He lost his job, but the company organized a small pension for him. Bob



Bob and Dawn Heasman.

decided to become a guinea pig by submitting himself to experimental drugs to fight his cancer. Three months later he was still alive. Six months later he told the doctors that he would rather die than go through another round of chemo. But when they gave him a final checkup to record the results, they discovered he no longer had a trace of cancer — except in the scar tissue. Bob was euphoric, and before long had started another business.

"In '05, when things in South Africa looked as though they might become a carbon copy of what happened in Zimbabwe, Bob decided to retire. But he and Dawn began to worry again

about their future. The last thing they wanted was to once again lose everything they had worked so hard for because of political unrest and a badly managed government.

"One day Bob turned to Dawn and said, 'Let's sail around the world.' Dawn, a strong and resilent woman full of optimism and cheer, had been Bob's leaning post during tough times. She had taken each day and conquered it, wondering if her sweetheart would live to see another sunrise. Her response to her husband's suggestion was, 'OK, what do I need to do?' She was 73 at the time!

"In '06, my parents sold everything, right down to their last teaspoon, to scrape together the money to buy a cruising boat. They found an ocean-going catamaran in the Caribbean, an F/P Tobago 35, that looked just right for them. It had been standing on the hard for a long time and the owner wanted a quick sale. It was checked out by a friend and pronounced good, so they bought her. But in the two months it took to complete the purchase, the rand — South Africa's currency — had taken a beating, so they lost even more of their savings. Somehow they managed to scrape together enough to complete the purchase.

"Bob and Dawn were both excited about starting a new life on the sea, but Dawn was apprehensive, too. After all, they were both in their 70s, and she'd never sailed before. Bob, who had sailed and raced dinghies when he was young, felt more at home aboard *Kudana*. The couple did, however, find a captain to show them the ropes for the first three months until they gained confidence.

"After sailing in the Caribbean, the couple sailed 1,200 miles to the Panama Canal, then embarked on a long but successful crossing of the Pacific. It was just the two of them, a couple of courageous old-timers setting out to find a new life for themselves.

"At age 75, the two applied for residency in New Zealand, but it takes two years to process such an application, and visitors are only allowed to stay in the country for six months each year. In other words, my parents had to leave for the interim period. New Zealand isn't close to any other country, so after making many expensive upgrades to their floating home, they set sail for Tonga.

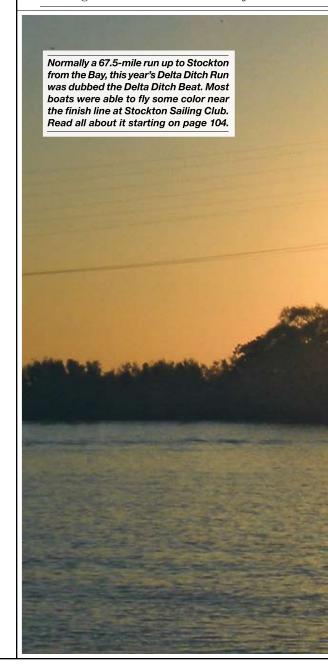
"On the morning of May 18, with the wind blowing 18 knots and the boat sailing at six to seven knots with reefs in the main and head-sail, the mast, new mainsail, boom and rigging came tumbling down. The forestay had failed. The couple made a few attempts at salvaging some of the gear, but found it to be impossible in the six-ft seas 40 miles off Ha'afeva, Tonga. Using a hacksaw, they cut it all away.

continued on outside column of next sightings page

hopkins

life was turned upside down by Hopkins's ill-fated prosecution, he's still just barely holding his head above water. Let go from his previous job more than a year ago because of the time he was forced to spend on his case, Bismarck is still unemployed. He long ago liquidated all of his assets to pay his legal bills but still owes upward of \$35,000. (You can donate to his defense fund through Paypal by sending money to bismarckdinius@comcast.net. If you'd prefer to send a check, email ladonna@latitude38.com for instructions.)

The good news is that Bismarck just



— cont'd

passed the licensing exam to become an insurance agent — now he just needs to find a job in or around the Sacramento area. And though he had to sell his own boat, he hasn't stopped sailing. "We won the Catalina 22 Region 10 Championships in the Go for the Gold Regatta on Scotts Flat Lake June 5-6 on Don Hare's NoCatHare," he said. All of this, along with Perdock's having been fired in April and Hopkins's being out of a job himself, has Bismarck feeling upbeat: "Two down, one to go!"

- ladonna

pensioners — cont'd

"Our sailing dreams are in disarray,' the couple now say. 'We're not sure how we can finance a new rig and sails after our expensive refit last winter, which we thought would be the last big expense for three to four years. So far the cost of a new mast in New Zealand is prohibitively expensive — about \$36,000 Kiwi — so we've been looking at other alternatives. Maybe a secondhand rig and secondhand sails.'

Thus ends the story. We know there are lots of sad stories in the world, and in the world of sailing, particularly these days. But on the chance that anyone has been touched by the Heasmans' story, any suggestions, and even contributions, would be greatly appreciated. And Cherry assures us this is not a scam. If anybody wants to send money, it can be done by going to the Heasmans' blog at www.sailblogs.com/member/kudana and following the PayPal instructions.

— richard







pagne sailing" on the Bay. Usually, it's either breeze-on and a bit chilly, or warm and windless. But the 56 woodies and classics that showed up May 29 for the Master Mariners' Benevolent Association's annual regatta got exactly that. Sailing on courses that ranged from 12.8 to 17 miles depending on the division, the fleet had a day to remember - it started off sunny and warm with enough breeze that every boat could fly all the canvas she had aboard. It stayed that way all day and through the night for the race's famous party at Encinal YC.

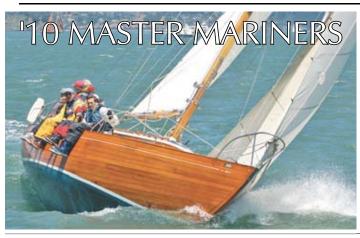
Jeff McNish's 'Valiant' tries to keep a clear lane at the the start of the '10 Master Mariners Regatta. Inset from left — 'Polaris' looking good; 'Sunda' flys a spinnaker, a rarity at the Master Mariners.

The Sausalito YC ran the race as is customary, and the MMBA's lick-yourfinger-and-raise-it-in-the-air rating system got high marks for accuracy from those we talked to, with the time deltas bearing that out; five of the 13 divisions were settled by a matter of seconds, and all but a couple by a few minutes.

In its modern era, which began in 1965, the event has drawn some of the West Coast's most gorgeous wooden boats, but perhaps most importantly the boats you see here aren't museum pieces, they're actively sailed boats. Some are liveaboards, some are daysailed. Some introduce hundreds of kids to the joys of sailing every year. They're all living, breathing legends, many of whom call the Bay home, and we're better off for their presence and for the community of sailors who preserve and sail them.

— latitude/rg

ALL PHOTOS LATITUDE/ANDY





Clockwise from top left — Jack Coulter's Farallon Clipper 'Echo' gnashes upwind; it couldn't have been a sweeter day to ride the rail; Mary Moseley's 'Stardust' flying her colors; Terry & Patti Klaus' 'Brigadoon' rolls toward the finish line off Treasure Island; James Joseph's Bird 'Skylark' feathers upwind; Roger Emerick's 'Kate II" leads 'Seaward' off the line; if 'Scorpio' was racing she wasn't offical, but she looks right at home just the same; according to the official results 'Aldebaran' must have also been in the unofficial tag-along division, but it didn't stop her from looking seriously fast; Gaff 1 winner 'Brigadoon' chases down Hans List's Gaff 2-winning 'Sequestor' on the reach to the finish off T.I.; Janice and Bill Belmont's 'Credit' powers away from the starting line off the Marina Green.









110 MASTER MARINERS

2010 MASTER MARINERS RESULTS

BIG SCHOONERS

Seaward Alma Gas Light Call of the Sea Jason Rucker Billy Martinelli

Terry & Patti Klaus

BEARS

Peter L. Miller Kodiak Anselm Wettersen Chance **Huck Finn** Margie Siegal

BIRD

David Cobb Widgeon Cissy Kirane Robin Curlew Pierre Josephs

GAFF 1

The Yankee LLC Yankee Patty & Skip Henderson Aida GAFF 2

Brigadoon

Hans List Sequestor Taihoa Jody Boyle Briar Rose John T. Ough

GAFF 3

Stardust Mary Moseley Andrew Mulligan Stephen Canright

Papoose Allen Edwards Leda II **David James** J. Hamilton & C. Leonard

MARCONI 1

Elizabeth Muir Pegasus Gold Star

MARCONI 2

Nautigal Sunda Stroma of Mey

MARCONI 3

Vikina Adagio Little Packet

MARCONI 4

Morning Star Kaeresta Folksong OCEAN 2

Credit Echo OCEAN 1

Kate II Valiant

Peter Haywood/Ivan Poutiatine Peter Haves Jim Cullen

> C. Jeff & Karen Stokes Robert & Colleen rogers Dee Dee Lozier

SF Sea Scouts **David Howell** Dick & Barbara Wrenn

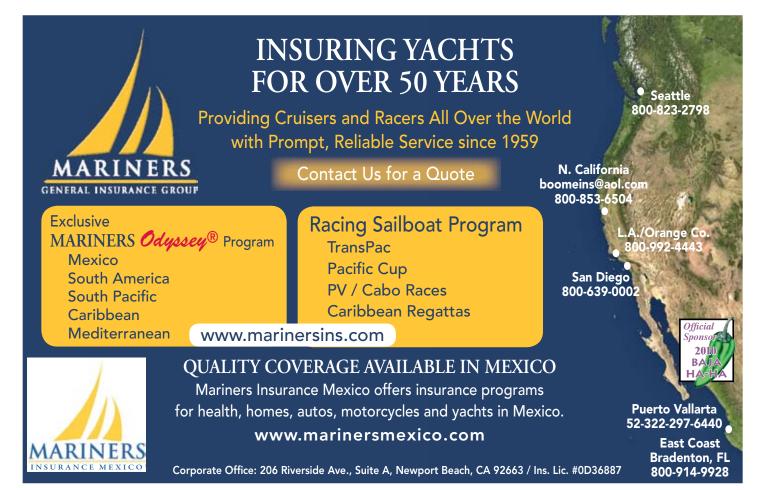
Barbara Ohler Roger & Carmen Rapp Terri Watson/Kimi Harrison

Janice & Bill Belmont Jack Coulter

Roger Emerick Jeff McNish



Bay Area-product 'Elizabeth Muir' looking good with a kite up as she rolls across the Circle.





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