

Latitude 38

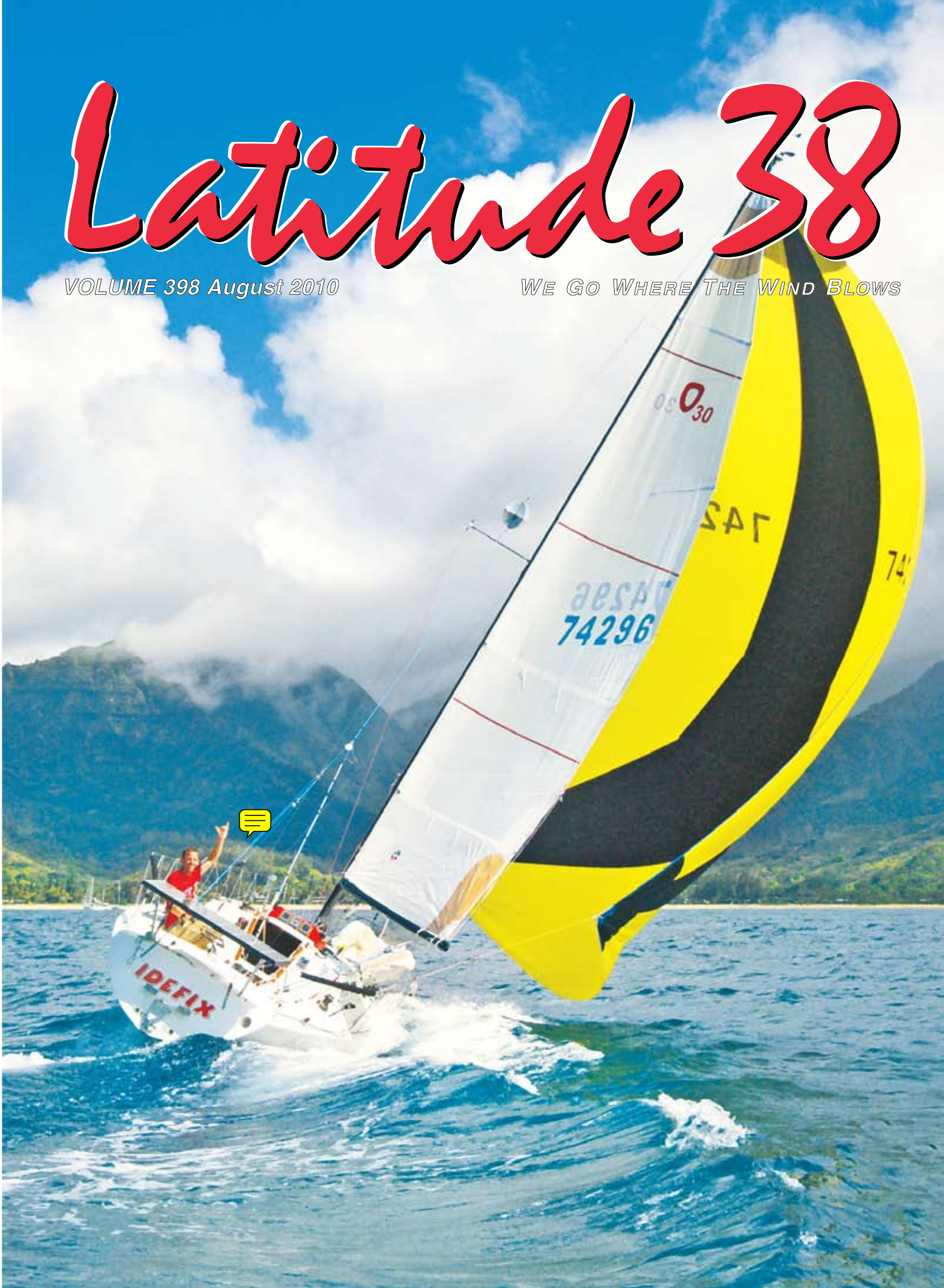
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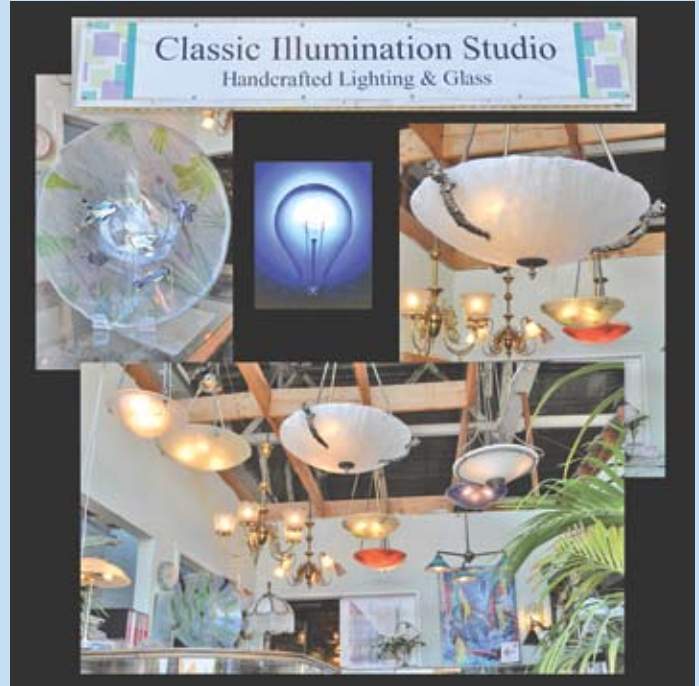
VOLUME 398 August 2010

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AUGUST 2010

VOLUME 398





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In with the Old, In with the New

PHOTO: BILL RUPERT



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: Adrian Johnson sails to victory on his Olson 30 *Idefix* in the Singlehanded TransPac.

Photo: *Latitude 38*/LaDonna

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

What's new - what's hot - what's making waves!

NEW



Beneteau Oceanis 50

The Oceanis 50 features a sleek coachroof, long side windows, a fully integrated mainsheet arch that offers easy mainsheet handling, well positioned grab rails, an integral sprayhood and bimini, all the ergonomic ease of detailed design to

make the most of every space, and new eye-catching styling below decks.

NEW



Beneteau First 30

Beneteau is launching the new FIRST 30, designed by the talented Juan Kouyoumdjian, well known from the America's Cup and Volvo Ocean Race. Go backstage with design teams and sailors on the First 30 blog:

www.teamfirst30.com

Island Packet Estero 36

NEW



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NEW

Alerion Sport 33



SELECT LISTINGS



Beneteau 423, 2005
\$199,999



Island Packet 40, 1998
\$225,000



Beneteau 393, 2003
\$137,900



Island Packet 350, 1999
\$169,000



Catalina 36
Two from \$63,500



Island Packet 32, 1990
\$78,000

SAIL

54'	Beneteau 54	2011	Inquire
50'	Chinese Junk	1972	\$325,000
47'	Beneteau 473	2006	329,000
47'	Beneteau 473	2004	275,000
47'	Beneteau 473 3-cabin	2006	324,000
47'	Beneteau 473 3-cabin	2005	275,000
46'	Amel Maramu	1985	134,899
46'	Beneteau 46	2011	Inquire
46'	Island Packet 460	2010	Inquire
46'	Island Packet 465	2008	594,500
45'	Beneteau First 45	2011	Inquire
45'	Beneteau First 45f5	1991	157,500
43'	Beneteau 43	2011	Inquire
43'	Gulfstar CC	1979	87,000
42'	Beneteau 423	2005	199,999
42'	Cascade	1971	47,500
41'	Tartan 4100	1996	228,500
40'	Beneteau 40	2010	249,000
40'	Beneteau First 40	2010	276,394
40'	Island Packet	1998	225,000
40'	C&C 37+	1989	96,000
40'	Hardin Seawolf ketch	1970	70,000
39'	Beneteau 393	2003	134,900
38'	Island Packet 380	1999	239,000
38'	Tartan 3800	1995	129,000
37'	Beneteau 37	2011	192,892
37'	C&C 37	1985	59,900
36'	Island Packet 350	1999	169,000
36'	Island Packet Estero	2010	Inquire
36'	Catalina Mk II	2006	144,900
36'	Catalina	1988	63,500
36'	Pearson 36-II	1985	60,900
35'	Tung Hwa Fantasia	1979	74,900
35'	J/109	2003	160,000
34'	Beneteau 343	2007	114,500
32'	Island Packet	1990	78,000
32'	J/32	1997	94,000
31'	Beneteau 31	2009	125,485

POWER

42'	Californian	1987	119,500
34'	Sea Ray 340	2006	reduced 134,900

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Latitude 38

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Publisher/Exec. Editor Richard Spindler richard@latitude38.com ext. 111
 Associate Publisher..... John Arndt..... john@latitude38.com ext. 108
 Managing Editor Andy Turpin andy@latitude38.com ext. 112
 Editor LaDonna Bubak ladonna@latitude38.com ext. 109
 Racing Editor Rob Grant rob@latitude38.com ext. 105
 Contributing Editors John Riise, Paul Kamen
 Advertising Sales John Arndt..... john@latitude38.com ext. 108
 Advertising Sales Shawn Grassman shawn@latitude38.com ext. 107
 General Manager Colleen Levine colleen@latitude38.com ext. 102
 Production/Web Christine Weaver chris@latitude38.com ext. 103
 Production/Photos..... Annie Bates-Winship annie@latitude38.com ext. 106
 Bookkeeping..... Jessie Mowry jessie@latitude38.com ext. 101

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1983 Morgan Nelson 45	\$109,000	2003 Beneteau 393	\$135,000	2004 Hunter 33	\$89,900
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2003 Hunter 44 DS	\$188,000	2000 Hunter 380	\$99,500	2003 Hunter 326	\$59,900
2005 Bavaria 42	\$175,900	2004 Hunter 386 LE	\$130,500	1990 Hunter 32	\$38,500
2007 Beneteau 423	\$219,900	1996 Hunter 376	\$85,000	2007 Hunter 31	\$89,900
1997 Catalina 42 MKII	\$148,500	1994 Jeanneau SO 37.1	\$85,000	2001 Hunter 290	\$49,900
		1978 Tartan 37	\$39,995		

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- 39' BENETEAU OCEANIS 390, '88..... \$76,500
- 55' JOMAR center cockpit, '83..... \$269,000
- 58' FARR CC, '87 \$369,900
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Cal 39, 1979 \$34,000



Alerion 28, 1999 \$66,000



Hinterhoeller 26C Nonsuch, 1981 \$32,000



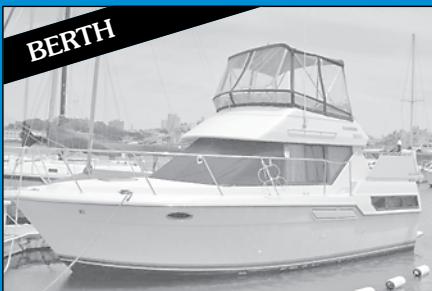
46' Moody, 2000 \$397,000



Newport 30 MkIII, 1982 \$26,000



30' Cape Dory, 1978 \$32,500



Carver 30, 1993 \$59,900



47' Chris Craft Commander, '74 \$122,000



28' Blackfin, 1981, \$29,000

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Ranger 25 Tug, 2010..... SOLD!	139,937
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Ranger 21 Tug, 2010	49,937

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Ranger 25 Tug, 2009	139,000



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CALENDAR

Non-Race

July 31 — 100th Anniversary of the Angel Island Immigration Station, 11 a.m.-4 p.m. Free. Info, www.angelisland.org.

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.

Aug. 1-29 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Aug. 4-25 — 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.stfy.com.

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.scyachts.com.

Aug. 5, 7, 12, 14, 19-20, 26-27 — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, www.nps.gov/sqfr.

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. 12, 1876 — Gloucester, MA, fisherman Alfred Johnson made landfall in Abercastle, Wales, after completing the first recorded solo crossing of the Atlantic — and possibly the first major solo passage done in the name of adventure — aboard a 20-ft dory he named *Centennial* to celebrate the United States' first 100 years.

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

Aug. 13 — 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.

Aug. 13-15 — Cruising Yachts Owner Rendezvous at Mission Bay. Register at www.cruisingyachts.net.

Aug. 14-15 — Victorian Days at Angel Island's Camp Reynolds, 11 a.m.- 3:30 p.m. Free. Info, www.angelisland.org.

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.

Aug. 19 — Green Boating seminar at San Carlos West Marine, 6-7:30 p.m. Free. Info, (650) 593-2070.

Aug. 19 — Emergencies at Sea seminar by John Connolly at GGYC, 6 p.m. Fee includes dinner. RSVP, (415) 331-8250.

Aug. 20-22 — 23rd Annual Metal Boat Festival in Port Angeles, WA. Info, www.metalboatsociety.org.

Aug. 22 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Aug. 24 — Howl at the full moon on a Tuesday night.

Aug. 28 — Marina Village Flea Market at Gate 11, 9 a.m. See www.marinavillageharbor.com for directions.

Aug. 28 — 20th Annual Vallejo YC Nautical Flea Market, 8 a.m.- 3 p.m. "If it's legal, sell it!" Info, (707) 643-1254.

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Catalina 445, 2010
Catalina 375, 2010

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Catalina 42, 1993	\$128,500
Catalina 400, 2008	269,000
Catalina 400, 2001	169,000
Catalina 400, 1997	139,500
Catalina 380, 1999	116,000
Catalina 38, 1982	42,500
Catalina 36, 2005	129,000
Catalina 36, 1987	49,500
Catalina 36, 1986	54,000
Catalina 36, 1983	37,000
Catalina 350, 2004	144,500
Catalina 350, 2005	134,000
Catalina 350, 2004	127,500
Catalina 350, 2008	169,500
Catalina 34, 2007	134,500

BOATS ARE SELLING • LIST WITH US • MORE THAN 65 BOATS SOLD IN 2009!

Catalina 34, 2004	114,500
Catalina 34, 1997	75,500
Catalina 320, 2004	115,000
Catalina 320, 2002	81,000
Catalina 320, 1999	83,750
Catalina 310, 2007	104,000
Preowned Sailing Yachts at Our Docks	
Dufour 48, 1995	\$175,000
Hunter 46, 2004	209,500
Hunter 46, 2000	219,500
Hunter 45, 2007	279,000
Cavalier 45, 1985	199,500
Morgan 45, 1992	149,000
Hunter 44, 2007	249,000
Jeanneau 43, 2002	225,000
Hunter 42, 1994	124,500
Fair Weather 39, 1985	119,900

Hunter 37, 1987	61,500
Hunter 36, 2007	139,000
Hunter 36, 2004	125,000
Islander 36, 1977	39,900
Hunter 35.5, 1993	59,000
Hunter 31, 2000	39,900
Nonsuch 30, 1981	49,000

New Ranger Tugs in Stock (base price)

Ranger 29 Tug, 2010	\$224,937
Ranger 25 Tug, 2011 ARRIVING THIS MONTH!	149,937
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Ranger 25-SC Tug, 2010..... NEW MODEL!	129,937
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CALENDAR

Aug. 28 — Sail the San Francisco Schooner Race aboard the scow schooner *Gas Light*, \$85 (discount for members of the Golden Gate Tall Ship Society). Info, (415) 251-8779.

Aug. 31, 1906 — Roald Amundsen and his six-man crew completed the first successful transit of the fabled Northwest Passage aboard the 70-ft ex-fishing boat *Gjøa*. It's believed that the first ship to traverse the entire route was the trading ship *Octavius*, but since her entire crew was frozen below decks when the boat was found adrift near Greenland in 1775, the journey was not considered a 'success'.

Sept. 2 — Maneuvering in Close Quarters seminar by Bryan Chavez at San Carlos West Marine, 6-7:30 p.m. Info, (650) 593-2070.

Sept. 6 — The unofficial end of summer — Labor Day.

Sept. 6 — 'Songs of Sea Labor' sea chantey concert by Rick Spencer aboard *Eureka* at San Francisco Maritime National Historical Park. Adults \$5, kids 15 & under free. Info, (415) 447-5000 or www.nps.gov/sqfr.

Sept. 7-8 — Deer Harbor Wooden Boat Rendezvous. Info, (360) 376-4056 or www.deerharborwoodenboats.org.

Sept. 8 — Latitude 38's Mexico-Only Crew List Party & Baja Ha-Ha Reunion at Encinal YC, 6-9 p.m. \$7 (free for registered '10 Ha-Ha skippers and first mates). Info, (415) 383-8200 or www.latitude38.com/crewlist/Crew.html.

Sept. 9 — Presentation and book signing by Nick Hayes, author of *Saving Sailing*, at Corinthian YC, 7 p.m., \$10. Buffet dinner starts at 6 p.m., \$15 at the door. Info, www.cyc.org.

Sept. 11 — Encinal YC's Nautical Flea Market, 6 a.m.-1 p.m. Info, www.encinal.org.

Sept. 11 — Mexico Cruising Seminar by Dick Markie, Harbormaster of Paradise Village Marina in Nuevo Vallarta, at Sausalito West Marine, 10 a.m. Info, (415) 332-0202.

Sept. 10-12 — All Islander Rendezvous at Two Harbors on Catalina. All Islander owners welcome! For details, contact Don Grass at dgrass1@cox.net.

Sept. 10-12 — 34th Wooden Boat Festival in Port Townsend, WA. "The Woodstock for wooden boat lovers." Info, www.woodenboat.org.

Sept. 15-19 — Northern California Fall Boat Show at Jack London Square in Oakland. Info, www.ncma.com.

Sept. 15-19 — Lake Union Boats Afloat Show in Seattle. Info, www.boatsafloatshow.com.

Sept. 26 — 3rd Annual SailFest at Modern Sailing in Sausalito, 1-5 p.m. Free sailboat rides starting at 11 a.m. Info, (415) 331-8250.

Oct. 25 — Baja Ha-Ha XVII Cruisers Rally starts from San Diego! Info, www.baja-haha.com.

Racing

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.encinal.org.

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

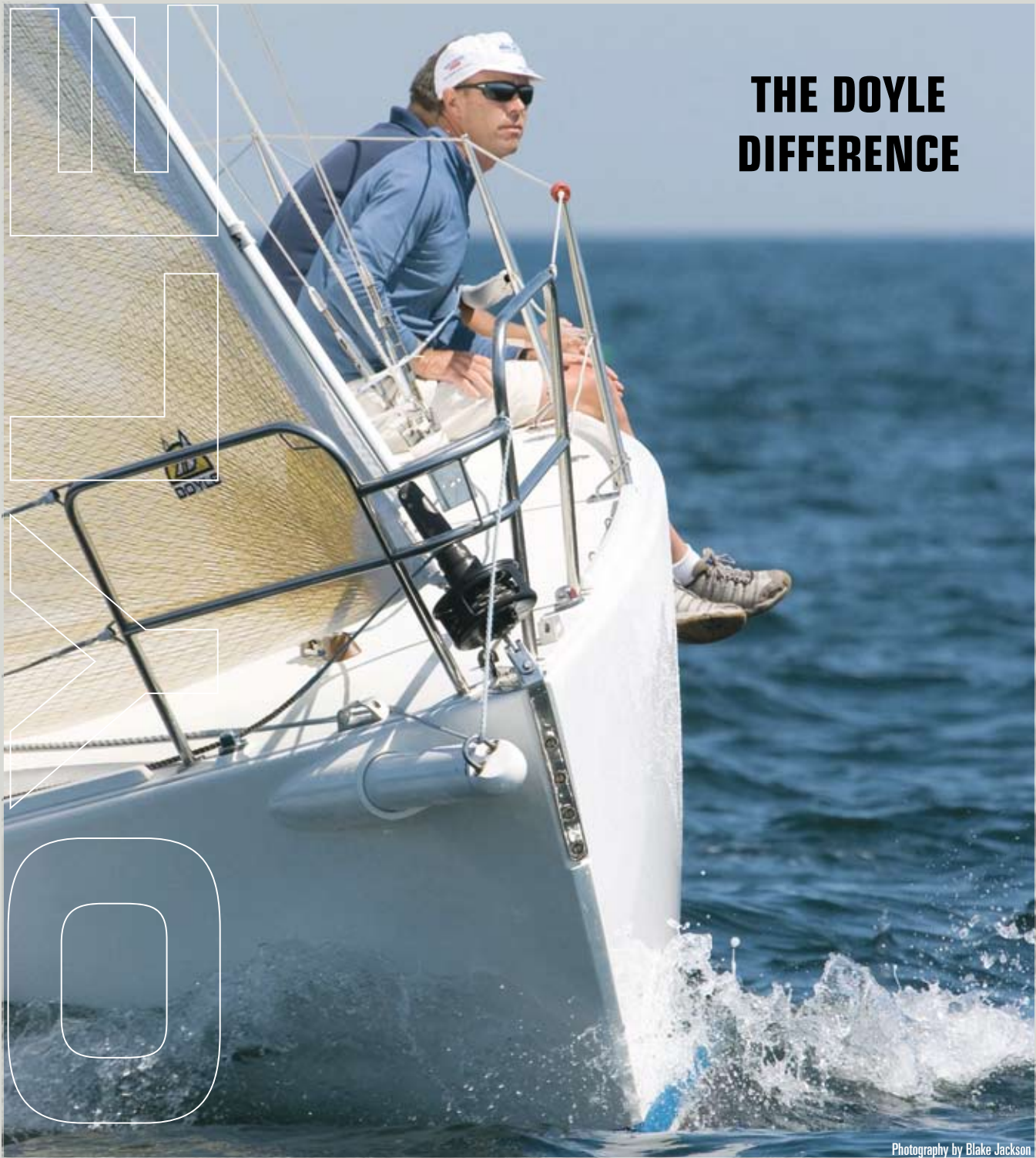
July 31 — Singlehanded #3. SeqYC, www.sequoiayc.org.

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

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

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

August, 1980 — It Was Thirty Years Ago from the article



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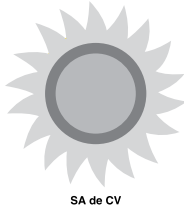
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CALENDAR

'Singlehanded TransPac 1980':

In the firmament of the sailing world, they were a bunch of nobodies. A bunch of nobodies with nothing boats. But that's what made this year's Singlehanded Transpac so attractive to us; it was a plain and simple 'people's race'.

Take a gander down the list of 38 entries who crossed the starting line in San Francisco on June 15 and who have you got? There's a legitimate celebrity in Transatlantic Amy Boyer, and there's Hal Holbrook, but he's a star on the screen, not the ocean. Let's see . . . there are inaugural race veterans Carson, Keenan, Harting, Vielhauer, Vahey, and Upham, and those who follow crewed TransPacs probably find the name Rod Park familiar. But that's about it. Everyone else is best known to their mothers and wives — except Amy and Linda.

And what a fleet of boats! Why, there was hardly a custom design in the whole bunch — only 5 out of 38 — and not a single one built especially for this race. The OSTAR folks would hoot them right off the Atlantic. Imagine, a fleet of entries with the likes of Cal 29s, Islander 28s, Pearson 36s, Irwin 34s, Catalina 30s, Ericson 35s — heck, these are the exact same boats we see and sail every day on the Bay. Yes, and that's exactly what we liked! Ordinary people in ordinary boats, each entrant taking the big leap of faith in the boat he or she owns, and striving for an extraordinary personal achievement. Bravo!

After some concern the racers had about the welcome they would be afforded by the locals at Hanalei, it appeared there was no problem. Whatever became of the planned portable heads and garbage bins is a mystery, but in any event there didn't appear to be a need for them. The racers were fastidious about their trash and sewage, and were ideal guests.

But is that bay ever growing! Not only were there an incredible amount of boats in the bay, but the entire area is rapidly developing. What used to be Club Med is being torn down for condos. Marriott has plans for a big hotel on the point, and the hills of Princeville are alive with the sound of hammers and saws. The basin itself is crawling with sailors, surfers, catamaraners, windsurfers, fishermen, swimmers, bodysurfers, health addicts, and suntanners. Hanalei — for better or worse — is no longer a sleepy little bay, and won't ever be again.

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

Aug. 1 — Summer Series #3 (FJs) on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.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.eltoroyra.org.

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

Aug. 8 — Gracie & George Regatta, a co-ed doublehanded 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. LWSA, www.lwsa.org.

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

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

Aug. 14-21 — Finn Jr. Cup. StFYC, www.stfyc.com.

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

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CALENDAR

Aug. 15 — Fall Series #1 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

Aug. 17-24 — Finn Jr. Worlds. StFYC, www.stfyc.com.

Aug. 20 — 2nd Annual Zongo Yachting Cup, a 20-mile race from Morro Bay to Avila Beach with two classes: PHRF and Cruising. Live music ashore after. For info, contact Paul Irving at (805) 441-3344 or paul@zongoallstars.com.

Aug. 20-22 — San Francisco Melges Race Week. SFYC, www.sfyc.org.

Aug. 21 — YRA-WBRA Race. GGYC, www.yra.org.

Aug. 21 — Summer #5. SeqYC, www.sequoiayc.org.

Aug. 21 — Joan Storer Regatta, TYC's women skippers' race. TYC, www.tyc.org or (415) 388-9094.

Aug. 21-22 — Richmond Riviera Regatta, a new race series "with a conscience." Proceeds benefit local charities. Info, www.richmondrivieraregatta.com.

Aug. 21-22 — J/120 and IRC South Beach Invitational. SBYC, www.southbeachyc.org

Aug. 21-22 — Columbia 5.5 Nationals. EYC, www.encinal.org.

Aug. 21-22 — Flying Dutchman PCCs on Tomales Bay. Inverness YC, www.invernessyachtclub.com.

Aug. 22 — Jack & Jill Regatta. SeqYC, www.sequoiayc.org or (650) 969-1105.

Aug. 22 — Jack & Jill Race. MPYC, www.mpyc.org.

Aug. 22-26 — International 18 Skiff Regatta, including Ronstan Bridge to Bridge, a mad dash from the Golden Gate Bridge to the Bay Bridge for 18s, boards and kites. StFYC, www.stfyc.com.

Aug. 27-Sept. 4 — Finn Gold Cup. StFYC, www.stfyc.com.

Aug. 28 — YRA Fall 2 (City). YRA, www.yra.org.

Aug. 28 — YRA-WBRA. CYC, www.yra.org.

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

Aug. 28 — Half Moon Bay Race. SSS, www.sfbaysss.org.

Aug. 28 — PICYA Youth/CHISPA Regatta, hosted by Encinal YC. Info, www.picya.org.

Aug. 28 — Small Boat Summer Series #2. EYC, www.encinal.org.

Aug. 28 — Double Angle Race, from Monterey or Santa Cruz to Moss Landing. Info, www.elkhornyc.com.

Aug. 28 — Singlehanded Regatta on Folsom Lake. FLYC, fusion927@gmail.com.

Aug. 28-29 — 3rd Annual Sarcoma Cup fundraiser. Info, www.sarcomacup.org or nat@beatsarcoma.org.

Aug. 29 — Fall Series #2 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

Sept. 3 — Windjammers Race. Pop the chute and head for Santa Cruz! SCYC, www.windjammersrace.org.

Sept. 4 — 22nd Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, www.southbeachyc.org.

Sept. 4 — Singlehanded #4/Commodore's Cup. SeqYC, www.sequoiayc.org.

Sept. 4-5 — BAYS #5 at TYC. Info, www.bayarea-youthsailing.com.

Sept. 4-5 — SF Perpetual Challenge. SFYC, www.sfyc.org.

Sept. 4-5 — Port to Port Race. CPYC, www.cpyc.com.

Sept. 5 — 19th Annual Day on Monterey Bay Regatta to benefit Big Brothers-Big Sisters. SCYC, www.scyc.org.

Sept. 10-12 — Express 27 Natls. EYC, www.encinal.org.

Sept. 11 — YRA-OYRA Southern Cross (Ocean). YRA, www.yra.org.

Sept. 11 — Tornberg Regatta. TYC, www.tyc.org.

Sept. 11 — Laser Championships. TahoeYC, www.tahoeyc.com.

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Sept. 11 — Spinner Island Race, an R-rated race from the Bay to a private island in the Delta. Info, www.spinnerisland.com/news.html

Sept. 11-12 — Fall Classic, a Knarr, Bird, Folkboat & IOD invitational. SFYC, www.sfyf.org.

Sept. 12 — YRA Fall 3. SYC, www.yra.org.

Sept. 16-19 — 46th Rolex Big Boat Series, the highlight of the local sailing season. StFYC, www.stfyf.com.

Sept. 18 — SSS Richmond/South Beach Race for single- and doublehanders. SSS, www.sfbaysss.org.

Summer Beer Can Regattas

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

BAY VIEW BOAT CLUB — Monday Night Madness Fall: 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 through 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@jfcba.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: 7/30, 8/13, 8/27, 9/17. Victor Early, (510) 708-0675 or rearcommodore@encinal.org.

FOLSOM LAKE YC — Every Wednesday night through 9/22. Info, www.flyc.org.

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

ISLAND YC — Friday Summer Island Nights: 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.

OAKLAND YC — Sweet 16 Series, every Wednesday night: 7/28-9/15. John Tuma, (510) 366-1476 or j_tuma@comcast.net.

RICHMOND YC — Wednesday nights: 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: 8/12, 8/26, 9/6, 9/23. Friday Night Windsurfing Series: 7/30, 8/13, 8/27, 9/10, 9/24. John Craig, (415) 563-6363 or racemgr@stfyf.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: 8/10, 8/24, 9/7, 9/21. John Mount, (415) 509-8381 or race@syconline.org.

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

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CALENDAR

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: 7/30, 8/6, 8/20, 8/27. Kevin, rearcommodore@southbeachyachtclub.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 through 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.

August Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
7/31Sat	0308/4.4	0903/1.3	1555/5.4	2208/1.9
8/01Sun	0405/4.0	0938/1.8	1630/5.5	2308/1.6
8/07Sat	0401/-0.6	1121/4.6	1536/2.9	2147/6.7
8/08Sun	0446/-0.9	1158/4.9	1629/2.6	2242/6.9
8/14Sat	0322/5.1	0858/1.1	1544/6.3	2206/0.6
8/15Sun	0435/4.5	0948/1.8	1631/6.3	2316/0.5
8/21Sat	0421/0.0	1128/4.9	1612/2.7	2211/6.0
8/22Sun	0458/0.0	1200/5.0	1654/2.5	2255/6.0
8/28Sat	0212/4.8	0751/1.6	1426/5.5	2035/1.3
8/29Sun	0300/4.4	0822/2.0	1458/5.6	2122/1.2

August Weekend Currents

date/day	slack	max	slack	max
7/31Sat	1120	0212/2.2F 1429/2.6F	0509 1737	0804/3.0E 2036/3.2E
8/01Sun	0019 1150	0303/2.0F 1510/2.3F	0604 1812	0850/2.5E 2123/3.2F
8/07Sat	1247 2344	0214/4.7E 1455/2.0E	0622 1801	0929/3.6F 2056/2.7F
8/08Sun	1330	0308/5.2E 1546/2.5E	0707 1853	1012/4.0F 2148/3.2F
8/14Sat	1120	0208/3.6F 1418/3.4F	0518 1721	0756/3.6E 2024/4.5E
8/15Sun	0017 1208	0309/3.2F 1507/2.9F	0624 1808	0849/2.7E 2118/4.3E
8/21Sat	1249	0249/4.0E 1547/2.0E	0635 1828	0949/3.4F 2125/2.5F
8/22Sun	0001 1325	0330/4.2E 1612/2.3E	0716 1911	1027/3.5F 2206/2.7F
8/28Sat	1013 2254	0105/2.8F 1314/2.8F	0412 1614	0656/3.2E 1918/3.7E
8/29Sun	1040 2341	0147/2.7F 1350/2.5F	0458 1643	0738/2.7E 2000/3.7E

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LETTERS

↑↓ A GIRL'S GOTTA DO WHAT A GIRL'S GOTTA DO

My request is an odd one, but as salty as I am when it comes to all matters sailing. I can't seem to tackle my problem alone, so I'm in dire need of creative solutions from *Latitude* staff and/or readers.

As a sailing couple who have done quite a bit of long-term cruising — a year in Central America 16 years ago as a beta test to marriage — with minions who were born in Barcelona while we cruised the Med eight years ago, we are currently on our fifth boat together, a Catana 431 cat. Our cruising plans should consist of buying a few bags of groceries and sunscreen, and hosting a bon voyage party. Instead, our sweet boat is up for sale.

The wrinkle in our plan is that our sons RC and Collin, ages 8 and 10, each have issues of an educational nature that we don't have the expertise to address. It's hard to fathom that these problems couldn't be fixed with duct tape — well, the ADHD one could — but not so much the dyslexia.

My husband, Rob, has the following reasons for putting our boat up for sale: 1) She's a bit too much boat if we won't be embarking on a long-term voyage anytime soon; 2) she's expensive to maintain for just weekend sailing; 3) we have no exit strategy on the horizon, as we have no way of knowing if the educational system can offer our dyslexic son the help he needs.

My reasons for wanting to keep our cat are: 1) The kids will be ready to cruise in the next few years, at which time we'd have to start searching for and outfitting another boat; 2) she's a great boat for weekend sailing and 'stay-cations' to San Francisco while we live in Santa Cruz; 3) the cat costs could be defrayed if we put her in charter or took on partners — although the charter/partner idea has been rejected.

So I need help in coming up with more solid reasons to keep our boat. Some will suggest the obvious — that I keep the boat and sell my husband. But that's not a possibility. My captain is a linear thinking, *Latitude*-reading kind of guy. So I can't imagine that you, or your readers, won't be able to come up with good suggestions for me. All are welcome. Please mail them directly to my husband at rob@onourboat.com. He's going to love that, I'm sure.



CHRISTINE CURRIE

RC and Collin are already on Mom's side. Maybe readers can convince Rob to keep the family's beloved Catana 431 'Tramuntana'.

I'd also very much like to hear from any cruising families who have tackled home schooling with a dyslexic child.

As any self-centered parent would, I have recruited the minions to my side of non-sale, as dad's side nets out to non-sail. This is tantamount to treason, but a girl's gotta to do what a girl's gotta do.

Christine Currie
Tramuntana, Catana 431
Alameda/Santa Cruz

Christine — You're a pretty funny lady, and you're right, your request is pretty unusual. We'll give you the most solid reason of all for keeping your boat — you really like her and she gives you and most of your family a lot of pleasure. We don't think you need any reasons beyond that.



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LETTERS

With a few exceptions, such as Larry Ellison, we all have limited resources, so we have to prioritize how we allot them. Our priorities in life are as follows: 1) The well-being of our kids; 2) traveling around on sailboats; and 3) . . . well, there is no number three because everything else seems to be, as surfers say, just details. We've been able to travel around on boats because things like new cars, jewelry, fancy furniture, stylish clothes, fine dining, expensive wines, frequent haircuts, spa visits, car washes, movies, concerts, resort vacations, Christmas or other presents, visiting casinos, and buying pot or coke seem like foolish wastes of money. Get us out in nature on our boat, and we're pretty happy. Get us on our boat in the tropics and we're ecstatic. Oh wait, there really is a #3. We really like high-speed internet access, too.

No cruiser has ever told us that home schooling was easy. In fact, a lot of them have told us it's very hard. But in looking at the big picture we think most active young boys would get a better and more useful education cruising on a boat than they would caged up in almost any classroom in America, at least until high school age. And while we're not experts, we think this might be particularly true for boys with ADHD and maybe even dyslexia issues. But we'll let more knowledgeable people weigh in on these subjects.

By the way, in most couples it's the man who is usually more enthusiastic about sailing than the wife, but it's hardly universal. Among the exceptions have been sailmaker Jocelyn Nash at Quantum Sails; Wendy Hinman of Seattle, who wasn't very pleased when husband Garth Wilcox was ready to give up cruising their Wylie 30 Velella after just seven years in the Pacific; Caren Edwards, formerly of Portola Valley, who was outvoted by her husband, son Dana, and daughter Rachel, when it came to continuing to cruise their Marquesas 53 Rhapsodie in the Pacific after just five years; and others we just can't remember off the top of our heads. If you're a woman who belongs in this group, we'd love to hear from you.

↑↓ HOLY COW NEARLY RENDERED INTO HAMBURGER

The Fourth of July this year was a great day for sailing. The weather was beautiful and, after a wonderful afternoon sail on our Treasure Island-based J/24 *Holy Cow*, we were heading back to our slip to enjoy a pre-fireworks dinner in




CHRISTINE NORDSTROM

Don't have a cow, man! Especially if you're driving another boat.

the berth. I heard the skipper, Barry Vlugt, yelling something as I was on the foredeck dropping the jib. With the wind picking up and blowing the gaskets out of my hands, I assumed that the skipper was yelling at me to hurry up. But when I turned back, I saw that a 35-ft cutter under power with no sails up had her bowsprit over our port lifelines amidships!

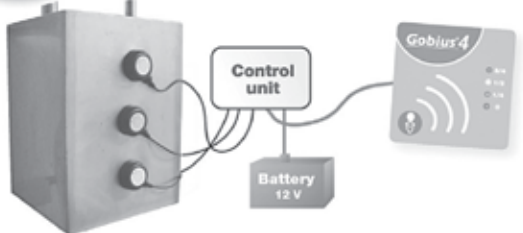
Our skipper repeatedly called out to the woman at the helm — the only person on deck — to turn to starboard and give way. She merely stared straight ahead, her hands firmly holding the wheel on a steady course, grumbling, "I know, I know, @*& you." Nonetheless, she made no attempt to turn the wheel or reach for the gear shift. It didn't seem to me as if she was trying to avoid a collision.

With the wind blowing us down on the cutter, the skipper




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In addition to teaching all levels of boating, David has captained various vessels from 40'-80' throughout the Caribbean, New England, Mediterranean, and Eastern Pacific. He currently owns a Colgate 26 and is active in the SF Bay Area Racing community.



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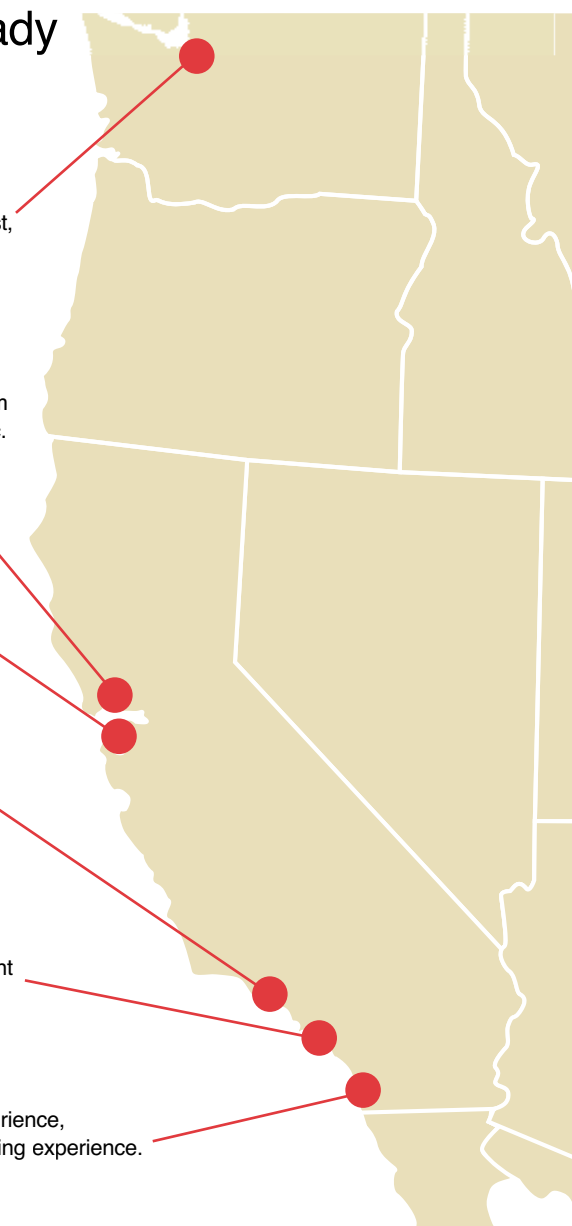
Tom Stallings has over 35 years of boating experience and is a current Dana Point liveaboard. Along with his thousands of ocean miles, Tom is a licensed U.S. Merchant Marine Officer and U.S.C.G. Master.



San Diego – Louis Holmes

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LETTERS

couldn't point any higher and we didn't have time to start our outboard. We thought *Holy Cow* and we were going to become hamburger! As we donned our PFDs, the bowsprit of the cutter kept moving aft alongside our boat. At one point the skipper was contemplating exactly when he should jump to safety.

Miraculously, the wind and current combined to prevent *Holy Cow* from being hit — although only by inches. We couldn't believe that we hadn't been hit.

The cutter eventually turned and paralleled us. "Why didn't you give way?" our skipper asked. "We were under sail. You almost hit us!"

"Don't talk to her, talk to me," an elderly man replied. "And if you want to talk to me, come aboard my boat. I was down below and didn't see what happened."

"Where are your CF numbers?" our skipper asked.

Needless to say, they didn't respond — or even offer an apology. They motored off, presumably to watch the fireworks. Once our sails were down, we motored into the marina and I called the Coast Guard's non-emergency number and reported the incident. When they asked for the boat's CF numbers, I couldn't provide them because they weren't displayed. I could only give them the boat's name and a description.

The Coast Guard said they were glad I had called to report the incident, and told me that although they were busy, they had a boat headed to the Treasure Island area and would look for the cutter. I was glad for the Coast Guard's patient and appreciative response as it provided me with a sense of relief after a harrowing experience.

We were then finally able to kick back on our boat and enjoy our picnic dinner while we waited for the fireworks display. We never learned what, if anything, happened between the Coast Guard and the boat that almost hit us. But I trust they did their job and handled the situation as they saw fit.

Extra precautions, including looking out for other mariners who may not be looking out for themselves, must always be taken since the unexpected and unpredictable become the norm during busy times on the Bay.

Christine Nordstrom
Holy Cow, J/24
Treasure Island

Christine — We don't want to make light of your harrowing experience, particularly if you're not a racer for whom close calls and minor collisions aren't that uncommon, but we think



LATITUDE / LADONNA

your last sentence metaphorically hits the nail on the head. We sail with the same assumption as when we ride our motorcycles: Everyone else is either an idiot or is intentionally trying to run us down. By

Beware of crowded days on the water — even the Coast Guard has hit other boats and killed people.

always planning a way out of every situation with every other boat — which is very easy to do most of the time — we're able to feel as if we have the maximum control over our lives. We recommend that everyone sail with the same attitude, particularly on Opening



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Upcoming Events

- August 11** - Introductory Sail (5 - 8pm)
- August 14** - Club Sail (10am - 4pm), BBQ @ 3:30pm
- August 19** - John Connolly talks Emergencies at Sea @ GGYC
- August 21** - Farallones Day Trip (8am - 8pm)
- August 22** - Member Appreciation Day - Charter Specials, Club Sails, BBQ
- August 27 - 29** - Napa Flotilla

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LETTERS

Day, when there are fireworks shows, during Fleet Week, and on similar occasions. Those are the days when not only are there more boats out, but a higher than normal percentage of them are being operated at a lower level of skill and attention.

↑↓ALAMEDA COUNTY'S FAIR TAX ASSESSOR

Last fall, my husband and I sailed *Peregrine*, our Fuji 45, away from her slip in Alameda County to San Diego, then to beautiful Mexico. She now lives in Guaymas, Mexico.

Our good news is that we just received confirmation from the Alameda County Assessor's Office that, since *Peregrine* is no longer in Alameda County, her personal property account has been closed! And our friends Doug and Linda Simms of the formerly Alameda County-based *Tayana V42 Aquadesiac* got the same good news about their boat.

I received Form 576D at my sister's home — she gets my mail — early this year. During a trip back to California in February, I completed the form and personally delivered it to the counter at the Assessor's Office. I explained our situation and completed the form, which has a box for "Removal Information." The clerk suggested that I indicate the address as being "c/o" my sister — that way they would know that we really didn't live there! This particular civil servant was smart and helpful.

Muggs Zabel
Peregrine, Fuji 45
Guaymas, Mexico

Readers — One would think that all California county tax assessors would interpret tax law the same way, but they don't. There are some counties that don't care if you take your boat out of the country and go cruising for 10 years; they claim that you still owe personal property tax on your boat for each and every year. That hardly seems fair since the theory behind tax on personal property is that you're compensating the government for services rendered or at least available.

Tax assessors in other counties say that if you can prove your boat was out of the county for more than six months, or in some cases the entire year, you don't owe the tax. If you're about to go cruising in an expensive boat, you owe it to yourself to find out what the policy is in the county where you keep your boat. It may make financial sense to have your boat establish residence in a more tax-friendly county before you take off on your cruise.

↑↓CRUISING THE CREW LIST

For a couple of years I have wanted to crew in the Ha-Ha — and I finally have enough control of my schedule to do so. I signed up for the Crew List, and recently received two requests for further info. In both cases I was asked to send a photo. The first guy was very specific, and said he needed a good face shot to see what I looked like. Hmmm. The second guy was a bit more subtle. But in both cases it seems I have failed the beauty contest, for I sent them both two photos, and I have not heard back from either one.

I'm not writing to complain — and both parties, who happen to be single males, shall remain nameless. I don't even want you to do anything about it. But I was wondering if this was indicative of the Ha-Ha, or did I just stumble onto playboys looking for sleeping partners with blond hair and big boobs?

What I really want to know is what do I have to do to get on a decent boat? My skills are modest, and I'm neither fat nor ugly — or at least I don't think so. Anyway, I'm a nurse

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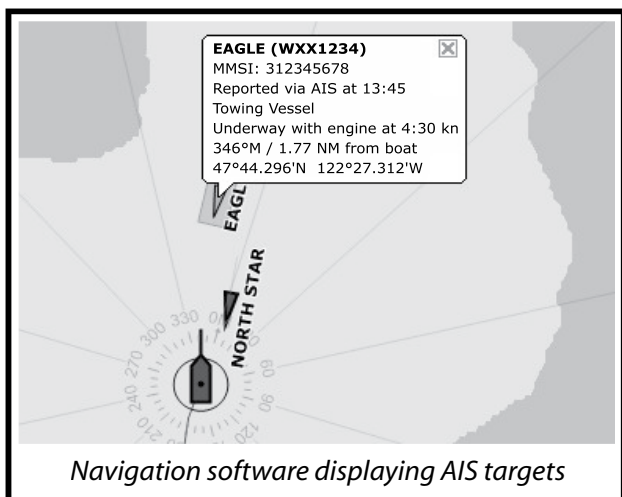
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LETTERS

and will be working in Modesto for the next three months, and hope to get to the Bay Area and do as much sailing as possible. If you have any suggestions, advice, or even a person I can contact who needs a willing crewmember for either the summer or the Ha-Ha, drop me a line at ph3cp@yahoo.com.

Thanks. And again, I'm not looking to do anything about a couple of sorry-assed sailors who are babe-hunting, as it's their loss.

Maureen O'Malley
Modesto

Maureen — We empathize with you, but isn't the lesson of history and all cultures that males go for females they perceive to be beautiful and females go for males they consider to be rich and/or powerful? It's not fair to women and it's certainly not fair to men either — but it seems to be reality.

On the other hand, there are several reasons to believe that you may be jumping to negative conclusions. For one thing, whenever Doña de Mallorca looks for delivery crew, one of the first things she asks is for applicants to send a couple of photos of themselves. She's not looking to see if the respondents are blondes with big boobs, but rather to get a rough sense if they seem like someone she might want to be spending time with in close quarters and perhaps have to work with through a crisis situation or two. And if you were in her TopSiders, you'd be surprised at what some of the photos say about the people who send them. When applying for a crew position, you only get to make one first good visual impression, so it's worth putting effort into having a good photo or two to represent yourself in the best light.

Having heard a million stories of how Ha-Ha crews get put together, we can assure you that it's not an orderly or entirely rational process. In many cases skippers put out requests for crew, get busy with other stuff in their lives, and don't get back to the potential crew until two weeks before the start of the event. The majority of crews are in a state of flux until almost the start. So don't be surprised if one of the two guys — or both — call in October and hope you still want to go with them. It's just the way it works on a lot of boats.

We won't lie to you and tell you that your modest sailing skills might not be an issue. When doing a Ha-Ha, you're going to be spending two weeks in very close quarters with several other people, and skippers sure don't want to be faced with one of their crew saying stuff like, "Oh gee, I didn't know I was going to have to stand watch in the middle of the night!" More than a few inexperienced sailors assume that crewing on the Ha-Ha is like taking a vacation on a cruise ship, and that the skipper and first mate will wait on them hand and foot. It's much more adventurous than that. More than a few skippers have grouched that crew without offshore experience have been much more of a liability than an asset to their Ha-Ha experience, so you have to understand their position.

On the other hand, your being a nurse would be a big plus if we were looking for crew. To us it suggests that you're bright, that you're used to working with people, that you're not lazy, and that you may have had some experience in emergency situations. So that's something you might want to emphasize.

We never get involved with getting people on boats because it causes more trouble than trying to be a matchmaker. So all we can do is encourage you to keep working the Crew List, come to the Mexico-Only Crew List Party on September 8 at Encinal YC, sail as much as you can, and get to know people who will be doing the Ha-Ha. The cruising community is actually relatively small, so it's not that hard to be successful if you keep at it. Good luck!

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LETTERS

↑↓ MEETING FELIX WAS A GIFT

While recently flipping through the June issue of *Latitude*, I came across a photo of a familiar face, that of Felix Knauth. My eyes clung to the picture in disbelief, fearing what my heart already knew by the nature of the photo. Sure enough, the accompanying headline read 'Four Sailors lost in May'.

Felix Knauth, one of the four, literally stumbled his way into my life, as well as the lives of Paul, Daniel and Sarah, three of my good friends. With our boat docked at the Santa Cruz Yacht Harbor, the four of us were getting ready to sail across to Monterey and explore some of the Big Sur coast. Before we left, Sarah, who works in a cafe, told us she'd struck up a conversation with an old man who had tripped over her computer cord. This was Felix.

Sarah described him as someone who had been deeply involved in establishing the Peace Corps, had raised his children in Somalia, and had basically sailed singlehanded — the other person was too drunk the entire time to raise a finger to help — across the Atlantic. Paul, Daniel and I weren't quite sure what to make of this description, and were curious to meet this mystery man.

Felix showed up looking old and frail, and walking with a cane. Yet there was a certain strength in his body. He introduced himself and immediately began a conversation while examining my 34-ft sloop. He complimented my boat and joked about watching out for the nicer items I had mounted on it. Within a minute, the floodgates to his life story had been opened up. He spoke about the challenges of growing up with polio, and about sailing across oceans with no radio and minimal navigation equipment. His description of sailing to Ireland sounded something like this: "Well, I had to go east, and if I began to see a bunch of white I knew I'd have to turn right, and if I came across a bunch of brown, I'd go left, and if I saw green I knew I was right on target."

When the four of us, all avid rock climbers, broached the subject of climbing, Felix inundated us with stories that were hard for any rock climber to believe. He told us about being on the climbing expedition that made the first ascent of The Nose on El Capitan in Yosemite — arguably the most famous climb in the world. His stories touched every fiber of each of our adventurous beings: first ascents of difficult mountaineering routes in the California High Sierra Nevada, horse camps and summit trips at Mount Shasta — there were too many to list.

And then there was the most current story, the reason 80-year old Felix was at S Dock in Santa Cruz with us. Having lost his wife less than two years before, he'd spent 18 months at his son's home in Texas, mostly watching television and living a rather sedate life — as might be expected of a lonely elderly man. He told us that he woke up one day, realized that this was not the way he wanted to live his final years, and proceeded to research boats he could afford. He ultimately came across a Santana 22 in Santa Cruz. This is where our paths crossed.

It was Felix's plan to sail south singlehanded past Pt. Conception to Southern California in the windy month of May. He would later leave Monterey, his first anchorage, the same morning we did. He left so early that we didn't see him go. But before he said his goodbyes to us, he'd gone back to his boat



SCOTT JOHNSON

Felix Knauth, an inspirational life and an inspiration to later generations.

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LETTERS

and grabbed a manuscript that appeared to have been typed up on an old-fashioned typewriter. It was the story of his life, right up to the purchase of his Santana 22. I wonder today if we were the last people with whom he shared his stories.

Felix's easy manner and the nature of his stories really gripped the four of us. The single meeting and conversation we had with Felix deeply affected all of us, for as young folks — all in our 20s — we're looking to live our lives to the fullest. Felix was a true inspiration. Even in death he's become something of a mentor. We've often thought about him when we were sailing or climbing, and we'd ask ourselves, "Would Felix reef right now?" or "Do you think Felix would have climbed this route back in the day?" We each will continue to have Felix as our mentor. His presence in our lives has been a privilege and a gift.

Jakob Laggner
Patience, Coronado 34
Santa Cruz

↑↓KEEP YOUR FINGERS AND TOES INSIDE THE RIDE

Your advice, offered in the June 28 *Lectronic* report on Greg Dorland's broken leg, "to remember to never straddle a loaded block or use a traveller track or loaded block for a handhold," came 10 years too late for me. It wasn't that big a deal, but I stupidly held the mainsheet during a gybe in 20 knots of wind as we were headed for the rocks. I lost part of a finger.

After realizing that my finger was hanging off the upper mainsheet block, the next thing I realized was that I was bleeding all over the cockpit. As I tried to wipe up the blood, my wife told me it might be a good idea for me to lie down before I fainted. She was right.

Although I didn't faint, it was an ordeal to get to an anchor-age and get help. Prior to going out, I'd thought, "It's just a daysail, who needs Band-Aids?" Was I ever wrong!

Steve Bondelid
Whidbey Island

Steve — There are lots of famous sailors in the Missing Digit Club. Two who come to mind are Aussie Ben Wright, who used to run the 60-ft ORMA trimaran Lakota and the 110-ft catamaran Playstation for Steve Fossett, and Southern Californian Ben Mitchell, who not only navigated many of the best West Coast racing boats in the '70s through the '90s, but who also lost a finger to a traveller block. But you don't have to be named Ben to be a member of the Missing Digit Club. Dino Dipasquale of Colorado Springs lost a finger in a pizza parlor accident, but he's a member of the club because he's done a lot of Ha-Ha's and charts in the Caribbean. On the other hand — pardon the pun — Rahm Emanuel, Chief of Staff for President Obama, doesn't belong to the club because, although he lost his 'Bird' finger in a meat-cutting machine while working at a fast food emporium but doesn't sail.


Anybody else want to join the club and explain the circumstances of their loss? Send your application to richard@latitude38.com.

↑↓ZILCH. ZIP. NADA. NOTHING.

I think Brian Trelivijg was right on the mark in his criticism of San Francisco's pathetic welcome of the Clipper Round the World Race fleet. My wife and I hosted two of the sailors from *California* during their stopover here. I can assure you that they were considerably less than impressed by the welcome they received from the City of San Francisco and the State of California. Everywhere else the Race has stopped before and


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LETTERS

since, there have been parades and receptions. In Kinsale, Ireland, where the fleet most recently left, 45,000 people turned out to welcome them. That probably represented most of the residents of Kinsale. In San Francisco the turnout was zilch.

I wouldn't have expected much from the San Francisco Board of Supervisors, none of whom know which way is up, much less which is the sharp end. But I would have hoped for more from Mayor Gavin Newsom. I was mistaken, as he didn't even show up for the official welcoming and just sent a flunky instead.

The real culprit, however, was our beloved Governor. He promised sponsorship, which is the reason one of the boats was named *California*. But then he reneged on his promise. This may not have been widely known by the people in our area, but the sailors in the Clipper Race knew it. Subsequently, he was too embarrassed to show his face or organize any welcome.

Lee Turner
Greenbrae

Lee — San Francisco has never been a good town when it comes to welcoming bold and brave sailors. We're not sure if

PETER LYONS / LYONSIMAGING.COM



The arrival of 'Maltese Falcon' was a sailing event that stirred the masses.

it's because we'd rather be sailing ourselves or because there are so many other competing activities in our area, but we've just never responded to those things with any kind of enthusiasm. The only really good crowd we can remember is when Tom Perkins sailed beneath the Gate with his 289-ft

Maltese Falcon and, to a slightly lesser extent, for the face-off between BMW Oracle and Alinghi, along with the other IACC boats, in '03. Beyond that, zilch.

And frankly, we're not sure what kind of obligation the Governor, Mayor and Board of Supervisors should feel toward supporting what is, after all, a for-profit endeavor. If their constituents don't seem to care, why should they? And it's not as if they shouldn't be addressing much more serious issues, such as the inevitable bankruptcy of the State of California and the City of San Francisco.

Despite the indifference of Northern Californians, the Clipper Race seems to be going gangbusters, thank you, as the fleet is getting ready to go around again in '11-'12. We haven't checked to see if they plan on stopping in San Francisco again but, if they don't, we'd understand why, wouldn't we?

↑↓ **WATER, WATER EVERYWHERE**

Here is my rebuttal to the silly argument about how much freedom there is in Thailand. I love Thailand. I love the food, the anchorages, the weather, the economy — but mostly I love the people and the freedom they enjoy. We aren't as free in the good old U.S. of A. I know a lot of Americans don't want to hear that, but it's true. Let me give you an example.

After six months of the dry northeast monsoon in Thailand, and right at the beginning of the six months of the wet southwest monsoon, all of Thailand celebrates with the Water Festival. No, there are no marching bands or speeches by politicians. Instead, everyone fills balloons and any contain-

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LETTERS

ers they might have with water, and the waterfights begin. Everyone is game — including policemen directing traffic! Try throwing a water balloon at a cop in America and see what happens!

It's nice to be back in *Latitude*-land, as the magazine is hard to come by in the Western Caribbean. I love the glossy ads. Soon you might have a glossy cover.

Mike Riley
Beau Soleil, Dickenson 41
Coronado / Presently in the Sea of Cortez

Readers — Most readers probably don't remember that Riley took off around the world on his soon to be engine-less Columbia 24 Tola in '85, starting what would become a five-year small-boat circumnavigation. Along the way, he met and married Karen, a Kiwi woman. Their son Falcon was conceived in the middle of the Indian Ocean, and was born in Malta. After completing a five-year circumnavigation, the family spent two years in Coronado getting their new boat, the Dickenson 41 Beau Soleil, ready for the 11-year circumnavigation they completed in '03. Most recently, they've been cruising the Western Caribbean.

The proper name for the festival Riley refers to is the Songkran Festival, which comes from the Indian Holi Festival, and means 'astrological passage'. It was traditionally held April 13-15, which is not only the hottest time of year in Southeast Asia, but also the beginning of the new year in much of that part of the world. The Thai version of the festival started in Chiang Mai in the north, where it now continues for six days and draws countless fun-loving visitors.

Like a lot of big holidays in the west — such as Christmas, Easter and Burning Man — Songkran started as a religious observance but has grown increasingly secular. The original idea was that at the beginning of the new year, everyone would go to the wats, or Buddhist monasteries, to pay respect to their



WEBB LOGG

Mike Riley, who has sailed around the world twice, says we Americans aren't as free as people in other countries.

elders, and while they were at it, pour water mixed with fragrances over the Buddhas in order to clean them. But one can see how easily the splashing of the water on dusty Buddhas on the hottest days of the year by the fun-loving Thais could get out of hand. So now the most well-known aspect of Songkran is the water fights, in which Thais roam the streets with containers of water, sometimes mixed with mentholated talc, or post themselves at the side of roads with a garden hose to drench each other and passersby. In Chiang Mai, all the Buddhas are paraded through the streets with everybody throwing water at them to 'bathe' them.

Latitude glossy? You must have seen the boat show issue, in which there was a glossy insert. Latitude is never going glossy.

↑↓ CONTROLLING CATS

*As a broker of catamarans for 15 years, I can't understand why the "professional" captain of the 32-ft PDQ cat *Catalyst* didn't check the weather before heading out of Crescent City*



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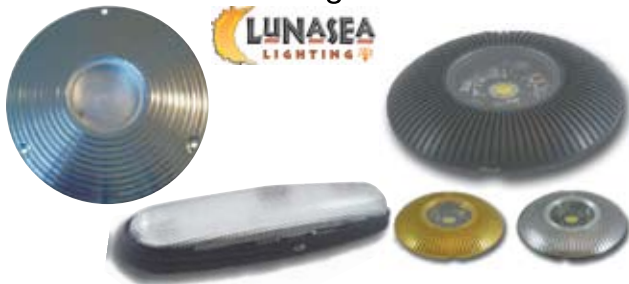


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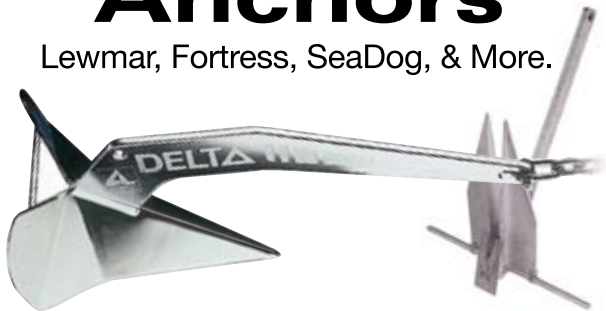
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LETTERS

on that boat's ill-fated voyage, the one that resulted in her cat being flipped and her three crew nearly dying of hypothermia despite the best efforts of the Coast Guard. Nor do I understand why they didn't stream some kind of drag gear, as even an anchor line run in a loop from one transom to the other would have greatly improved the cat's stability and control. I did that on a Catana 38 cat once in 50 knots of wind in the Med, during which time we flew a scrap of the roller furling headsail. The cat broadreached nicely at 9 knots under the autopilot. Nor do I understand why none of *Catalyst's* crew put on PFDs.

It's usually sea state that causes the biggest danger for catamarans. The problem is that some cats have a tendency to run too fast, which causes them to pitchpole. Cruising catamarans are wonderful boats and, in my view, are more seaworthy than monohulls. But the smaller cruising cats, and even the mid-sized ones designed for the charter market, were not designed to sail at much over 14 knots. The problem is that they don't have enough reserve buoyancy in the bows, which allows them to pitchpole. So in conditions where a 32-ft cat might be in serious danger of flipping, the crew on a 45-ft Outremer — which is both significantly larger and built for higher speeds — might be sleeping in comfort while the autopilot drives. As I tell all my clients who are looking for a cat to sail across oceans, you'll be way safer with a 15-year-old 50-ft cat than a brand new 38-footer.

I remember being in a hurricane on a Privilege 51. While the captain and I ran off comfortably for two days, his wife



For the breathtaking details on the 'Catalyst' incident, see page 94 of this month's 'Latitude'.

was too frightened to assist. So we just had her watch videos and feed us hot food. Hey, she's a Le Cordon Bleu chef, so it was a good idea in more ways than one. In really big seas, I think the most important thing is to not look back, as the helmsman might get so frightened/distracted when looking up at overtaking waves that he could lose confidence and concentration in maintaining a safe course.

I was also aboard a Catana 47 when the carbon fiber mast failed in 60 knots of wind some 100 miles off Morocco. We then ran all night at 10 knots in 36-ft seas, despite not having a mast. We were quite safe even though we were heavily loaded down with fuel and provisions for an Atlantic crossing. The scariest part was that the only way to remain at the helm — on Catana 47s, so far out in the open next to the lifelines that you're at risk of sunstroke in light conditions and slipping overboard in heavy conditions — was to lash ourselves in.

Incidentally, the mast shattered while we were running downwind because we had a triple reef in the main while still carrying half the genoa. The aft loading of the headboard of the main lower down on the mast and the forward loading of the genoa much higher on the front of the stick caused it to invert and break. Oops!

Mike Stevens
Noyce Yachts
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LETTERS

Mike — We have an exclusive feature in this issue on the flipping of Catalyst. It's an incredible story with accurate details — such as the fact that warps were streamed. Also remember that if you're on a cat that has flipped, wearing a PFD can just as likely kill you as save you.

That said, everything else you've written is consistent with our experience on cats. The only other thing we'd add is that, if the boat is in danger of pitchpoling, the crew should also move as much weight as far aft as possible, just as on monohulls. Indeed, some of the big ocean racing multihulls have provisions for flooding the aft compartment of each hull to both slow the boat down and keep the bows up.

Size really does matter when it comes to cat safety offshore. Longer cats can sail faster with less danger and, everything else being equal, bigger cruising cats are far less prone to flipping. These are the reasons that we opted to make Profligate a very simple but very big cat. This is not to say that people haven't done amazing things with small cats. Take the Gounard family who live in Sausalito's Galilee Harbor, where Doreen is the harbormaster, for six months a year and most recently have been cruising for the other six months. They self-built their 33-ft catamaran Imani, with which they have since circumnavigated. It's not something that we would do on a cat that size, but then we're not half the sailors that they obviously are.

↑↓ A RARE 'YELLOW ALERT' CARIBBEAN VACATION

I read about the attack on Mike Harker aboard his Mariner 49 Wanderlust 3 while at anchor in Simpson Lagoon, St. Martin. We've just returned from a charter in St. Martin aboard a Moorings 4300 cat, and I found it interesting that, during the charter briefing, The Moorings woman kept repeating how important it was to lock the dinghy and outboard, no matter if we went ashore or if we stayed on the boat. She also added that we should lock the boat when away and at night. We have chartered numerous times in the British Virgin Islands and never locked our dinghy — or our boat, for that matter.

But while in St. Martin, we did notice numerous 'groups' of young adults and teenagers eyeballing people as they strolled by in Phillipsburg. Having been in law enforcement for the last 32 years, I didn't find it hard to figure out what they were thinking. As a result, we remained vigilant when out shopping, and made a habit of making eye contact with and even saying hello to these people as they walked by.

If anyone is going to St. Martin, they need to pay attention to what is going on around them and, if ashore, not drink so much alcohol that they lose their ability to sense danger. Our charter in St. Martin was a unique experience for us, because when on family vacations in the Caribbean, I'm not usually on 'Yellow Alert'. Maybe this is why I didn't enjoy St. Martin as much as I did the British Virgins.

Keith Jensen
Optimus Prime, Beneteau 49
Emerycove Marina

Keith — Having spent a lot of short periods of time in St. Martin over the years, and most recently in May, and having never had a problem, we feel that you can enjoy an excellent charter out of that island. But as you say, you need to know what's going on and use common sense.

Given a seven-day charter out of St. Martin, we'd spend three of them, at the very most, at St. Martin itself. Using normal precautions, we think you can have fun and be safe at: 1) Pelican Bay, where you can have fun ashore at the friendly St. Martin YC, enjoy delicious Indian food at Lal's, check out the megayachts at the Palapa and other marinas, visit the great



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LETTERS

Budget Marine chandlery, and tour the massive lagoon in your dinghy; 2) Grand Case, where there is lots of fine dining to be had at any one of a number of cool little restaurants, or all the delicious ribs you can eat on the beach for less than \$10; and 3) Isle Pinel in Orient Bay. Oyster Pond is also safe, and Marigot isn't bad if you don't get so drunk that you wander the dark streets late at night. If you're looking for trouble, you can find it by trying to buy drugs, visiting the strip clubs and whore-



WEBB LOGG

Mike Harker was brutally attacked in Simpson Lagoon on St. Martin.

houses, or flaunting your jewelry on Front St. in Phillipsburg, which is where the hordes from as many as four cruise ships a day come to buy stuff that sparkles. St. Martin's charms are all on the water or within a few feet of the beach, and they are usually safe.

So what do you do with the other four nights? It's only 15 miles to St. Barth — probably the only island in the Caribbean where there is no violent crime, which is why it's so popular with more affluent people — so you head over there. Spend one night at Ile Fourchue, one night at Corossol, one night at Baie St. Jean, and one night at Colombier. Yeah, dining out is very expensive on St. Barth — but if you're not careful, it's très cher on St. Martin, too. So if you're on a budget, plan to do most of your eating on the boat. If you don't mind paying pretty steep cruising fees, you might change your plans to do one or two nights at St. Martin, one or two nights at five-mile distant Anguilla, and three to four nights at St. Barth.

We would not avoid chartering out of St. Martin because of the Harker incident. Just avoid anchoring inside Simpson Lagoon, where you'd be more vulnerable to desperate people.

↑↓ ST. MARTIN IS A LOT LIKE OAKLAND

With regard to the Mike Harker thing, which was just awful, is there any kind of investigation pending? Is there any word as to who was responsible or why this happened? Was any of his gear recovered? Are these kinds of things common in St. Martin and the Caribbean?

Marianne Armand
Club Nautique
Sausalito

Marianne — Harker was beaten and robbed because St. Martin, like most of the islands in the Caribbean, has a lot of poverty, big problems with drugs and AIDS, cultures that don't particularly revere education or hard work, and an arguably corrupt government. The unfortunate result is that there is a percentage of the population that is desperate. St. Martin is a lot like Oakland, a city that inherently has so much going for it, but is nonetheless being brought to its knees by an out-of-control criminal element and culture, and once again, an arguably incompetent and corrupt city government.

To the credit of the press in St. Martin, the Harker incident received quite a bit of press. That doesn't always happen in tourist areas. While there may be a file on the incident, it's probably not going to be investigated any more than such a crime

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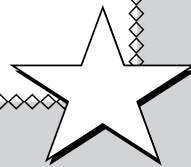


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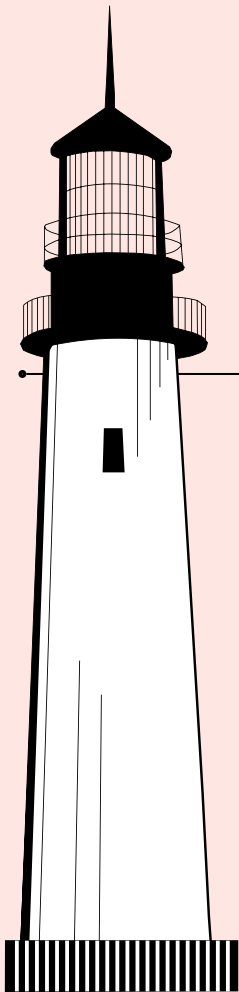
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LETTERS

would be investigated in San Francisco. Which is to say not at all. There just aren't the resources — or the concern. Mike has made no mention of any of his gear being recovered.

While there is a lot of crime in the islands of the Caribbean, we want to remind everyone that most of it takes place ashore and in dodgy areas or circumstances. And in most cases tourists are not the victims of violent crime because of the negative effects such things have on tourist economies.

↑↓ OVER THE TOP GROSS

The first photo you ran of a bloodied Mark Harker in the July 6 'Lectronic Latitude was bad enough. The second photo was over the top gross.



COURTESY WANDERLUST 3

Dudley Gaman
Kia Orana, Catalina 36
Gold Country YC / South
Beach Harbor

Dudley — We know the photo was gross, but sometimes we think people need to be shocked in order to be reminded that violent crimes are more than just statistics. As you'll read in the following letter, we're not alone.

While this is indeed a gruesome photo, it must be remembered that it was the result of even more gruesome behavior — behavior that has become accepted as a part of modern life.

However, you're not the only one who didn't like the gruesome photos. We, the publisher, had laid out that 'Lectronic piece with the second, "over the top" photo as the first photo. We were 'overruled' by the rest of the staff.

↑↓ THE PHOTOS WERE IMPORTANT TO THE STORY

What happened to Mike Harker was so sad. But the photos were an important part of the story, so I'm glad that you posted them. I sent Harker a note. Please keep us informed, as I'd like to know if I can help in any way.

Bill Kelly
Surface Time, FourWinns
Rio Vista

Bill — Harker reports that he received over 200 messages of support and offers of help from 'Lectronic readers. We think that was the best 'help' he could have received, and he wants to thank everyone for taking the time to express their concern. As of mid-July, Mike was recovering nicely and heading down island to Bequia and Grenada to get out of the hurricane zone. For the full story on what happened, turn to this month's Sightings.

↑↓ DON'T LET IT KEEP YOU FROM VISITING

I guess my wife and dog and I should consider ourselves lucky, as we've spent March or April of the last four years anchored on the French side of St. Martin's Simpson Bay Lagoon off the Witch's Tit — right where Mike Harker was attacked. We've never had a problem, let alone been beaten as our fellow Manhattan Beacher Mike Harker was. I guess we'll just have to be more careful in the future. I also suspect that Mattie, our great watch dog, has kept people away.

If things are as bad as they seem in St. Martin, we may have to add it to our list — along with Antigua and St. Vincent — of places to avoid in the Caribbean. It's sad to hear about the violence in many of the Caribbean islands. Maybe it's time to rethink our keeping a boat there and returning to

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LETTERS

the States. We sure wish Cuba were open to us.

John & Cynthia Tindle
Utopia, Jeanneau 45
Hermosa Beach

John and Cynthia — While we're horrified and disgusted by the Harker incident, too, it wouldn't keep us from taking our boat to St. Martin, Antigua and St. Vincent. That's because the overwhelming number of robberies and other violent incidents take place ashore, usually in situations that can be avoided. Furthermore, being anchored so close to shore at a place like Witch's Tit — where Harker was attacked — is not for us. We have no proof, but it's our belief that you'd be safer if you were anchored a good distance from the beach where access would be more of a problem for miscreants.

As for Cuba, there is no reason not to visit now. Cuba wants your Yankee dollars, and it would be political suicide with his base if the Obama Administration were to try to prosecute such cases. We personally know of five U.S. boats that have visited Cuba this year, and more are on the way.

THIEVES ARE LAZY

I've been waiting for a bit of editorial wisdom from *Latitude* — beyond anchoring out farther than a quick swim, to prevent something like what happened to Mike Harker.

After completing a Pacific circuit on his 60-ft monohull, the first thing my friend did was install what I called 'BBQ grills' on his deck hatches and companionways. Made of welded ¼" stainless rod, they could be removed completely or swung inboard while still mounted on one side. He had combination locks to hold them in place. The rods were about two inches apart, and had a brace down the center at a right angle to the main rods. Such devices could be custom made as a drop-in for the companionway, with take-apart hinges for the hatches.

Initially, I laughed and made jokes about these 'grills', but the owner explained that someone had broken into his boat while he was away. The thieves had gotten in via the unlocked deck hatch. As for intruders, I can see their being able to enter a boat undetected if the companionway were wide open, but not if they had to cut through a locked 'grill'.

As we say in L.A., 'Lock it or lose it'. What do you think about this?

Bill Humphreys
Marina del Rey

Bill — What happened to 'Honk if you're reloading' being the motto of L.A.? The grills are certainly a possible solution. Other boats have motion sensors across the companionway that automatically set off lights and horns. We're not sure if any one solution fits all, but don't knock our 'anchor way out solution' either. After all, it's our impression that thieves are basically lazy, and therefore go for the easiest targets, meaning unlocked dinghies and boats closest to shore.

RUDE TREATMENT FROM U.S. CUSTOMS OFFICIAL

Do most American sailors know that you don't have to clear your vessel out of the country when leaving the U.S.? And most don't when sailing to Mexico, because Mexico doesn't require that you arrive with a clearance. But if you leave the U.S. and attempt to clear into a foreign port other than Mexico, you must be able to prove what your last port of call was. Thus, you must clear out of the U.S. if sailing to a foreign port other than Mexico.

Two weeks ago, I went to the U.S. Customs office in Bal-

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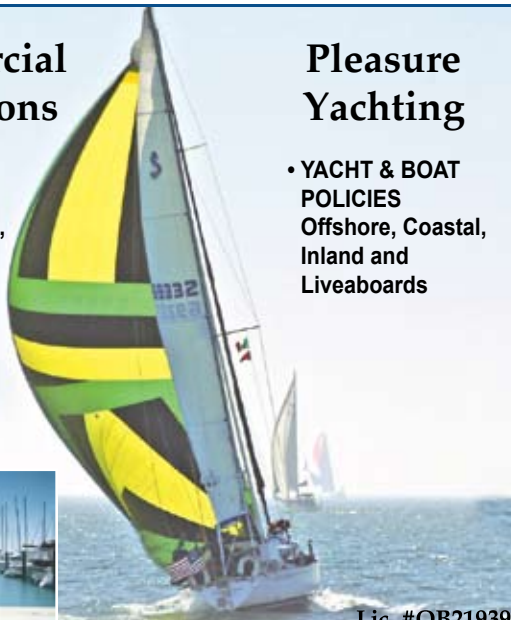
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LETTERS

timore to get a clearance out of the country so I could sail to Bermuda. The woman in charge informed me that I did not "need" to clear out in order to leave the U.S. I explained that I knew I didn't need to clear out of the U.S., but I wanted to clear because the officials in Bermuda would want to see it.

Well, she told me that she ". . ." would not just arbitrarily issue me a clearance." I told her the law required her to do so. She countered by saying that she'd been working U.S. Customs for 32 years, and that she knew what the law was.

I then asked to speak to a supervisor. She told me to have a seat, and left the office. She returned with a copy of the U.S. Codes and spent the next 20 minutes poring over the Codes trying to find a way to deny me a clearance. She finally relented and filled out a form CBP 1300.

But you can't believe how angry she was with me for asking her for the clearance. Is this what we can expect from someone who has worked for Customs for 32 years? I just don't understand it. Why aren't these people trained to deal with the public in a civil manner instead of becoming confrontational? This woman simply didn't want to fill out the form.

I'm going to send a copy of this letter to the Customs Office in Baltimore, as maybe it will save another sailor a problem in the future.

Ed Hart
Hooligan, Cascade 29
San Diego / Lying Bermuda

Ed — As yet, Mexico has not required a clearance from the U.S. for boats arriving from the States. But there has been talk that they are considering it.

You didn't hear it from us, but one way to avoid having to put up with the incompetence and guff of the few uncaring U.S. Customs officers is to simply create, fill out, and approve your own CBP 1300. In these days of computers and the internet there is so much you can do on your own.

If you think you had a bad time with U.S. Customs, you have no idea what problems the owners of foreign cruising boats in the U.S. have had. According to U.S. law, foreign boats are required to check in with Customs each time they move from one port to another — although what 'port' means is not well defined. But more than a few foreign cruisers have told us that on the occasions they did stop by Customs to check in, they were often abusively told they didn't know the law by Customs officers who themselves didn't know the law. In most cases the foreign cruisers simply stopped complying with the law, and with no repercussions.

According to their very own website, "Customs and Border Protection pledges to treat the public with dignity and respect and to perform our duties in a professional manner. If you have had an experience with CBP in which you do not believe that pledge was honored, we invite you to submit a complaint to us for review. We will carefully research your complaint, and while, due to privacy laws, we cannot always tell you the outcome of our findings, we will respond to let you know that your complaint has been given serious consideration."

". . . while due to privacy laws we cannot always tell you the outcome of our findings . . ." Geez, is it any wonder so many Americans have become so cynical about government and government employees?

↑↓ **STARTING THE ENGINE WITH A SAIL TIE**

I was thumbing through some recent issues of *Latitude* and came across your lament in the February '10 issue about no one having responded to your request for "creative fixes" when it came to compression starting diesels with dead batteries.

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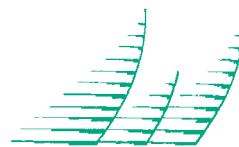
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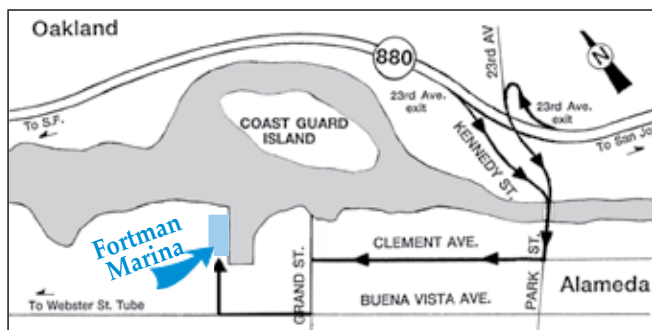
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LETTERS

We were faced with a similar situation on *Wind Dancer* while leading our class halfway through the '03 TransPac, but managed to get the diesel restarted, although not by a compression start. What happened is that we missed our scheduled start of the engine to charge the batteries, and soon discovered our battery charge was below 12 volts. We were devastated when, despite our prayers, we got only a partial revolution producing sputters when we pressed the starter button. Our collective hearts sank when subsequent depressions of the button produced nothing at all.

While we certainly could have sailed to Honolulu with a dead battery, it wouldn't have been the same, as we would have missed all the daily roll calls, and therefore would have been disqualified.

Our 'thank God' solution was to turn off all circuits and wait a half hour for the battery to hopefully recover enough charge to produce another partial rotation. This was to be augmented by our strongest crewmember simultaneously pulling on a nylon sail tie taped to and wrapped around the hub on the water pump pulley.

When the time came, we gave it a try — and it worked on the first attempt! This allowed us to cancel the keelhauling of the individual responsible for the snafu.

P.K. Edwards, MD
Wind Dancer, Catalina 42
Ventura

P.K. — Brilliant. Our only concern with such attempts is that the person pulling on the sail tie might not let go quickly enough once the engine started, resulting in his arms being ripped out of their sockets.

Although there are contrary points of view, we think the best way to prevent a dead engine battery is not to have it/them connected to the house batteries. We also suggest carrying at least one solar panel so you have the ability to bring the engine starting battery back up to snuff for starting the engine.

By the way, check out this month's Cruise Notes for an instance of a catamaran whose diesel inadvertently started by compression as the result of a folding prop flipping open at high speed.

REMOVING A DIESEL IN FAVOR OF AN OUTBOARD?

A couple of friends and I are considering acquiring a boat in the low 30-ft range to do the Ha-Ha and possibly cruise beyond. One of us — not me — really doesn't like diesel power, and would much prefer the advantages — as he perceives them — of an outboard motor. If we find a boat that has adequate bluewater capabilities, and a diesel engine, he thinks we should remove the diesel and replace it with an outboard on an adjustable mount on the transom. I'd like to know the pros and cons from anyone who has had experience with using an outboard for extended cruising.

Mark Dawson
Bainbridge Island, WA

Mark — About the only people who cruise with an outboard on the transom are those with very small boats, or those who are on smallish boats and even smaller budgets who can't afford to repair or replace their dead diesel.

It would be interesting to know what your possible partner perceives to be the advantages of an outboard for cruising. Low initial cost and lighter weight are the only two things that come to mind. But you might ask him why, if diesel engines aren't better than the other options, virtually all cruising boats over 30 feet come with them. Back in the '70s, some 30- to 40-ft

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LETTERS

boats did come with gas rather than diesel inboards, but only because they were less expensive. Nobody even offers gas inboards anymore, except on smaller powerboats where swift acceleration, even with the expense of extreme fuel consumption, is more important than torque.

A few of the advantages of diesel over outboards for cruising boats are as follows: 1) Safety. Unlike gas, diesel can't explode. Indeed, touch a match to a puddle of diesel and it won't even burn. 2) Diesels use fossil fuels more efficiently than any other type of engine — and particularly more efficiently than fuel-inefficient gas outboards. 3) Diesels are inherently more rugged so, if they are properly cared for, they will last forever. And at the end of forever, they can still be rebuilt a couple of times. 4) Diesel engines are designed to efficiently charge batteries and provide electrical power to the rest of the boat. Most outboards don't do either, and none do it well. While solar panels and wind generators are great tools, it would be a real drawback not to be able to charge the batteries with the engine. 5) Unlike an inboard diesel, a transom-mounted outboard is vulnerable to waves, would make the boat pitch, and in a seaway would experience severe cavitation problems.

We're confident that most experienced sailors would agree that removing a functioning diesel to replace it with an outboard would be one of the worst ideas ever. If any folks with transom-mounted outboards on cruising boats would like to argue to the contrary, we'd love to hear from you.

If your friend somehow manages to convince you that gas is the way to go, the good news is that you can pick up some great boats from the '70s with inboard gas engines at bargain prices. For example, we came across an Ericson 35 MKII, which is a very decent boat for Mexico and Central America, with a gas engine in Oxnard with an asking price of just \$16,500. We also saw an Ericson 32, another fine Mexico boat, also with a gas inboard, for an asking price of just \$8,000. The good news is that, even if your friend comes around to diesel, as he should, we've never seen a time when you get more cruising boat for your buck than right now, particularly at the low end of the market. And we've been in the sailing business for more than 35 years.

↑↓ IT TOOK THEM TWICE AS LONG

We motored out the Gate early on the morning of May 28, and set sail for Pillar Point at Half Moon Bay. Thanks to a nice wind, our 28,000-lb Slocum 43 was able to kick along at as much as 7 to 8 knots.

About mid-afternoon the boats in the Spinnaker Cup Race to Monterey started to fly by us as if we were standing still. Even though we motored the first two hours, it still took us seven hours to get from Emeryville to Pillar Point. The next day we motored out of the harbor at 6 a.m., found some decent wind offshore, and got ourselves to the dock in Monterey by 6:30 p.m. When we arrived, the harbormaster told us that the R/P 77 *Akela* had finished the 88-mile course in just 6.5 hours! The official record shows 7 hours 11 minutes, so we're a little confused.

By the way, Bill Turpin is listed as the owner/skipper. Is he related to *Latitude's* Andy Turpin, who is the Assistant Poobah of the Ha-Ha and Mr. Pacific Puddle Jump?

Mark Wieber
Goliard, Slocum 43
Emeryville

Mike — It's remarkable how two boats — your Slocum 43 and Turpin's R/P 77 — can perform so differently.

Akela's elapsed time was, in fact, 7h, 11m. Thanks to about

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LETTERS

76 feet of sailing waterline, she reaches at about 13 knots in 11 knots of wind with a full main and fractional reacher. Andy Turpin and Bill Turpin aren't actually related — as far as either knows — but both are really neat people!

↑↓ "COULD MY FREYA HAVE BEEN YOUR FREYA?"

In the June Letters, you made the comment that you used to keep your Freya 39 in Ventura. I traded for a maroon Freya 39 in Ventura in the late '80s and wonder if she might have been your old boat. Any idea what happened to your Freya?

Gary Anthony
 License to Chill, Express Cruiser
 Lake Oswego, OR

Gary — We kept our Freya 39, Contrary to Ordinary, in Ventura for a year or so, then brought her back to San Francisco Bay before selling her. Ours had a yellow hull with a full length lightning bolt. We sold her to a gentleman on the Peninsula in the late '80s, so we doubt she's the one you bought. We're not sure where our old boat is now.

↑↓ DOS AND DON'TS OF WORKING FROM A BARE HULL

My girlfriend and I recently purchased a '78 fiberglass Freya 39. Actually, it's nothing more than a bare hull, so I definitely have my work cut out for me. We love the boat's wonderful lines and interior room. But it seems there aren't a lot of them around.

The good folks at a cruising and sailing forum suggested that I contact you, as the publisher of *Latitude* used to own one. I sure would appreciate any photos and any dos and don'ts that would aid me in the building process.

Eric & Jeanna Brown
 About Time, Freya 39
 Brunswick, ME

Eric and Jeanna — You're not going to like what we have to say, but we'd be negligent if we didn't at least raise the subject. Don't get us wrong, the Freya 39 is a terrific design. In the mid-'60s, a Freya was the overall winner in the prestigious Sydney to Hobart Race an unprecedented three years in a row. Of course, that was a long time ago when a rather heavy, 3/4 keel boat with an attached rudder and canoe stern could do such a thing. Today the Freyas make great cruising boats, and two Northern California-based Freyas — Roy and Tee Jennings' Foxglove and Beau and Annie Hudson's Lionwing — did circumnavigations. As you might have read, Jerry Borucki has been singlehanded his Freya, Arctic Alpha Wulf, to the Arctic Circle for the last several years. And we loved our Contrary to Ordinary, because at the time we were looking for a brick shithouse of a boat that nonetheless sailed reasonably well. She was even the cover girl for the West Marine catalog in the early '80s.

The troubling question we feel we must raise is whether you're absolutely sure that you want to finish a boat from a bare hull. One of the things you need to keep in mind is that while it physically looks like a lot, a hull is one of the quickest and least expensive parts of a boat to complete. It's once the hull is done that the really hard, dirty, not-very-healthy, and seemingly never-ending work begins.

If your plan is to build a boat from a bare hull in order to save money, you're going to find those savings illusory. In fact, we can all but guarantee that you could buy a used Freya 39 with loads of cruising gear for less than the materials alone to complete the hull you have. And that's not even taking into account the thousands of hours of labor you're going to have to put in.

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LETTERS

Labor such as pouring 10,000 lbs of molten lead into the keel, which you're certainly not going to be able to do alone. Sure, if you finish a Freya from a bare hull you'll get a new boat with exactly the layout and features that you want. But please don't underestimate the cost in terms of money and the amount of labor required. We wish we didn't have to bring this up either, but boatbuilding projects have a history of killing relationships. We don't want to bum you out or necessarily stop you from your



LATITUDE / RICHARD

A real sailboat junkie who once owned a Freya 39, Santa Cruz 27 and half a new Beneteau 40 at the same time, Rick Gio is so hardcore he's musing about completing another boat from a hull and deck.

project, but we highly recommend you speak with other amateur boatbuilders before going 'all in'.

One of the best people you could talk to would be Rick Gio of Sebastapol, who finished off his Freya 39 Gypsy Warrior from a bare hull. Gio would also be about the most confidence-inspiring person you could speak with, as it only took him 16 months to complete his boat from a hull. But before his short build time gets you too enthusiastic, understand that Gio had monumental focus, dedication and desire to finish the project. For example, he put in 2,322 hours — an average of 36.2 hours a week building his boat. And this was after he put in a 40-hour week at his real job, which was as a mason.

Gio tells us that building his boat was a work of passion, and each time he later went down below, he'd fondly remember picking out matching grain for the wood, each stroke of varnish, and so forth. "I loved every minute of it," he says. On the other hand, he admits that it did cost him his first marriage and, even at low '79 prices, it cost \$80,000 in materials. Gio figures that the materials would cost well over \$100,000 today. He also benefitted greatly from being able to build his Freya at the Gannon Boatyard in Petaluma, where he only needed to walk a few feet to see how the other Freyas had been built.

To put this all in perspective, about a year ago Gio sold his fully fitted-out Freya, which for 29 years he had relentlessly raced and cruised to Hawaii, Mexico and the South Pacific, for \$85,000. And she even had a brand new diesel. His wasn't the least expensive Freya on the market, but she was the best equipped. He now regrets selling her and buying a newer boat. But he can't buy his Freya back because she burned in Ventura shortly after the new owner took possession.

If you email Gio at rickgio@msn.com, he'll be happy to share his experience and insights. If anyone else with firsthand boatbuilding experience would like to offer their thoughts, we're sure Eric, Jeanna and others would enjoy reading them.

↑↓ CHECK THAT IMPERIALISTIC TONE!

In your *Hurry to Cuba While It's Still Illegal* piece in the July 9 'Lectronic Latitude, you wrote the following: "Ever since '59, when Castro took power in Cuba and nationalized the holdings of U.S. investors, then later tried to import nukes from Russia, it's essentially been illegal to travel to Cuba because of the Treasury Department's prohibition against 'trading with the enemy'."

That could have been phrased with a less imperialistic viewpoint, such as: "Ever since '59, when Castro led a successful revolution for Cuban independence, the U.S. government, as punishment for rejecting American colonialism, has imposed an embargo that has essentially made it illegal to travel to Cuba." It was not so much Castro's wanting nukes as Russia's responding to Kennedy's placement of nuclear missiles

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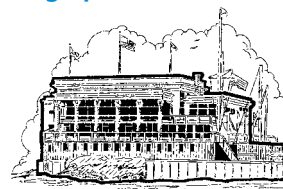
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LETTERS

in their backyard, an intolerable situation that Kennedy could have easily defused, but chose not to. That left Khrushchev no alternative but to try to place missiles in America's backyard.

John Vincent
Planet Earth

John — We don't know that Khrushchev had "no alternative," but since Russia had previously been invaded by Napoleon and Hitler, with the loss of many millions of lives, the Cold War Russians had reason to be paranoid about U.S. missiles in their backyard.

But in order to make the statement less imperialistic while not shortchanging the achievements of Castro, we will re-word the statement as follows: "Ever since '59, when Castro led a successful revolution, after which he would deprive Cubans of their basic human rights and steadfastly stick to economic policies that would doom them to decades of abject poverty, the U.S. government foolishly imposed an embargo as punishment for rejecting American colonialism that has essentially made it illegal to travel to Cuba."

But to heck with politics, the important thing is that if you want to rebel against the U.S. government by taking your boat to Cuba, or by doing a charter there, you'd better hurry because the opportunity may not last long. As we wrote in 'Lectronic, legislation is moving forward in Congress that, if passed, would eliminate the prohibition on Americans traveling to — actually, spending money in — Cuba. But if you do travel to Cuba, be prepared to have to comply with countless idiotic petty rules and policies, and don't assume that you'll necessarily be able to interact with regular Cubans. Despite all the romantic notions about Cuba, it's still a totalitarian state run by a couple of ancient farts who are iron-fisted control freaks.

↑↓ TRAVELING TO CUBA IS NOT ILLEGAL

Your 'Lectronic piece about the legality of Americans trav-



PAUL FIDEL

Once Castro took control, about 10% of the Cubans fled in search of human rights, many of them aboard makeshift vessels, such as this one made of oil drums and an old truck.

eling to Cuba has me puzzled. You state that President Bush vowed to prosecute everyone who traveled to Cuba. That was undoubtedly due to the fact that it is illegal. A law, in fact, that was enforced by previous administrations of both parties. And then you state that "progressive" President Obama will probably not prosecute these individuals. By this definition, do you mean that progressives are willing to ignore the law? I suggest you keep your editorializing about political matters out of your stories.

Richard Brown
Callinectes, Farrer F-39
Annapolis, MD

Richard — With all due respect, you've got the facts all wrong and don't understand the subtleties of the matter. There actually isn't any ban on Americans travelling to Cuba, but rather a Department of Treasury prohibition against "trading with the enemy." If you go to Cuba, it's assumed that you'll spend money, which is where you'd be breaking the law. Our friend

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LETTERS

Commodore Jose Escrich of the Hemingway International YC has always been willing to write letters on behalf of American cruisers saying they're being "sponsored" by the Cuba government, and thus didn't spend any money, and thus didn't break the U.S. law. But the Bush Administration didn't buy this.

You claim that the prohibition against Americans visiting Cuba — a.k.a. spending money there — has been enforced by all administrations. Nonsense. When we sailed from the Dominican Republic for Cuba in the mid-'90s aboard Latitude's Ocean 71 ketch Big O, we were stopped in the Windward Passage and carefully searched by the United States Coast Guard. The woman who headed the six-person boarding party, backed by a 278-ft cutter, asked where we were going. When we told her Cuba, she said she had to advise us not to travel there. We asked for a clarification. Was she, on behalf of the U.S. government, advising us not to visit Cuba, or ordering us not to visit Cuba? When she admitted that it was the former, we responded by saying, "Fine, then we're going to Cuba anyway."

As an example of how screwy the whole policy was/is, before departing with her boarding crew, the woman told us to make sure we took plenty of money. She explained that her uncle, an American citizen, had been cruising Cuba on his sailboat for six months and had found it to be quite expensive. Lastly, she told us to remember to call the U.S. Coast Guard if we had boat troubles in Cuban waters. We were surprised to hear that the Cubans allowed U.S. Coast Guard vessels in their territorial waters, but she explained that the U.S. Coast Guard, with the full approval of the Cuban government, rescued American boats in Cuban waters on a regular basis.

The facts are that Americans were not prosecuted for spending money in Cuba during the Clinton administration, but they



RAUL FIDEL

It would be political suicide with President Obama's base if his administration enforced the law prohibiting 'trading with the enemy' — which, hilariously, the U.S. government has been encouraging U.S. farmers to do for years.

were during the Bush administration. The Obama administration hasn't explicitly said what its policy is, but it's pretty clear they won't be prosecuting. When a group of 300 Americans recently returned from a visit to Cuba, and demanded that the Department of Justice charge them with 'trading with the enemy', a spokesman for the Obama administration said they had more important things to do. This is why several Ha-Ha

boats have visited Cuba this year, and when a Newport Beach couple called us last night to ask us if they thought it was safe to take their Florida-based boat to the island, we responded by saying, "Absolutely."

Were you being facetious when you asked if we were accusing progressives of not enforcing certain laws? Because yes, that's precisely what we were doing. After all, that's exactly what being a 'sanctuary city' is, to cite just one example. But before you get too worked up about this maybe being a right versus left comment, conservatives do exactly the same thing when they are in office.

↑↓ SUBSTITUTING AN IPAD FOR A CHARTPLOTTER

I've read your comments about using the iPhone for navigation, but how about the iPad? It's by far the most cost effective way to get a 9.7-inch display, so I'm wondering how it would

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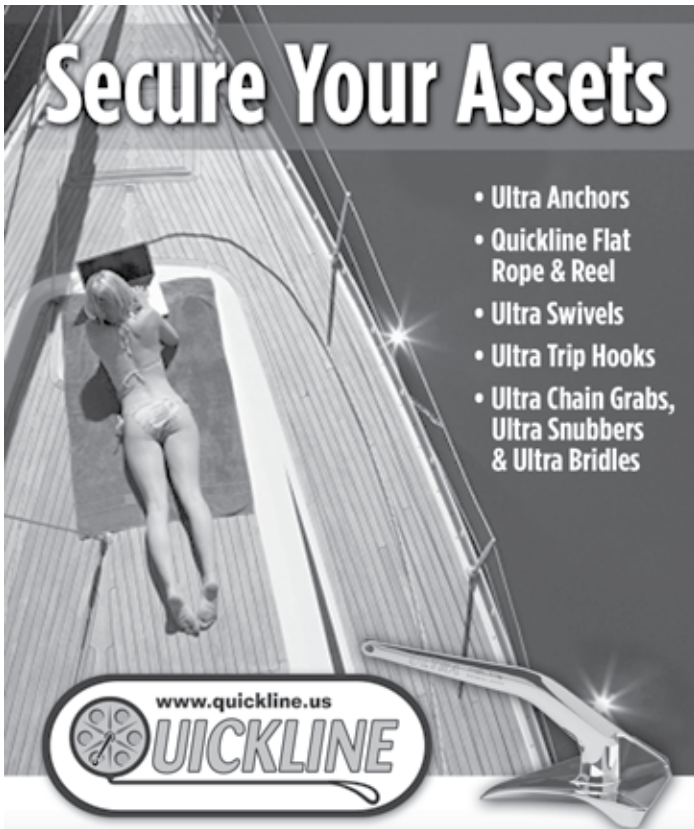
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LETTERS

work as a chartplotter. Have you given it a try, and how does it work? What's the resolution like? Which app did you use? How's the screen visibility in daylight? Do you think it would be reliable? Would you put it in a Zip-Loc and let the waves splash it? Bottom line, would you pick a \$500 chartplotter or a \$500 iPad?

Sheldon Erickson
Polaris, Tayana 37
Oakland

Sheldon — If we only had \$500, we'd probably get the iPad because it does a much better job doing what a chart-



LATITUDE / NICK

If you've got an iPad and \$2.99 for the Shipfinder App, you can follow ship traffic in San Francisco Bay — as well, as the Central Coast, the Santa Barbara Channel, San Diego, Vancouver . . .

plotter does than the other way around. Keep in mind, however, that if you want 3G speed on your iPad, you have to pay \$39 a month, and if you cruise to another country, you're going to have to get another SIM card and perhaps sign up with another data program. In addition, we think a dedicated chart-

plotter is a very good and convenient thing to have on a boat.

But since Camilo Martinez has much more experience sailing with an iPad, we'll let him answer your questions.

↑↓ADVICE FROM AN iPad CONVERT

Based on my experience, both the iPad and iPhone are great aids when sailing. I used both extensively during the most recent Coastal Cup Race aboard *Macondo*, especially after an accidental jibe knocked my helm station chartplotter repeater out of action.

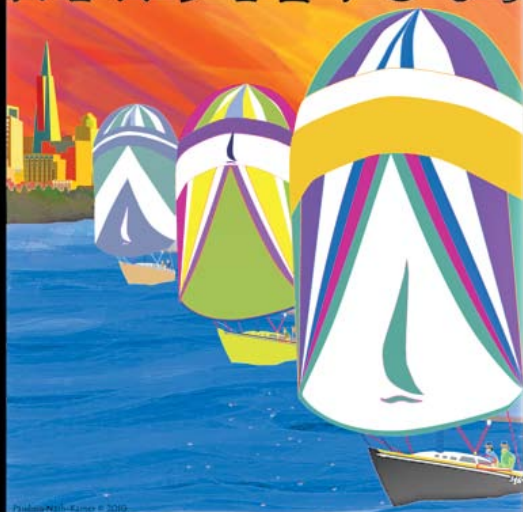
I keep both my iPhone and iPad in Aquapac waterproof cases, and I usually leave my iPad down below, plugged into the 12-volt outlet while I use the iPhone above. The lanyard on the Aquapac cases allows me to secure the iPhone, and I store it in my pocket. When I am off watch, I top off the iPhone's charge.

The apps I use most often on the iPad are ("*" means optimized for iPad):

- For Navigation:
 - Navionics Marine U.S. West HD* — Great charts and tracking functions.
 - Charts and Tide* — Interesting views, but less detail in the charts.
 - MotionX GPS HD* — Great for tracking, and you can pre-download the NOAA charts.
 - FlyToMap — Good all-inclusive chart package for \$20.
- For Readings at Buoys and Tides
 - Bombora — Great for polling buoys and forecasts.
 - Buoy Data* — Less comprehensive than Bombora, but a great iPad interface.
 - TideGraph HD* — Great interface for tide data.
 - Tides — Tides and currents.

- For Weather:
 - MarineCast* — *Sailflow.com* info. Often more reliable than the website.

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- WindAlert, Windfinder Pro, Surf Report — Varying utility to find current wind readings.
- WeatherBug*, TWC Max* — Full weather sites, mostly for land-based use
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- WunderMap — Weather info on a map.

In addition, I browse many websites using the iCab browser because I can have more tabs open than in Safari.

Thanks to the iPhone and iPad, I've found that I often don't have to lug my laptop around anymore.

Camilo Martinez
Macondo, Beneteau First 47.7
San Francisco

↑↓WE'RE PRO CHOICE ON THE iPad

I got an iPad 3G for my birthday, and we have since used it on the boat numerous times. The Navionics app is pretty good for low cost charts, finding marks, and determining one's lat/long location. We used the app last weekend to help us stay in the channel while going to the Marin YC. Shipfinder is another good app, as it shows the position of all commercial vessels on the Bay and out in the ocean, complete with their speed and bearing. You can double click on any ship and get a picture of it along with other info about it as well. For races, I have loaded courses and race instructions onto Goodreader, which is a great app for storing PDFs and other documents.

Once we get to our destination, it's nice to use the iPad to get email and stay current with events via the web. My oldest has downloaded a couple of books, and she reads them during downtime on the boat. I have used the Pages word processing app to write a number of papers for a professional development course I am taking through Rutgers University. My kids enjoy the games and video, of course, but for obvious reasons we try to keep this to a minimum.

But this raises the all-important question of how much technology and cyber connection is too much. After all, we go to the boat to get away. We prefer to have technology available and exercise restraint, and try to be disciplined in maintaining a proper balance. But it's not easy. Nonetheless, for now I prefer to have the choice.

Steve Zevanove
Diana, Islander 36
Alameda

↑↓THE GLARE IS A DEAL BREAKER

It would make a difference if you could read the iPad screen while on a boat. If that were the case, combined with the Navionics navigation, it would make for a great onboard navigation system — especially if you could get a real GPS chip. But since you can't read the iPad screen in direct sunlight — I've tried it in Seattle, and can only imagine what it would be like in Mexico or elsewhere in the tropics — we've found the iPad to be more of a toy for home. In addition, there are very few apps on the iPad that work without being connected to the internet, which one wouldn't necessarily have while on a boat.

Lauren Buchholz
Piko, Wauquiez Pretorien 35
Seattle, WA

Lauren — You're right about the iPad's screen being not so easy to read while out in the sun and in other glare situations. But we find ours easy to read at the nav station, and anti-glare screens are available.

While you do need to be connected to the internet to use all of the apps, many of the most popular marine apps — such as

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LETTERS

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↑↓ "NOW I CAN SAIL AND WORK"

I just got my iPad a couple of days ago and am looking for sailing-related applications, so thanks for the article. But the thing that sold me on the iPad — and I think others might like it — is that it allows me to stay in touch with my home office.

I have a PC at my home office, and occasionally I like to take off to have some fun. For example, I helped bring up my brother's boat from Cabo to San Francisco a few weeks ago, and then my wife Julie and I went down to Santa Barbara for a week of R&R and to spend time with my daughter. It would have been nice to have the full functionality of my desktop, but I only had my iPhone. My old eyes are finding it increasingly difficult to do any serious reading, especially using Safari on the iPhone. Plus I'd like to connect and use files that are on my PC.

Enter LogMeIn for the iPad. It's a \$30 application, but it enables you to remotely take over a PC or Mac. I've found it to be quite fast, and it gives me access to everything on my PC but sound. I have some useful plug-ins on Firefox that I can now access from my iPad — take that, Steve Jobs! — plus all my log-in IDs that I have in Roboform, plus all the files, etc. LogMeIn is an excellent app, and it's what convinced me to get an iPad now.

Mark Leonard
Corte Madera

↑↓ BATTERY LIFE VS. LIGHTER WEIGHT

I have a new client who is a senior engineer at Apple, and just this morning we were talking about the phenomenal battery life of the iPad. He explained the reason for this is that about 80% of the iPad is taken up with the battery, whereas the battery only takes up about 29% of the iPhone. He says he wishes that Apple had decided to make the battery a little smaller in the iPad, so that it might last 8 hours instead of 10, but with a significant savings in weight.

Apple having set a high bar for all their products, he fears it's going to be more difficult to maintain such levels of improvement. I love my iPad also, but I wish they could resolve the dispute with Adobe about the Flash Player. My client thinks it will be resolved in Apple's favor soon, but he has his own obvious biases.

Doug Thorne
Tamara Lee Ann, Celestial 50
Alameda

Doug — We'd go for 20% less battery power if it meant the iPad weighed 20% less, because weight is one of the device's legitimate negatives. And as great as we think the iPad is, we're still mad at ourselves for dropping and breaking the screen on our Kindle. When it comes to reading lots of books, the Kindle is not only much lighter, its screen is easier on the eyes than the iPad's for those of us who are voracious readers.

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

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

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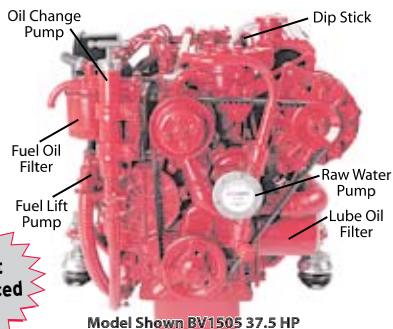
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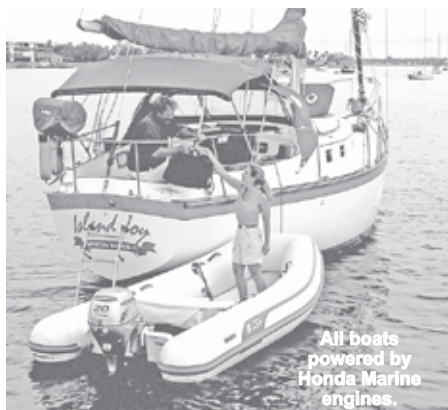
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LOOSE LIPS

Eight bells.

Local mariners, and particularly Master Mariners, bid a sad 'Fair Winds' to respected local sailor and Captain Al Lutz, who passed away June 27 after a long battle with cancer. He was only 55.

Sailors, and many non-sailors, will best remember Al as the thick-bearded captain of the San Francisco Maritime Museum's 1891 scow schooner *Alma*. The story goes that Al retired from a 20-year career in the Coast Guard on a Friday in 1993, and the next Monday joined the National Park Service. Under Lutz's direction, the 60-ft LOD *Alma* was transformed from a more or less static display to a Coast Guard certified vessel which, over the next 17 years, racked up more than 10,000 miles sailing the Bay and its estuaries from the South Bay to Stockton. Rather than hay and potatoes, as she carried in the old days, *Alma*'s modern 'cargo' consisted of schoolchildren, nonprofit groups, disabled people, park personnel and just about anyone else who wanted to go. There was always plenty of room on her wide, stable decks.



LATITUDE / ANDY

Happier Days — Al Lutz congratulates wife Jill on her division win in the 2007 Master Mariners.

One of the highlights of Al and *Alma*'s year was the Master Mariners Regatta. Befitting a doyen of her age, *Alma* always takes the honorary first start at noon. Okay. . . the real reason she's first to start is because she's something of a tortoise to more modern 'hares', meaning just about every other boat out there. And like Aesop's tortoise, under Al's competent hand, *Alma* made her slow and steady way to the finish line. She rarely 'won', but it was sometimes hard to tell from all the smiles onboard.

One of the highlights of a long career under traditional sail — among other billets, the Ohio-born Lutz was chief boatswain's



LATITUDE / ANDY

'Alma' is a fixture on the Bay, and her skipper will be missed by all who knew him.

mate on the Coast Guard tallship *Eagle* — was the 2007 Master Mariners Regatta in which *Alma* took third in the Big Schooner Division, while his wife Jill took first in the Bear Division on her self-restored *Bongo*. After

the race, Al couldn't have been prouder if he'd just won the America's Cup.

Our dealings with Al — whether it be a simple question over the phone, a funny story from *Alma*'s 'mothership' duties during the '07 Gunkhole Rally, or something like setting up a photo shoot when *Alma* carried the Olympic Flame across the Bay — were always conducted with competence, professionalism and plenty of good humor. We will miss him.

Our condolences go out to Jill, son Brendan, daughter Jessica and all the extended Lutz family.

— jr

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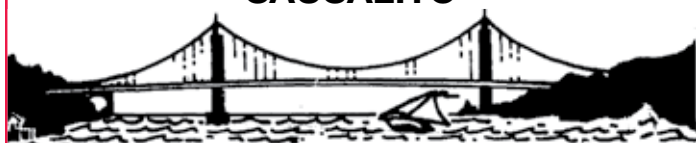
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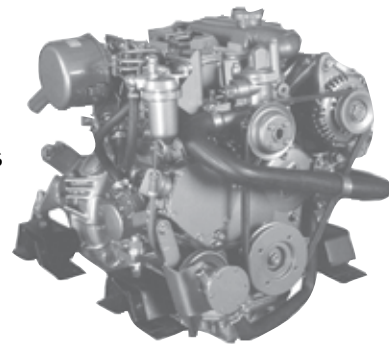
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the legend of *imp*

There are two boats that came out of the Bay Area that have had a huge impact on the international world of sailing — and coincidentally, both of them were featured in the inaugural issue of *Latitude* in 1977. One of these boats was *Merlin*, the boat designed and built by Bill Lee

of Santa Cruz. She was a revolutionary large ultralight displacement boat that, in time, would change the way everybody thought about performance boats.

The other was Dave Allen's Belvedere-based Ron Holland 40 *Imp*, which was much more of an evolutionary boat, but one, thanks in large part to the extraordinary sailing skills of some young Northern Californians, that would change everything in the IOR world, which at the time was the height of sailboat racing.

The definitive book on Lee and *Merlin* has not been written yet, but Bill Barton, who often crewed on *Imp*, has taken care of that boat's story with the 200-page book titled *The Legend of Imp: The Magical Yacht That Rocked the Sailing World*. It is a superbly written book that will prove fascinating to all sailors, and features such Northern California

sailing legends as Warwick 'Commodore' Tompkins, Skip Allan, Tom Wylie, Steve Taft, Ron Holland, Dave Wahle, Tad Lacey, Gary Mull, and countless others. Unlike most sailing books, which tend to be big on photos and short on text, Barton has written one of the most detailed and well-researched sailing books ever, one that is packed with history, colorful characters and delicious trivia. We love, for example, Barton's initial sketch of Dave Allen:

"With aquamarine eyes and unassuming air, David positively affected all around him. He was playful and impish at 5'8" and 160 pounds. Clever and smart, a free spirit and trickster of sorts, David was wealthy yet never flaunted his money. He was humble and lived simply, respecting Nature's resources. He was 'green' and promoted green long, long before the term was even coined. He led by example and would use fresh water like it was gold, brushing his teeth with just a quarter inch of water in the cup. His showers were brief, and he would always finish with an ice-cold rinse. I never saw him wear a tie, ever. Even when he went to dinner at the Royal Yacht Squadron in Cowes with Prince Philip, Duke of Edinburgh, there was no tie for David. For that encounter he wore his dark green corduroys, green *Imp* shirt and a tweed coat. He was not a control freak and had no ego issues. He had no axe to grind, didn't care to be waited on, and shunned the spotlight, preferring to be the planner and organizer extraordinaire who left no stones unturned. . . . I will always remember seeing David in his Peugeot with his six-year-old granddaughter propped up on his lap and her steering the car as he laughed in glee while they cruised around the streets of Tiburon. The man was a non-conformist who loved life and adventure, freely embraced. Bay sailing and ocean treks were his playground, and he relished, more than anyone might fathom, the nasty conditions that Nature can dish out."

Part of what makes the *Imp* tale so interesting is that sailing, like society and the world, was changing rapidly in the early '70s, when the seeds for *Imp* were being planted.

"Skip Allan [who at 18 had been the winning skipper in the Trans-Pac with his family's Cal 40 *Holiday Too*] was working at a communal bookstore in Palo Alto in April of 1970 when the phone rang. 'President of IBM calling.' Skip could barely hear as there was a loud anti-war rally going on outside, but Vince [Learson] invited Skip east to join

continued on outside column of next sightings page

charges filed against

Four Coast Guardsmen involved in a collision between their 33-ft patrol boat and a 26-ft Sea Ray, which killed 8-year-old Anthony Cole DeWeese and injured five others, had criminal charges filed against them by the Coast Guard on July 1.

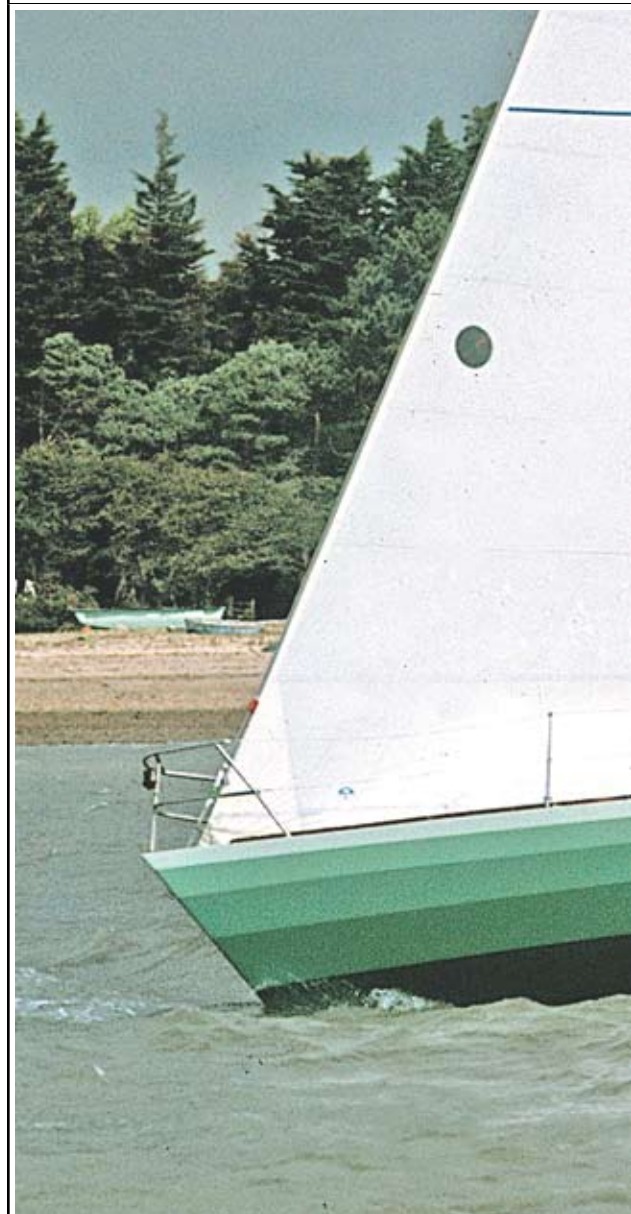
The accident occurred at 5:45 p.m. on December 20, shortly before the start of the annual holiday Parade of Lights. The patrol boat was reportedly responding to a grounded vessel — not a life-threatening incident — and was estimated by witnesses to be speeding through the crowded waters at between 35 and 45 mph.

Petty Officer Paul Ramos, the man at the helm, faces the most serious charges, including involuntary manslaughter for



COURTESY BILL BARTON

Barton's book will be particularly interesting to the main players in the 1970s Northern California racing scene.



coast guardsmen

failing to post lookouts and maintain a safe speed. POs Ian Howell and Britany Rasmussen both are facing charges of negligent homicide, and PO Lavelle Teague has been charged with dereliction of duty. No date has been set for an Article 32 preliminary hearing to determine if the case will be heard at a court-martial. If convicted, Ramos, Howell, and Rasmussen could face more than 50 years, and Teague three months. A spokesman for the Coast Guard says no one "could remember an involuntary manslaughter charge against a Coast Guardsman in connection with something they've done on duty. It's very rare."

— *ladonna*

imp — cont'd

the *Nepenthe* crew for the 1970 Bermuda Race. That much Skip got, and he agreed in an instant. Skip was picked up by Vince's limousine driver and driven to the Learson house in Rye, Westchester County, New York. Skip rang the bell and was greeted by a servant who ushered him inside. Immediately in front of him was the family at dinner. There was Vince's wife Gladys, with a strand of large pearls around her neck and large gold earrings. There was Vince in a coat and tie. There also were two of his four beautiful daughters, Beth and Elaine. And there was Skip, six feet tall with a ponytail, scruffy beard and ragged jeans. Skip immediately took a fancy to Beth. She was likewise intrigued by this world-famous young yachtsman and California 'hippie'."

Barton writes wonderfully about the people, boats and races that led up to *Imp*. He details *Imp's* stunning successes, such as at the SORC and the Admiral's Cup in England, the premier sailing events of the era, and what an inspiration the boat's successes were for other Bay Area and West Coast boatowners and sailors. And naturally

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Spread, 'Imp' about an hour after the start of the infamous '79 Fastnet Race in which 15 sailors perished; inset, 'Imp' surfing to a win in the '77 Nassau Cup.

SIGHTINGS

***imp* — cont'd**

Barton doesn't skip the infamous Fastnet Race of '79, during which the *Imp* crew battled to survive 60-ft waves and Barton struggled to keep one of the depressed crew from committing suicide. This is no creampuff book — Barton doesn't hide the fact that Dennis Conner, Ted Turner, and even his dear friend Dave Allen expressed such cavalier sentiments about the fact that 15 of their fellow competitors had died. Barton notes that it was left to British Prime Minister Edward Heath to put the Fastnet Race in proper perspective. "He called it the worst experience of his life," upon returning to the dock with his yacht *Morning Cloud*.

Barton remembers what effect that Fastnet Race had on him: "Our English friend Andy McConnell had called from Rye and wanted to speak with me ASAP. We had an easy hour before dinner, so I dialed him up. And shared his relief as I recounted some of what we experienced in our 15 hours of hell. Then he said, "I'm holding *The New*

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easter seals

Beyond running races, organizing cruises, and connecting sailors with other sailors, most yacht clubs find other ways of giving back to their community. Under the leadership of Corinthian YC member and BAADS sailor Herb Meyer, the CYC hosted its annual Day on the Bay on July 24 for families served by Easter Seals of Northern California.

For the 10th running of the event, more than 30 boats were volunteered to take kids and adults with disabilities and special needs out on the water for a dose of nautical fun. From humble beginnings, the event has grown to become one of the most memorable sailing days

CYC's Day on the Bay included over 30 boats and crew, breakfast and lunch for over 200 people, plus a Coast Guard safety demonstration off the club.



PHOTOS LATITUDE / JOHN A.

day on the bay

for Easter Seals participants as well as for members of both the Corinthian and San Francisco YCs. It gives club members an opportunity to offer service to people facing great challenges in life, while also exposing them to the remarkable, positive attitude of those challenged with disabilities, and to the hard work done by their caregivers, who focus not just on the special needs, but also on the abilities of their charges.

Judging by the smiles on the faces of both volunteers and participants, this Day on the Bay yielded rewards for all involved.

— john a.

imp — cont'd

York Times, and it says that *Imp* was sunk and the crew lost!" We laughed about that and I promised to stay in touch.

"I hung up. I began to shiver all over. The shivering increased. Soon my whole body was shaking uncontrollably. I was wracked with chills and sick to my stomach. Was it a seizure? I jumped into bed fully clothed and wrapped myself in blankets. My jaw was chattering. Mental health professional or not, I was having a panic attack. The *Times* story had got me. I wasn't supposed to be alive." The torment would continue for weeks.

Thanks to some great trivia, Barton conveys how different the world was in the late '70s. "[After the Fastnet Race] and on his way to his hotel room, Skip Allan passed through the streets of Plymouth and was stopped by a phone ringing in one of the red public booths that were a standard of the time. On a whim, Skip decided to answer it. He found himself speaking to a sports reporter from the *San Jose Mercury*, almost a hometown newspaper. The reporter had obtained the phone number from an operator in an act of professional desperation. All the other lines to Plymouth were jammed. The reporter told Skip that the word in the press had the U.S. Admiral's Cup team all missing and believed sunk. Skip corrected that and agreed to give the reporter a firsthand story if he would agree to call Skip's pregnant wife."

In addition to doing almost every race on *Imp* during her glory years of '77 to '79, author Barton — known variously as Dr. Feelgood, Duke, Big Bill, The Doctor, and Toons — is a superb racer who has been sailing since age four. He still competes at the highest levels, having done 15 Etchells World Championships, with nine finishes in the top 10. He lives in Bolinas and is a clinical psychologist with a practice in San Francisco.

— richard



COURTESY BILL BARTON

Barton remembers Dave Allen fondly.

mike harker brutally beaten

Mike Harker, who started sailing with the 2000 Ha-Ha and later did mostly singlehanded passages from Florida to Europe, Europe to the South Pacific, the South Pacific to California, followed by an 11-month singlehanded circumnavigation, reports that he was brutally beaten aboard his Manhattan Beach-based Hunter 49 *Wanderlust 3* while anchored off St. Martin in the West Indies in late June.

The 62-year-old Harker's sailing achievements are all the more remarkable because more than 20 years ago he was severely injured in a terrible hang-gliding accident that left him bedridden for years and had doctors assuring him that he would never walk again. While he has no feeling below mid-thigh in either leg, he walks with only the slightest of limps. Friendly, self-reliant, unpretentious, and thrifty — he cruised the Med on \$750 a month — Harker is a great friend of *Latitude*, and we've published many of his reports over the years.

According to Harker, "Last week [meaning sometime in late June] at 4 a.m. two men swam out to my boat, which was anchored off Witch's Tit in Simpson Lagoon. They pulled me to the cabin sole from my bunk and stomped on my arms. The smaller of the two, who had straight hair and a Latin-looking nose, said, "I know you're rich, where is your money?"

"My money is in the bank," I replied, "but I'll give you all my credit cards."

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harker — cont'd

"We want all your cash," the little man insisted. "Where do you hide your cash?"

"You can have all the cash in my wallet," I responded, "it's all I have."

"Stick him!" The little man ordered the big man, who had a "squashed nose" and short black hair. The big man put the tip of a spear-like instrument to my forehead and pushed."



Harker was lucky to escape the attack with his life.

"So I raised my right arm and grabbed the end of the spear, then with my left arm pulled the spear out of his hands and bent the spear end across my knee. The men then kicked me and grabbed for my arms. I was able to slug the little man a good one and kick the big man in the balls. But they took their revenge by getting an arm across my throat while the big man kneeled on my arms.

"Knock him out!" ordered the little man. "They beat me and I passed out from a lack of oxygen. Just before I passed out, I thought to myself, "Someone finally killed me after all."

"When I came to a few minutes later, my wrists were tied around my knees and my

ankles were bound. I watched as the two men ransacked my cabin, putting all the valuables and electronics into a big black bag. Then I passed out again. I later awoke to the sound of my dinghy being driven away. They'd taken all my handheld radios, cell phones and even ripped the microphone out of the built-in VHF and SSB radios. I crawled out to the cockpit and saw that they had forgotten to remove the VHF mic from out there, so I called a "Mayday" on channel 16 and blew the air horn five times, followed by a pause and five more blasts. A neighboring boatowner was at my side within two minutes. And although it was in the wee hours of the morning, the gendarmes and a medical team were at my side in 15 minutes."

"I then called the net on channel 14 for everyone to be on the lookout for my special Walker Bay dinghy with new 8-hp Yamaha. Within 20 minutes someone near the three-mile distant FKG dock reported that my dinghy was drifting a short distance away. Security tapes would later show two men such as I described, plus a third, who looked Latin and who was carrying a black bag, run from my dinghy at the dock."

"I was taken to the hospital where glue and 12 stitches were used to close the cuts on my face. I also suffered a cracked cheekbone, a splinter around my right eye socket, a cracked rib, and more. As I write this, I'm in the hospital and still can't chew solid food, but will be transferred to Guadeloupe for a special face surgeon to try to save my face."

As it turned out, Harker didn't have to go to Guadeloupe for surgery. After several weeks of healing, Harker felt he was in good enough condition to head south to the Grenadines to get out of the hurricane zone — and to get away from where he was attacked.

The police got DNA samples of the attackers, and said if the assailants have records, they will be apprehended. But there has been no news on that. Despite his injuries, Harker knows it could have been worse. For while in hospital, he overheard police interview an Asian man who had been sitting on a desk behind the cash register of a friend's little market. With about eight customers in the store, two men entered, one with a rusty gun, and demanded all the money from a woman behind the counter. The gunman looked very nervous and his hand shook. The next thing anybody knew, the gun went off — and a bullet went through a seven-year-old girl's liver, killing her on the spot. The men got away with \$300 and the Asian man received a minor wound.

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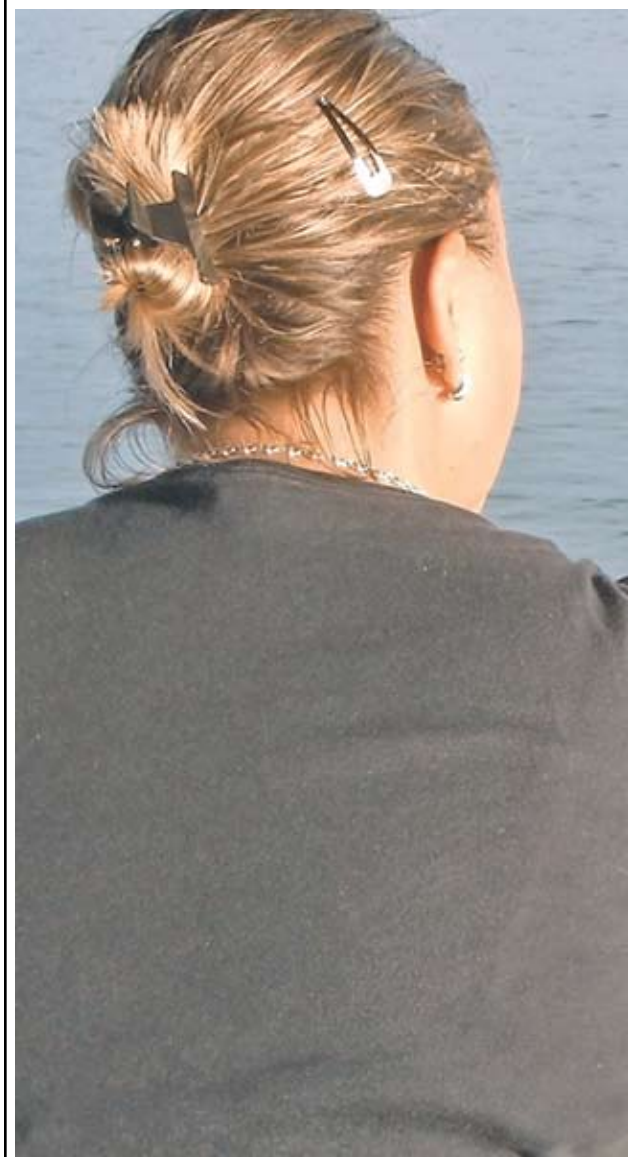
a mast raising

The following item ran in the July 21 'Electronic Latitude:

For whatever reason, frugality and boating often seem to go together. In fact, it's a rare mariner who isn't constantly looking for a better price on supplies or a cheaper way to accomplish regular maintenance tasks. But some boaters seem to make a sport out of economizing.

Take, for example, this sailor spotted while we were sailing down the Petaluma River a while back. At first glance it appeared he was simply prepping his boat for launching. But when we looked a little closer we realized the guy was apparently intending to raise his mast using a block and tackle that was rigged to the Highway 37 bridge overhead.

Although he was undoubtedly break-



experience

ing a law or two, we have to applaud his ingenuity, and we'd sure like to know if he pulled it off. But, having once gotten a hefty fine for simply parking too long in that lot, we fear this frugal sailor's plan may have been quashed long before he got his sloop rigged and launched.

Shortly after it ran, we received this email from the boat's owner:

Talk about busted! Hell, now I'm infamous! But the facts are clear and accurate: I'm a very broke sailor, knew I was flirting with a citation, and indeed, could not have gotten any closer.

The one-man, covert operation of flying the block off the bridge was supposed to occur at oh-dark-thirty. Instead, having taken more precautionary time to haul

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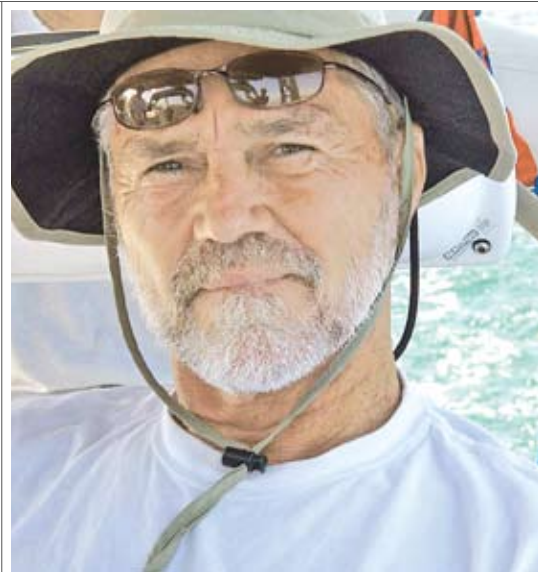
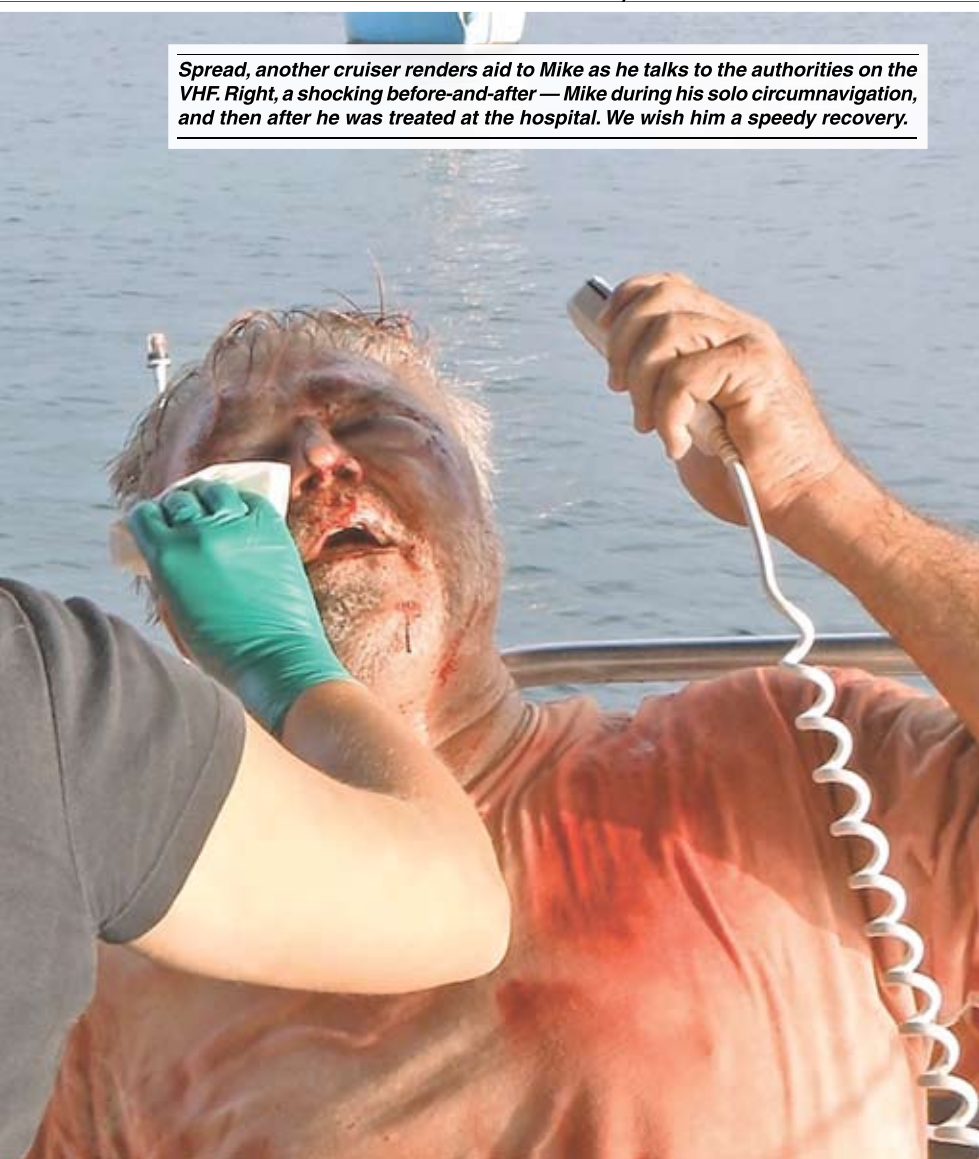
harker — cont'd

"Since I was attacked I've asked, 'Why me?'" says Harker. I honestly don't know. I'm very friendly, have no enemies, and hang with cruisers rather than locals. All the cruisers and restaurant people know me as being, well, cheap, so nobody has the impression I'm rich. I don't drink — except to nurse a \$1 beer at a happy hour once a week or so. Perhaps I was attacked because it was low season and there were no longer all the high-season boats and people around. I anchored my boat in almost in the exact same spot on the outer edge of the French side of Simpson Lagoon, right on the Dutch border next to the channel. During high season there are lots of other people on boats around me, but with low season they had all gone. So I guess I stuck out."

"The gendarmes asked which locals I hung out with, and if I ever visited the nudie bars such as Bada-Bing, or if I'd brought prostitutes aboard. I hadn't because I've never wanted to associate with that crowd. The attack on me has lots of local cruisers — and especially those who are staying through hurricane season — worried, because nobody can recall a swim-out attack and robbery before. I hope there isn't another."

— richard

Spread, another cruiser renders aid to Mike as he talks to the authorities on the VHF. Right, a shocking before-and-after — Mike during his solo circumnavigation, and then after he was treated at the hospital. We wish him a speedy recovery.



ALL PHOTOS COURTESY MIKE HARKER

SIGHTINGS

kkmi sausalito turns green

Few people like change, but in the case of KKMI's new Sausalito boatyard, there's little not to like. Since taking over the space several months ago, KKMI has worked closely with Clipper Yacht Harbor, the owner of the property, to create a facility that not only serves the needs of the boating public, but also respects the environment — not an easy, or inexpensive, feat to accomplish.

On July 21, a celebration was held at the new yard to announce the completion of 'Phase 1' in bringing the property into compliance with existing environmental laws. "We're not talking about new rules," said Ken Pedersen, President of Clipper Yacht Harbor. "We're talking about the Clean Water Act of 1972. We're finally following it."

Once finished, several features will distinguish KKMI Sausalito from nearly every boatyard in the country, if not the world. As you ap-

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mast

this rare Martha's Vinyard 1967 O'Day Outlaw for its first California dip, I arrived well after sunrise . . . not good. While scurrying up the narrow side of Highway 37 to launch the block, I was seen, and worse, reported by a passing commuter. Imagine my horror when not 10 minutes after those scandalous images were taken, a Highway Patrol car swung around directly next to me and the boat — the mast now overtly hanging from the bridge.

"We got a report that someone jumped off the bridge. How long have you been

The spread looks benign enough — just some guy getting ready to launch his boat. But when you pull back . . . wait a minute. That can't be legal. Perhaps it comes under the heading of putting tax dollars to a secondary use.



— cont'd

here?' 'Oh, about two hours, sir.' 'Well, I guess nobody jumped then. Have a good day.' He then drove off. I'm not sure how to sum that one up — just damn lucky. I guess, but I definitely had to chuck the underwear.

Anyway, I used the Barlow winch to hoist the 125-lb mast, and as quickly as I could, rigged the shrouds and retrieved the block. Other than that, the launch went incredibly smooth; not a single dissaster — and this was my first time launching her."

— andy

kkmi — cont'd

proach the yard, you can't help but notice the concrete retaining wall and tall fencing ringing the property. Once inside, it's easy to see that the entire yard is below the level of the ground surrounding it. "We've basically created a bathtub," noted KKMI partner Ken Keefe. "Everything — all the dust, water, overspray — stays in the yard."

A revolutionary water filtration system then not only removes heavy metals and other pollutants from the water collected by massive underground pumps, but treats it in such a way as to make it reusable. "I want to process as much as we use so we won't have to send any to the sewer or use fresh water," said Keefe.

And then there is, of course, 'Haully Green Giant', the green — and 'green' — Travelift that runs on biodiesel. Who says change is bad?

— ladonna



LATITUDE / LADONNA

Ken Keefe, Ken Pedersen, Paul Kaplan — and don't forget 'Haully'.

another political tin ear

It's not quite as bad as if he'd won the Presidential election and discovered that his Vice President had been a bald-faced liar in repeatedly denying that he was a baby daddy, but longtime Massachusetts Senator John Kerry has foolishly sailed into some very hot water with his constituents.

As is being reported all over, Kerry recently took delivery of the 76-ft *Isabel*, a \$7 million sailboat designed by Ted Fontaine. While Kerry came by his money the honest way — he married a widowed heiress who had married the heir to the Heinz ketchup fortune — a public servant with a multimillion dollar sailing yacht with a sumptuous Edwardian interior is asking for trouble with his peeps.

But as if that weren't enough foolishness, Kerry had the boat built halfway around the world in New Zealand at Friendship Yachts. The folks in New England — who, by the way, have been allotted about 10 too many senators ever since about 1800 — are wondering if Kerry wasn't aware that the New England boatbuilding industry, like the rest of the country, is suffering from terribly high unemployment. And if their craftsmanship wasn't good enough for the Senator.

The apparently tone deaf Kerry didn't stop there. Seemingly unaware that the voters in Massachusetts had replaced legendary Senator Ted Kennedy with a Republican, in part because the deceased Senator had his estate go through probate in Florida thereby stiffing the Bay State of taxes, and in part because the supposed supporter of the environment had thwarted a wind farm because it would have been remotely visible from the family's Hyannis Port compound, Kerry didn't think there would be anything wrong with berthing his new yacht in neighboring Rhode Island.

The problem is that the 'average man' didn't think it was a mere coincidence that by so doing, the multi-gazillionaire senator would save having to pay \$450,000 in sales tax — to the treasury of the very state he represents! A state, by the way, that is facing a '\$1,000 million' deficit this year. By keeping the boat in Rhode Island — instead of near his estate at Nantucket or his townhouse in Boston, both of which are in Massachusetts — Kerry will also save paying another \$70,000 a year to his state in excise tax.

While this all may be legal, the 'do as I say, not as I do' behavior has been the moral equivalent of the senator spilling a case of bright red ketchup all over himself. Lest anybody think this is an anti-Democratic Party screed, it's not. We're fully aware that Republicans have done things as bad, if not worse. That doesn't excuse any of them.

— richard



SIGHTINGS

waylaid en route to paradise

As Calvin Coolidge famously said, “Nothing in the world can take the place of persistence.” That contention was confirmed for us recently when we ran into Kat Gartin and Brian Morrison on the Tahitian island of Moorea. As you’ll read below, without unwavering persistence toward their goals, they never would have made it to the islands.

We’d only met Kat and Brian briefly during the ‘08 Ha-Ha Rally, but because they both seem to possess eternally upbeat attitudes — and wear ear-to-ear smiles — we instantly recognized them under the coco palms along Opunohu Bay: “Hey! What the heck are *you guys* doing

here?” We recalled that at the end of the Ha-Ha they’d been eager to find a ride to the South Pacific, or perhaps buy a boat of their own in order to continue their adventures.

As Brian explained, they’ve had plenty of adventures all right — some that they remember fondly, and others that they’d probably like to forget: “After the rally we were going to buy a 44-ft cruiser in San Carlos, but the owner changed his mind

the morning we were going to give him the check.”

They almost scored a crewing gig there, but that fell through also, so the intrepid couple traveled to Mexico’s Caribbean coast where they did a short stint on a charter boat. While there, they lined up a gig taking a boat from Ireland to Malaysia — Brian has a 100-ton captain’s license and Kat has had EMT training. Unfortunately, the boat broke down before they even got out of U.K. waters — it had all sorts of electrical problems — and the skipper decided he wasn’t up to the trip after all. So Brian and Kat brought her back to Ireland, then backpacked around Europe for a month while waiting for another opportunity to pop up.

“In Plymouth, England, we got spots aboard a 65-ft ocean cruiser that was going from England to Australia,” explains Brian. Just prior to their arrival, however, it was stranded on the sands of Plymouth Harbour, then flooded when the tide came in, ruining all the electronics in the process.

“That boat was kinda sketchy, but we knew if we got it together and out of England, we wouldn’t get stuck there for the winter. So we took off sailing across the Bay of Biscay with only a handheld GPS for navigation.” They made it safely to Spain, where they were supposed to pick up a bunch of new equipment. They soon learned, however, that the project’s funding had run out, so they had to leave the marina and anchor out. Unfortunately, it blew 50 knots that night and the anchor-to-chain shackle parted in the middle of the night, sending the boat adrift and soon grounding it on the seawall. That turned out to be the lesser of evils, though. If they’d washed out beyond the breakwater, they’d have come up on a rocky shoreline in a 20-ft swell.

Brian and Kat decided they’d had enough of that boat, and soon after got a ride in Lisbon, Portugal, aboard a Westerly 33. “We sailed aboard her through the Med, across to North Africa and on to Israel,

continued on outside column of next sightings page

testosterone returns

With the flurry of attention over teenage girl circumnavigators having at least temporarily subsided, we’re thrilled to note the successful completion of a very ‘manly’ round-about. On July 22, 39-year-old French/Italian geologist Alessandro di Benedetto sailed *Findomestic* back into Les Sables D’Olonne Harbor after a nonstop circumnavigation that took 268 days, 19 hours and 36 minutes. What makes this voyage notable — and a ‘first’ — is not the route or the time. The former is the same racetrack used by Vendée Globe soloists, and the top guys usu-



LATITUDE / LADONNA

After many false starts and frustrations, Kat and Brian finally made it to ‘paradise’.



Looking Good — Summer wasn’t much in evidence in July, so when the weather was fine, Bay sailors hit the water in droves.

to sailing records

ally complete it in about three months. Di Benedetto's claim to fame is that he did it on a Mini TransAt boat which, at 21 feet, makes it the smallest boat ever to complete a nonstop circumnavigation.

Alessandro had his share of adventures, including a dismasting near the Horn, which he repaired and kept going. You can read about the voyage — or try — at www.alessandrodibenedetto.net. Be warned that the English "translation" is a tad wanting. For example, when we were trying to figure out what the guy ate,

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waylaid — cont'd

stopping along the way at Greece and Malta." No sooner had they arrived in Israel, though, than they found out they'd gotten a job lined up for the Puddle Jump. Less than 24 hours later, they were on a plane back to the U.S., where Brian renewed his captain's license before traveling to Mexico to sign aboard a large cruising yacht. But they were in for yet another let down. As often happens in the realm of cruising, the crew dynamics didn't work out as well as they would have hoped, so they decided to look for other options.

Their luck soon changed. Nearby was the ketch *Spirit of Nyami Nyami*, whose owner, Don Walter of Zimbabwe, already had a full crew. But he decided that having a licensed captain aboard would be a wise idea. So Brian and Kat finally got the ride to 'paradise' they'd been hoping for. Calvin Coolidge would have been proud of them.

— andy



ALL PHOTOS LATITUDE / ANDY

SIGHTINGS

a quick look at the ha-ha schedule

Having been accused of 'Ha-Ha'ing our readership to death in the past by dedicating too much editorial real estate to our annual San Diego-to-Cabo San Lucas rally, we'll keep this short. But we do have a few important notes to convey.

First, if you're still thinking about signing up for this year's event, let us remind you that the entry deadline is September 10. Our new online sign-up system is simple to use and takes only about 10 minutes to complete — okay, a bit longer if you're a two-finger typist. You can access it via the "register" button at www.baja-haha.com. (The entry fee is still \$350, or \$300 if your age or your boat length is less than 35.) If you need general info about the rally, see "About the Ha-Ha" on the site, and if you're new to Mexico cruising be sure to check out our newly updated *First Timer's Guide to Mexico*. It's there on the site and downloadable for free.

Second, we don't know who coined the phrase, "The more the mer-

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record

we came across: "This outstanding sailor knows how to handle both the harpoon on the sea beams — to improve his ordinary meals, as well as the vocalizations of the Italian ways, when the wind sulks him." We think that just means he fished a lot. And we sure hope 'harpoon' really means 'speargun,' or armchair experts are going to have something new to rant and rave about.

Kidding aside, the completion of any nonstop circumnavigation is a feat of skill, strength, courage and determination unimaginable to most casual sailors. To pull it off in a boat about the same length as a Santana 22 really boggles the mind.

Spread, Alicia and Louie bid farewell to their beloved Westsail 32 'Tar Baby II'. Inset, 'Tar Baby II' in happier days.



PHOTOS COURTESY TAR BABY

— cont'd

(To be fair, *Findomestic* was heavily modified and strengthened.) With the Vendée Globe regularly touted as the 'Everest of Sailing', di Benedetto's feat might compare to the venerated Seven Summits — climbing the tallest mountains on each of the continents, including Everest.

For comparison's sake, Robin Knox-Johnston took 313 days to sail his 32-ft ketch *Suhaili* nonstop around the world in the 1968-1969 *Sunday Times* Golden Globe Race. In the 2008-2009 edition of the Vendée Globe, Michel Desjoyeaux completed the round-about in 84 days and change on the 60-ft *Foncia*.

— jr



ha-ha — cont'd

rier," but it captures our attitude toward taking additional crew on such an event. Why? because you'll have more eyes to stand watch, more hands to pull lines and do boat chores, and more strong backs to do the heavy lifting. As a result of having an extra watch-stander or two, you'll get more sleep, and thereby will arrive at each stop ready to hike, swim, and explore rather than collapse in a near coma as soon as the anchor's down.

Yeah, we know. Finding appropriate crew can be tricky. That's why we created our online, easy to access, constantly updated Crew List. Whether you're a captain in need of crew, or an adventure-hungry sailor in search of a ride, it's a system that's worked for hundreds of sailors over the years — and it's free.

Once you've made a few contacts via email, the best idea for making face-to-face assessments and sealing the deal, is to attend our September 8 Mexico-Only Crew List Party at Alameda's Encinal YC (6-9 p.m.; \$7 at the door). A variety of sponsors and Mexico cruising experts will be on hand, so we'd urge you to attend, even if you're only halfway interested in heading south this year.

— andy

is tar baby still out there?

We'd be willing to bet that somewhere out there in the South Pacific a stout little Westsail 32 named *Tar Baby II* is still bobbing along over the wavetops, despite being dismasted, then abandoned on June 21. The reason for our hunch is that these full-keel double-enders are among the most bulletproof ocean cruisers ever built. Plus, we're doing our best to believe in the power of positive thinking because we'd sure like to see Louie and Alicia van Praag get their boat back.

We met them via email in January when they registered for our Pacific Puddle Jump rally, and were immediately taken by their story. Louie, 36, who is Australian — and, not surprisingly, a lifelong sailor — met Alicia, 27, an American, a year and a half ago while she was on a "working holiday" in the 'land down under'. Their love affair was apparently kindled when he took her on a champagne sail in Sydney Harbor. She'd never been aboard a sailboat before!

She invited him back to California to meet her family and friends, and while he was there, Louie pitched the idea — jokingly at first — of buying *Tar Baby II* and sailing her back to 'Oz'. They ended up attempting to do just that, after first getting hitched in California.

Their 29-day, 3,000-mile crossing from Puerto Vallarta to Hiva Oa, in the Marquesas, went quite well — apart from a few days in the ITCZ when they were actually going backwards. But a few months later, they found themselves in real trouble. While en route from Palmerston Island, in the Cooks, to remote Beveridge Reef, they encountered strong winds, rough seas and a continuous phalanx of nasty squalls that carried gusts up to 40 knots. The tumult proved to be more than their windvane steering device, dubbed *Wall-E*, could handle.

When they finally reached Beveridge Reef, the wind and current were too strong to allow them in, even with the help of their engine. So they reluctantly decided to press on to Niue, a full day's sail away. "I was on my 40-minute shift at around 12:30 a.m.," Alicia wrote later, "with surprisingly high spirits, despite my sore body from holding the weight of the swell on the tiller, when the unthinkable happened . . . What I recall most is the sound: a loud crackling, lashing, crashing; sails screaming and tearing as the mast went down in front of me, right before my eyes."

Luckily, the boat was not holed, and they still had a functioning, yet

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Louie and Alicia van Praag.

SIGHTINGS

tar baby — cont'd

feeble, engine. “We didn’t feel the situation was overwhelming, but it was very dangerous,” recalls Alicia. Their engine was too weak to push them through the weather, and with the forecast they had, they figured it would have been days before they could have jury-rigged a sail. So they put out a *mayday* via their EPIRB, hoping to get a tow the final 75 miles to Niue. The vessel diverted to their aid by New Zealand Search and Rescue authorities was the Taiwanese longliner *Tunago*. The young couple was safely pulled aboard, but neither they nor the New Zealand rescue staffers could persuade the ship’s captain to take them to Niue. Instead, they ended up at Pago Pago, Samoa — 330 miles away.

“Leaving *Tar Baby* behind was the hardest thing either of us have had to do,” recalls Alicia. “We think of her out there each day, and hope the person who sees her wash up somewhere will contact us. But we are so grateful to have overcome the whole ordeal unharmed.”

— andy

road warriors

When it comes to travelling, the Moore 24 fleet ranks with the best of them for its members’ commitment to hitching up the trailers and getting the show on the road. Sixteen Moores carried on that tradition the last weekend of June at Huntington Lake for the class’s PCCs. One of those, Gilles Combrisson and Mark English’s *Numa Boa*, had a more challenging journey than the rest. Combrisson, the Pt. Richmond-based rigger picks up the story:

“We were on our way up to the PCCs on June 24, roughly 15 miles east of Madera and coasting down a hill near a cattle ranch. A pickup truck was in a dirt parking lot up ahead on the left, looking like he was getting ready to turn and drive in the opposite direction; and there was a Highway Patrol vehicle about 200-feet away, driving towards us. I kept coasting and just as we passed the pickup truck, the driver suddenly turned into us, smashing right into the trailer. I must have been going about 45 mph, so it was a massive crunch. His truck spun around from the impact, but the trailer swung hard to the right and started to topple before settling back down and swinging hard to the left. It finally came to a rest, still attached, but doing the ‘crab’, as the axle had been jammed about 40° off-center. The Highway Patrol officer drove up and started redirecting traffic, and we all got out and surveyed the damage. The patrolman was in disbelief that the boat had stayed put and didn’t get dumped into the ditch on the side of the road. More CHP showed up, and then a tow truck — which promptly left after seeing what was at stake. The trailer was



The crane might have been a little overkill for a 2,000-lb Moore 24, but it helped Gilles Combrisson and Mark English get *‘Numa Boa’* to the lake on time.

totalled, but the boat didn’t have a single scratch, nor did our tow vehicle; the trailer hitch ball was bent back roughly 30° from vertical. Apparently the other driver ‘just didn’t see us.’

“While all this was going on, iPhone pics were flying, there were phone calls right and left, and folks from the fleet were stopping to see what the heck had happened. We quickly determined that we really wanted to do the event, and that the only way would be to

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plastiki

On July 26, after 128 days and 8,000 miles, *Plastiki*, the 60-ft eco-catamaran made from 12,500 plastic soda bottles, completed her epic voyage by arriving in Sydney Harbor. Built on the Bay using previously untried materials and techniques, *Plastiki* was the brainchild of wealthy environmentalist and adventurer David de Rothschild, who hoped to raise awareness about plastic pollution in the world’s oceans.

Plastiki sailed — ok, she was technically towed — out the Gate on March 20 on the first leg of her mission with world-class skipper Jo Royle at the helm.



Citing creative differences, *‘Numa Boa’*’s trailer and axle went in different directions thanks to the collision.



The impact wadded up the trailer box.

