

Latitude 38

VOLUME 399 September 2010

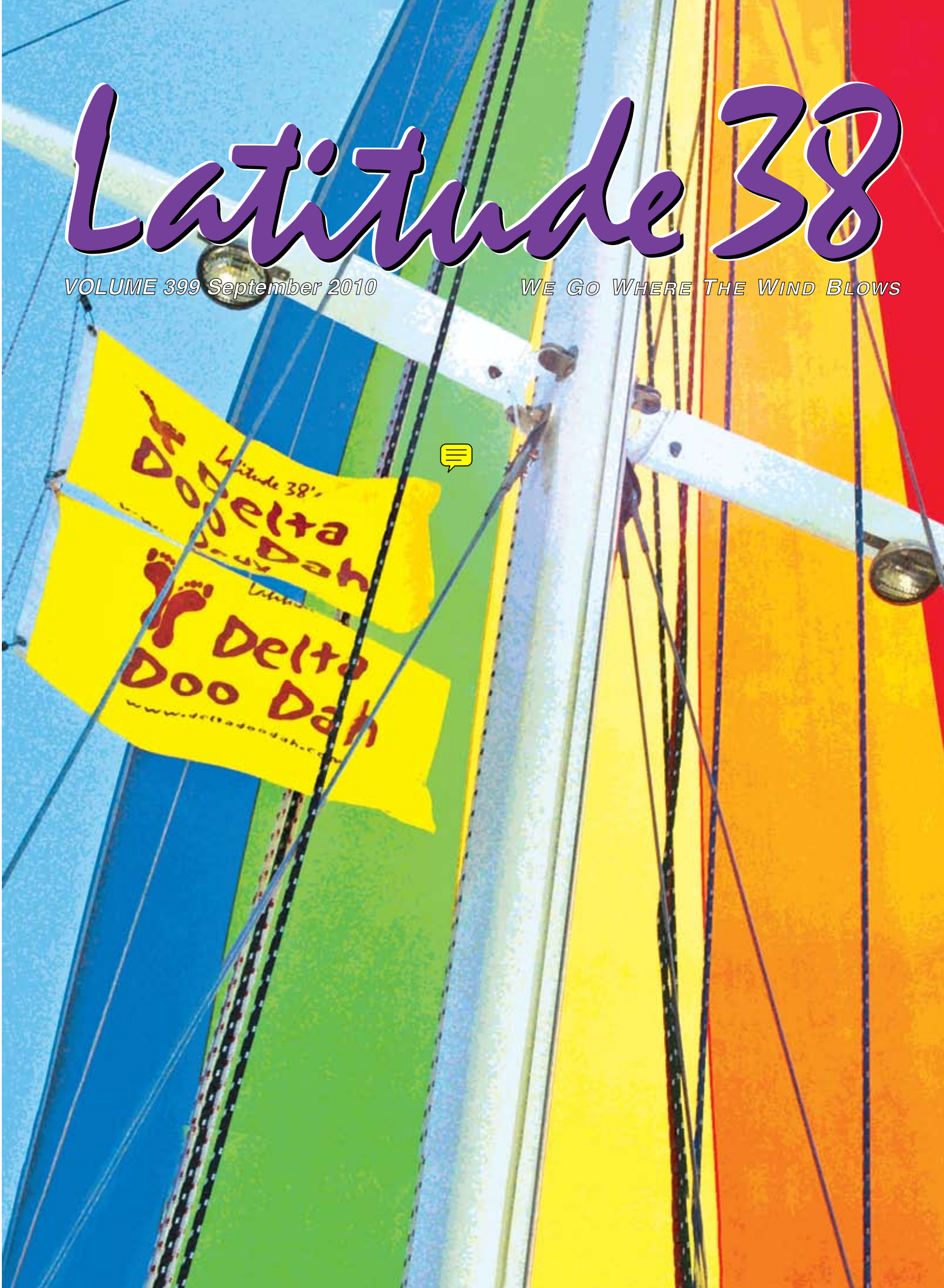
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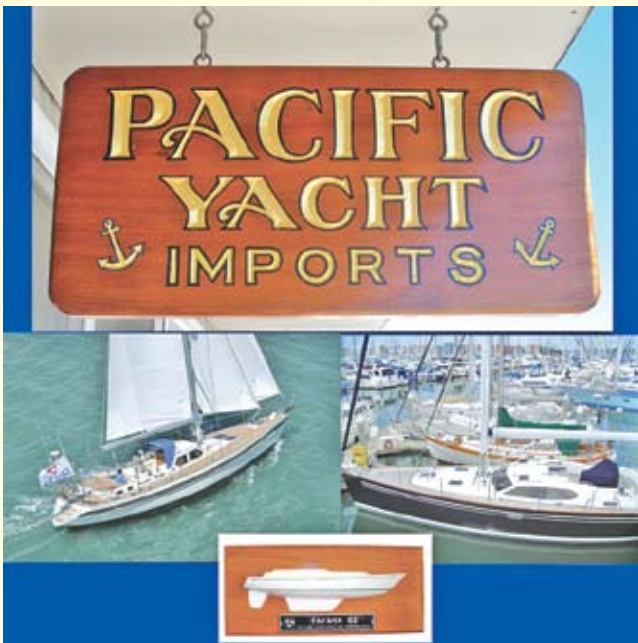
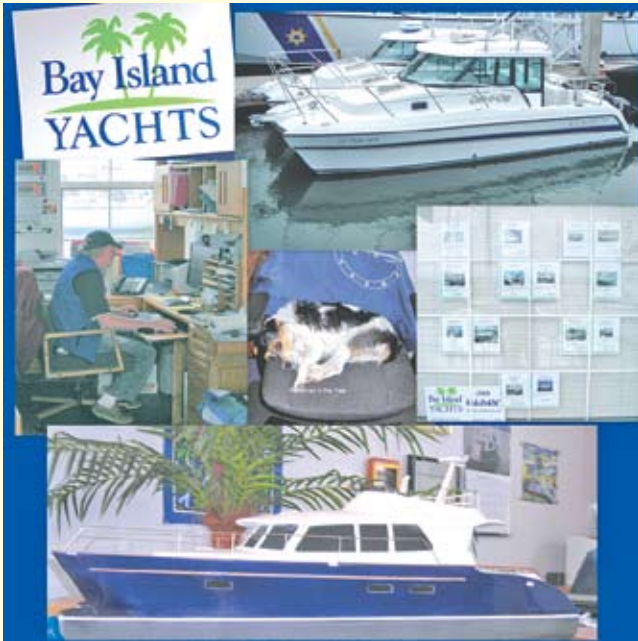


Latitude 38

SEPTEMBER 2010

VOLUME 399





Wife: "Honey, get up off the couch. Let's go buy a boat."

Husband: "...zzzip snort cof, cof. Snffff. Wha?... Honey, did you just say something to me? I was having the most incredible dream and this time you were in it."

Wife: "I said 'Let's go buy a boat.' You've been wanting one for so long, and the prices have never been better. Take me to Grand Marina in Alameda. They have three yacht brokers on site, with lots of inventory right outside their front doors. It'll be just like going to a boat show!"

Husband: "OK, but let me finish hanging this picture, defrosting the fridge, nailing down that loose board on the front porch, mowing the lawn, and cleaning out the garage. And Honey, could we stop at the department store on the way back? I think it's time I got new underwear; all of my old ones have holes in them and I hate that. By the way, no, those sailing shorts don't make your ass look big; I hope to see you in them every day."

Wife: <Well, now I think I'm dreaming...>

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Racing to Hawaii is a real challenge, met with determination and expertise by Pat and his crew. Designing and building the “just right” sail is also a challenge. And we at Pineapple Sails meet that challenge determined to build the best sails possible, race (around the buoys or across oceans) or cruise (around the Bay or around the world).

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Cover: Plenty of boats flew their colors during the Delta Doo Dah Deux.

Photo: *Latitude/LaDonna*

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

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Island Packet 460



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Island Packet 40, 1998
\$225,000



Beneteau 393, 2003
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Island Packet 350, 1999
\$169,000



Catalina 36
Two from \$63,500



Island Packet 32, 1990
\$78,000

SAIL

61' C&C CC ketch	1972	\$249,000
50' Chinese Junk	1972	325,000
50' Hollman	1989	169,500
47' Beneteau 473	2006	329,000
47' Beneteau 473 3-cabin	2004	2 at 275,000
47' Beneteau 473 3-cabin	2006	324,000
47' Beneteau First 47.7	2001	197,000
46' Amel Maramu	1985	125,000
46' Island Packet 465	2008	594,500
45' Beneteau First 45f5	1991	157,500
44' Tartan 4400	2003	439,000
43' Gulfstar CC	1979	85,000
42' Beneteau 423	2005	199,999
42' Cascade	1971	47,500
41' Tartan 4100	1996	228,500
40' Beneteau First 40	2010	276,394
40' C&C 37+	1989	96,000
40' Hardin Seawolf ketch	1970	70,000
40' Island Packet	1998	225,000
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' Catalina	1988	63,500
36' Catalina Mk II	2006	144,900
36' Island Packet 350	1999	169,000
35' C&C 35 Mk III	1983	51,900
35' J/109	2003	160,000
35' Tung Hwa Fantasia	1979	74,900
34' Beneteau 343	2007	114,500
32' Island Packet	1990	78,000
32' J/32	1997	94,000
31' Beneteau 31	2009	125,485
31' Beneteau First 310	1993	47,900

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

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Ranger 27 Tug, 2011.....NEW MODEL!.....149,937
Ranger 25-SC Tug, 2010.....NEW MODEL!.....129,937
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Latitude 38

"we go where the wind blows"

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Catalina 400, 2001	169,000
Catalina 400, 1997	139,500
Catalina 38, 1982	42,500
Catalina 36, 2005	129,000
Catalina 36, 2004	127,777
Catalina 36, 1986	54,000
Catalina 36, 1983	37,000
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Catalina 350, 2004	127,500
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Catalina 34, 2004	114,500
Catalina 34, 1997	75,500
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Catalina 320, 1999	83,750
Catalina 310, 2007	104,000

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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	99,900
Hunter 37, 1987	61,500
Hunter 36, 2007	139,000
Hunter 36, 2004	119,000
Islander 36, 1977	39,900
Hunter 35.5, 1993	59,000
Hunter 31, 2007	84,900
Nonsuch 30, 1981	49,000

New Ranger Tugs in Stock (base price)

Ranger 29 Tug, 2011	ARRIVING THIS MONTH! \$224,937
Ranger 27 Tug, 2011	NEW MODEL! 149,937
Ranger 25-SC Tug, 2010	NEW MODEL! 129,937
Ranger 21 Tug, 2011	COMING SOON! 49,937



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1995 Hunter 33.6	\$52,900
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Hinterhoeller 26C Nonsuch, 1981 \$25,000



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Sept. 1-29 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

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

Sept. 4, 11, 18, 25 — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, www.nps.gov/safr.

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

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/safr.

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

Sept. 7-23 — America's Boating Class by Marin Power & Sail Squadron in Novato, Tuesdays and Thursdays, 7-9 p.m. Textbook, \$40. Info, (415) 924-2712.

Sept. 7-Oct 26 — Boating Skills & Seamanship by USCGA at Marina del Rey YC, Tuesdays, 7:30-9:30 p.m. \$80. Register online at www.uscgamdr.org or call (818) 239-4770.

Sept. 7-Nov. 9 — Boating Skills & Seamanship by USCGA Flotilla 17 on Yerba Buena. Tues. & Thurs., 7:30-9:30 p.m. \$75. Info, FSO-PE@flotilla17.org.

Sept. 8 — Liferaft safety class by Sal's Inflatables, 3-5 p.m. at Encinal YC, just before the Mexico-Only Crew List Party (see next listing). Find out what it's really like to get into a liferaft from the water — bring a wetsuit! Reservations and \$25 deposit required for this free class. Info, (510) 522-1824.

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

Sept. 9 — 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.

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. 14-Nov. 16 — Weekend Navigation by USCGA at Loch Lomond YC, Tuesdays, 7:30-9:30 p.m. \$85. Info, (415) 485-1722 or paula.j.russo@kp.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.

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Info, www.boatsafloatshow.com.

Sept. 16 — The Racing Rules of Sailing with Modern Sailing Academy's Stan Landers at San Carlos West Marine, 6-7 p.m. Info, (650) 593-2070.

Sept. 16-Nov. 11 — Safe Boating by USCGA in San Jose, Thursdays, 6:30-9 p.m. \$45. Info, (408) 723-0223.

Sept. 17-19 — 4th Annual All Islander Rendezvous for every Islander on the Bay. EYC & OYC, www.islander36.org.

Sept. 18 — Nautical Flea Market at Emeryville Marina, 7 a.m.-1 p.m. Info, (510) 654-3716.

Sept. 18 — Nautical Flea Market at Port of Redwood City, 8 a.m. Info, (650) 208-3914 or mharrismx@aol.com.

Sept. 18 — Boating Safely by USCGA Flotilla 17 on Yerba Buena, 8:30 a.m.-5 p.m. \$55. Info, FSO-PE@flotilla17.org.

Sept. 19 — Arrgh, matey! It's Talk Like a Pirate Day!

Sept. 19 — UCSC Boating Center Yard Sale at Santa Cruz Yacht Harbor, 8 a.m.-6 p.m. Info, gkilburn@ucsc.edu.

Sept. 22-Oct. 13 — Weekend Navigation by USCGA at Oakland YC, Wednesdays, 6:30-8:30 p.m. \$45. Info, nancy@windwave.com.

Sept. 22 — The Autumnal Equinox, aka: the first day of fall. Goodbye, summer — don't let the door hit you in the ass on the way out!

Sept. 23 — Howl at the full moon on a Thursday night.

Sept. 23 — Live demos of new Simrad products at Sausalito West Marine, 10 a.m.-7 p.m. Info, (415) 332-0202.

Sept. 23 — US Power Squadron's Mariner's Compass at San Carlos West Marine, 6-7 p.m. \$30 fee. Info, (650) 593-2070.

Sept. 25 — Marine Swap Meet at Schooner Creek Boat Works in Portland, 11 a.m.-5 p.m. Info, (503) 735-0569.

Sept. 25 — 14th Annual PICYA Wheelchair Regatta, a powerboat cruise for disabled U.S. veterans, followed by a picnic at Encinal YC. Info, www.picya.org.

Sept. 25 — California Coastal Cleanup Day, 9 a.m.-noon. Show up at the nearest drop-in site to do your part to keep our beaches clean. Info, www.coastalcleanup.org.

Sept. 25 — SF Maritime Park's Sea Music Concert Series aboard *Balclutha* at Hyde St. Pier, 8-10 p.m. First up: The Barbary Ghosts joined by Salty Walt & The Rattlin' Ratlines. \$14 each or \$36 for the entire three-concert series. Info, (415) 561-6662, ext. 33.

Sept. 25 — Tour the historic ships at SF Maritime Park's Hyde St. Pier for free on National Public Lands Day, 9:30 a.m.-5 p.m. Info, www.nps.gov/sajr.

Sept. 25 — Boating Safety by USCGA at San Jose West Marine, \$15. RSVP, (408) 246-1147.

Sept. 26 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

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.

Sept. 27 — Lecture by Philippe Cousteau, Jr., ocean conservation activist and grandson of Jacques, as part of the Guggenhome Speaker Series at Marines' Memorial Theater in the City, 6:30 p.m. \$40. Info, www.itsyourworld.org.

Oct. 1-3 — Westsail Owners Rendezvous at San Leandro YC. Info, www.westsail.org/_rendv/_canorth/index.html.

Oct. 2 — Redwood City PortFest, a showcase of the waterfront. Live music, kids' activities, food, and beer garden. Info, www.redwoodcityport.com or (650) 306-4150.

Oct. 7-12 — Hey, sailor, it's Fleet Week featuring the Blue Angels. Details can be found at www.fleetweek.us.

Oct. 9 — Martinez Marina Nautical Swap Meet from 8 a.m.-2 p.m. the last of the year. Info, (925) 313-0942.

Oct. 9-10 — 18th Annual Northern California Women's

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53' J/160, '00, <i>Novakane</i>	\$619,000	40' Avance, '85, <i>Caribou*</i>	\$119,000	34' D-Class Catamaran, <i>Rocket 88</i>	\$38,000
52' Santa Cruz, '00, <i>Isis</i>	\$520,000	39' Schumacher, '96, <i>Recidivist</i>	\$129,000	34' MJM 34z, '05*	\$365,000
52' Santa Cruz, '99, <i>Renegade</i>	\$595,000	36' J/109, '03*	\$189,000	34' Olson-Ericson, '89*	SOLD
52' Santa Cruz, '98, <i>Hula</i>	\$495,000	36' J/109, '03*	\$189,000	33' J/100, Hull #9, '05	\$106,000
52' TransPac with IRC mods, '03, <i>Braveheart*</i>	\$499,000	36' Islander 36, '72, <i>Absolute</i>	\$45,000	33' Frers Carroll Marine	SOLD
48' J/145, Hull #9, '03*	\$675,000	35' J/105, '92, Hull #44, <i>Orion</i>	\$75,000	32' J/32, '02, <i>Tango</i>	\$119,000
48' 1D48, '96, <i>Cal Maritime</i>	Reduced \$99,000	35' J/105, '95, Hull #103, <i>Aquavit</i>	SOLD	32' J/32, '97, in Alaska	SOLD
47' Valiant, '81, <i>Sunchase</i>	\$125,000	35' J/105, '99, <i>Life Is Good*</i>	\$83,000	32' Catalina 320*	\$61,000
44' Kernan, <i>Wasabi</i>	\$429,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$109,000	30' Knarr, '80	\$30,000
44' J/44, '93, <i>Halcyon Days*</i>	\$285,000	35' J/105, '00, Hull #343, <i>Nirvana</i>	New Listing \$109,000	29' MJM 29z, '07*	\$269,000
42' Custom Wylie, <i>Scorpio</i>	\$169,000	35' J/105, '01, Hull #469, <i>Streaker</i>	\$115,000	28' Alerion Express, '06*	\$99,000
42' Beneteau First	\$89,000	35' J/105, '04, Hull #634, <i>Flying Dutchman</i>	New Listing \$124,900	26' J/80, '83, <i>Idaho</i>	SOLD
41' J/124, '07, <i>Fortuna</i>	Pending \$279,000	35' J/35, '84, <i>The Boss*</i>	\$39,900	26' Aquapro Raider, '02	\$59,000
40' J/122, '07, <i>TKO</i>	Reduced \$429,000	35' 1D35, '00, <i>Sweet Sensation</i>	\$69,000		

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CALENDAR

Sailing Seminar at Island YC. Info, www.iyc.org/wss.htm.

Oct. 16 — Ha-Ha Welcome to San Diego Party at Downwind Marine, 12-4 p.m. Info, www.baja-haha.com.

Oct. 16 — GPS for Mariners by USCGA Flotilla 17 on Yerba Buena, 8:30 a.m.-5 p.m. \$55. Info, FSO-PE@flotilla17.org.

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

Racing

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.sfyf.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 Nat'l's. 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.

Sept. 11 — North Bay Challenge #6. VYC, www.vyc.org.

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 — West Marine Fun Regatta for junior sailors. SCYC, www.scyc.org.

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. 12 — Fall Series #3 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.



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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.

Sept. 18 — Fall Series #1. SSC, www.stocktonsc.org.

Sept. 18 — Fall Series #1. FLYC, www.flyc.org.

Sept. 20-26 — Melges 32 Worlds. StFYC, www.stfyf.com.

Sept. 23-26 — IOD NAs. SFYC, www.sfyf.org.

Sept. 24-26 — Catalina 34 SF Cup hosted by GGYC. Info, www.c34.org/fleet1/index.htm.

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CALENDAR

Sept. 24-26 — Catalina 25 & 30 Nationals hosted by Silver Gate YC in San Diego. Info, www.catalina-capri-25s.com.

September, 1980 — It Was Thirty Years ago, from the *Sightings* piece 'Even More Blasphemy':

Sometimes you find things where you don't expect to. For example, the best analysis of the America's Cup has not appeared in any sailing magazine, but in *The National Lampoon*. "The America's Cup is not now and never has been a public affair. Gentlemen, after all, do not pit their mistresses like Mexican flyweights in Madison Square Garden or deal off the TV rights to the contest."

Mostly the stuff in the *Lampoon* is pretty outrageous. In a recent interview, Editor PJ O'Rourke said that it was written for people who grew up on *MAD* but whose mothers no longer monitor what they read. Consequently, the *Poon's* staff feels little remorse at shooting through the Cup's hypocrisy: "What draws them [the challengers] back year after year? They know the chances of victory are slim. They know that the fruits of triumph are insignificant. They are even aware that the glory is fleeting and hardly equal to the agonies of the struggle. Why, then? Perhaps to get away from their wives."

Despite the nonsense of it all, authors Piers Ackerman and Ted Mann realize how important this business is to the New York YC. Consider the shame, for example, that will be heaped upon the Commodore of the club when the Cup is finally lost: "It is said there is a sealed vault within the depths of the Morgan Guaranty Trust in New York. The vault is said to contain a black book. There, in the spidery handwriting of the aged Commodore Vanderbilt, is writ the penalty for a commodore presiding when the Cup is lost. Rumor has it, the man's skin is to be stripped from his living body and stretched over the head of a ceremonial drum, to be beaten every evening before dinner at the club until the Cup is regained."

They've figured out the crew's dedication, too: ". . . the joy of sailing, the freedom from responsibility, and the thrill of competition are more important than a pension plan. You can't sail a desk or head a briefcase into the wind. Your desk would sink and you'd get fired . . ." That explains the dedication of the smart crewmembers. You'll have to buy the magazine to find out why the dummies do it.

Of course the best lampoons are those that most closely resemble the truth. But in the case of the America's Cup, sometimes the truth will suffice. In the early '70s, Ted Turner was saddled with a new Britton Chance-designed 12, *Mariner*, that had a severely chopped off stern and was a remarkable failure. Authors Ackerman and Mann quote Turner as complaining to Chance: "Shit, Brit. Even turds are pointed at both ends."

The National Lampoon, September 1980, 'We Cover the Waterfront' by Piers Ackerman and Ted Mann. We really enjoyed it, and think you might, too.

Sept. 25, 1983 — *Australia II*, skippered by John Bertrand, came from behind in the 25th running of the America's Cup to win the oldest trophy in sports from the New York YC-sponsored *Liberty*, skippered by Dennis Connor, thus breaking the longest winning streak — 132 years — in sports. Presiding Commodore Bob Green was apparently spared Vanderbilt's revenge. Green passed away in 2006.

Sept. 25 — YRA WBRA Mid-Bay. BVBC, www.yra.org.

Sept. 25 — SBYRA Summer #6. Info, (650) 558-1549.

Sept. 25 — Small Boat Summer Series #3. EYC, www.encial.org.

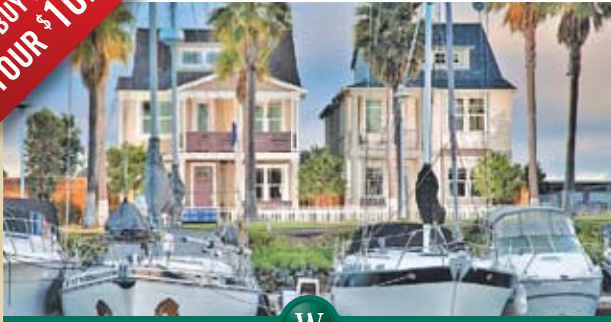
Sept. 25-26 — YRA Season Closer 1 & 2/Crazy 8 Race. CYC, www.yra.org.

Sept. 25-26 — Totally Dinghy Regatta. RYC, Info, (510)

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Sept. 25-26 — South Bay Classic Open. CPYC, www.cpyc.com.

Sept. 26 — IOD Masters Regatta. SFYC, www.sfyf.org.

Sept. 26 — Fall Series #2. FLYC, www.flyc.org.

Oct. 1-3 — Moore 24 Nationals in Santa Cruz. SCYC, www.scyc.org.

Oct. 2-3 — Match Race Champs. StFYC, www.stfyf.com.

Oct. 2 — 30th Annual Women Skippers Regatta to benefit youth sailing. SYC, www.sausalitoyachtclub.org or (415) 381-5475.

Oct. 2 — Islander 36 Nationals hosted by GGYC. Info, www.islander36.org/10race.html.

Oct. 2-3 — Leukemia Cup Regatta, PHRF and one-design racing to benefit the Leukemia and Lymphoma Society. Hosted by SFYC, featuring keynote speaker Russell Coutts of America's Cup fame. Info, www.leukemiacup.org/SF.

Oct. 3 — El Toro Stampede. RYC, www.eltoroyra.org.

Oct. 3 — YRA-OYRA Jr Waterhouse. RYC, www.yra.org.

Oct. 3 — Chowder Series #1. BYC, www.berkeleyyc.org.

Oct. 9-10 — Belvedere Cup. SFYC, www.sfyf.org.

Oct. 16-17 — SSS Vallejo 1-2, a mellow way to end the shorthanded season. Info, www.sfbaysss.org.

Oct. 16-17 — Jessica Cup, fleet racing for big woodies. StFYC, www.stfyf.com.

Remaining Summer Beer Can Regattas

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

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

BENICIA YC — Thursday nights through 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: 9/17. Victor, (510) 708-0675 or rearcommadore@encinal.org.

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

ISLAND YC — Friday Summer Island Nights: 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.

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

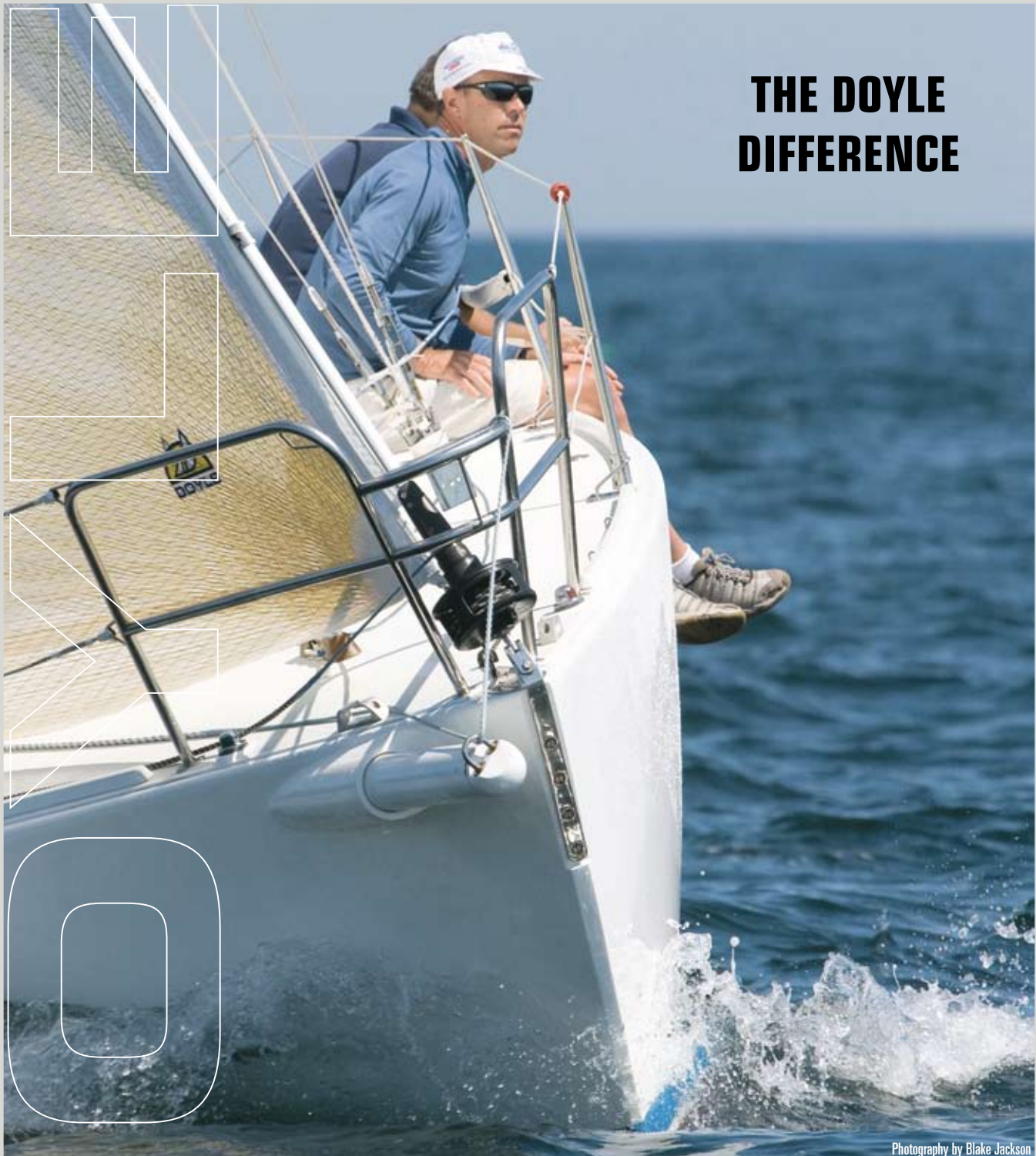
OAKLAND YC — Sweet 16 Series, every Wednesday night through 9/15. John Tuma, (510) 366-1476 or j_tuma@comcast.net.

RICHMOND YC — Wednesday nights: 9/1, 9/15, 9/22, 9/29. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Thursday Night Kiting Series: 9/6, 9/23. Friday Night Windsurfing Series: 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:



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CALENDAR

9/7, 9/21. John, (415) 509-8381 or race@syconline.org.

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

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

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 — Friday Nights: 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.

September Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
9/04Sat	0240/0.0	1003/4.6	1431/2.9	2036/6.2
9/05Sun	0330/-0.3	1039/4.9	1528/2.4	2137/6.4
9/06Mon	0415/-0.4	1114/5.3	1620/1.8	2234/6.5
	HIGH	LOW	HIGH	LOW
9/11Sat	0220/5.4	0744/1.4	1415/6.5	2037/-0.1
9/12Sun	0324/4.9	0830/2.0	1459/6.4	2137/0.0
	LOW	HIGH	LOW	HIGH
9/18Sat	0301/0.4	1009/4.9	1514/2.5	2106/5.5
9/19Sun	0344/0.5	1042/5.1	1559/2.2	2157/5.5
	HIGH	LOW	HIGH	LOW
9/25Sat	0127/4.8	0645/1.9	1305/5.7	1926/0.5
9/26Sun	0213/4.6	0716/2.3	1335/5.7	2005/0.4

September Weekend Currents

date/day	slack	max	slack	max
9/04Sat		0047/4.1E	0458	0805/3.1F
	1124 2228	1332/1.9E	1648	1940/2.4F
9/05Sun		0148/4.5E	0550	0855/3.6F
	1209 2331	1429/2.5E	1747	2039/2.9F
9/06Mon		0244/4.9E	0637	0938/4.0F
	1250	1520/3.2E	1839	2134/3.5F
9/11Sat		0059/4.3F	0414	0648/3.6E
	1009 2255	1302/3.5F	1559	1907/5.1E
9/12Sun		0154/3.9F	0513	0737/3.0E
	1055 2354	1348/3.0F	1642	1956/4.8E
9/18Sat		0121/3.4E	0514	0830/3.0F
	1126 2250	1437/2.0E	1721	2018/2.2F
9/19Sun		0217/3.5E	0600	0912/3.1F
	1205 2343	1509/2.3E	1808	2106/2.5F
9/25Sat		0008/3.2F	0322	0554/3.0E
	0913 2150	1206/2.7F	1459	1808/4.2E
9/26Sun		0046/3.1F	0406	0633/2.7E
	0940 2230	1240/2.5F	1527	1848/4.2E

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s/v Jonathan



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LETTERS

↑↓ HEADS UP — NO TOILET PAPER IN THE TOILET!

I've done two charters in my life. The first was a 10-day charter several years ago in the British Virgins aboard a '30s vintage 74-ft custom sloop. There were three couples in our group, and it was a great experience.

I just returned from my second charter, this one a week-long charter aboard a 36-ft early '80s production sloop in the tropics. It was just me and the captain, as I was checking out this particular model of boat for possible purchase of a sistership in California, and more importantly, to get a taste of the cruising life to see if the reality matched up with my life-long dreams about it.

The most recent charter was also an experience, but one I hope to never repeat because of toilet and bathing issues. If the head procedures followed on the 36-footer are *de riguer* on all small- to medium-sized cruising boats because of the pragmatic need to avoid clogging heads, then my cruising dream has taken a fatal hit. I'm referring to the practice of never putting toilet paper in the head, but rather dropping the soiled sheets in a plastic bag for later disposal ashore.

As I said, this is apparently done because of the fear of clogging the head — and the even greater fear of having to take the odiferous toilet and hoses apart to unclog it.

I learned that the captain of the boat I chartered was not alone in this policy. The crews of a Lagoon 440 catamaran and an Out Island 44 with whom we shared an anchorage said they followed the same procedure. Does everyone do this? Is this the procedure on *Prof igate*?



LATITUDE / RICHARD

Aboard 'Prof igate', TP goes into the lined waste basket, not the head

Aren't there marine heads for small boats with macerators capable of doing the job, while eliminating the fear of almost certain clogging that mandates the paper not be flushed down the toilet but be placed in a plastic bag? Are electric/vacuum heads a solution? Is there some other solution? By the way, on the previous charter we flushed paper down the toilet.

The second issue was not being allowed to use the shower below "because it causes mildew."

As a result, bathing consisted of jumping overboard to bathe in saltwater, followed by rinsing off on deck with a pail of fresh water. I know some cruisers use solar showers with sun-heated plastic bags of fresh water to create a makeshift cockpit or transom shower, but the boat I chartered offered neither, and the result was that I didn't bathe that much.

As a result of the policies regarding the heads and showering, it felt like camping, something I can't accept as a continual lifestyle. I might be able to handle the second procedure with a topside shower solution, but I suspect my female crew would not. A separate shower stall in the head has always been a 'biggie' in our boat selection priorities, but if it's never used, what's the point?

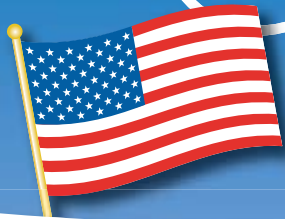
But the toilet paper in the bag trick — yuck! — is unacceptable to both of us. This is a deal-breaker that could scuttle my plan to finally buy a boat and go cruising.

Can you please take the time to shed light on these subjects that, in the many years of reading your fine magazine, I have never seen addressed? I suspect other potential cruisers are similarly curious.

P.S. Please withhold my name so the recent captain will



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LETTERS

not identify with this article if it is published.

Anonymous
Planet Earth

Anonymous — Great question.

Doña de Mallorca, who is in charge of all domestic issues aboard Profligate, does not permit any toilet paper to be put into any of the four heads. Anybody who violates this rule is thrown overboard and left to fend for themselves. The publisher of this magazine, who is in charge of sailing aboard Profligate, doesn't have a problem with it. Those are the rules we follow when it's just the two of us aboard, so we expect everyone else to follow them.

We follow the same rules aboard the publisher's Leopard 45 catamaran 'ti Profligate that is in a yacht management program in the British Virgin Islands. We're not sure where the yacht management company tells charterers to put their paper, but we do know that they charge a minimum of \$125 to unclog a blocked head.

Not all boatowners follow our policy. And if you only put what you've eaten into the head, flush properly — which we think is 25 strokes — and put oil and vinegar in the heads regularly, you should never have a problem. You can also get macerators, electric toilets, and toilets that use fresh water to make your bathroom experience more pleasing. Mind you, just because a head has a macerator or is electric doesn't mean it's foolproof. If you want foolproof, put a garbage disposal in line ahead of the macerator.

The approach to heads is usually a philosophical one. There are cruisers who are willing to spend big money, use lots of electricity, and expose themselves to lots of repair work to try to sanitize the onboard toilet experience. Then there are those, like us, who believe in simple boats, and who would rather sail than do maintenance. To each their own.

That said, anyone who has traveled much in the Second or Third World is familiar with the policy of putting toilet paper in plastic bags — even in some relatively nice hotels — because the local sewer systems and/or septic tanks can't handle the globs of toilet paper and other junk people toss into toilets. But what is more "yucky" about dropping a wad of toilet paper into a plastic bag than into a toilet? Sure, it's different from what is customary in the States, but it quickly seems customary to do it the other way, too.

To be honest, if something as minor as that makes you and your significant other squeamish, there are even more unpleasant things you need to consider about cruising. If there are to



LATITUDE / RICHARD

be two of you on a 36-ft boat, there is no way that all your body functions aren't going to soon be well known to each other. We're talking burping, farting, and smelly and/or noisy bowel movements. Polite sailing society ameliorates these things as much as possible, but they can't be eliminated entirely.

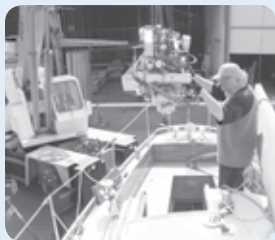
As for taking a shower inside a boat in the tropics, that's about the weirdest idea we've ever heard of. In four years, we've spent over 200 days aboard 'ti Profligate, and have

As for taking a shower inside a boat in the tropics, that's about the weirdest idea we've ever heard of. In four years, we've spent over 200 days aboard 'ti Profligate, and have



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LETTERS

never once even considered using one of the four inside showers. When we're on 'ti Profligate, we swim between two and eight times a day. After what we think is going to be the last swim of the day, we wash our hair and rinse with freshwater on the back platform with the outside shower. Talk about your great sensual experiences! It would be incomprehensible to us to take a shower inside the boat, where there isn't much room, and where everything would quickly get as damp and humid as New York City in the summer — at which time we'd want to take another shower. Why do they put showers on boats? We don't know. Profligate has only one, and it's only been used twice.

In a related matter, towels are a horror on a boat, particularly when you're swimming multiple times a day in the tropics and need to dry off several times a day. After all, regular towels re-



LATITUDE / RICHARD

If you're going to be showering often while cruising, a compact, quick-drying hi-tech 'Swimmer's Sponge' is way better than a traditional towel.

tain moisture, take forever to dry, and if they don't get good ventilation, quickly begin to stink. Furthermore, it usually costs a small fortune to get towels washed and dried in the tropics. As a result, we either sun dry ourselves or

use a little chamois-like swimmer's towel, which dries quickly and is compact. Real towels do feel great, however, so once a week, when we want a real treat, we break down and use one of those.

That's the way we do things on Profligate and 'ti Profligate. We're sure other boatowners and cruisers do them differently, so we and Anonymous welcome all feedback.

↑↓ ADHD KIDS DON'T LEARN WELL IN CLASSROOMS

I'm writing in response to Christine, the woman who wrote in last month to say that her husband, with whom she has done extensive cruising, feels they need to sell their Catana 43 cat because they have two children, one with ADHD and one with dyslexia.

I have worked with special education children for about 30 years, and I suggest that you don't sell the boat. You have a perfect learning opportunity for your ADHD child. These kids hate, absolutely hate, sitting still in a classroom. We have to make time in the classroom to let them move around. For the most part, these kids learn quickly and well. They just need lots more movement and hands-on learning. They are not well-suited to a classroom environment.

I don't have a lot of experience with dyslexic children, but there is loads of information on the web. I would contact a specialist in this area, and get the child on a home schooling schedule with the guidance of the specialist. It's not rocket science; just fit the teaching environment to the child's needs. As a parent/teacher you will know what the needs are as you work with him. If he responds well to a technique, keep going. Throw out what doesn't work.

My view is that these kids have a great opportunity to avoid the classroom and really learn in a stimulating and active environment. They will be fine, and maybe even better than

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LETTERS

many kids enduring the classroom.
Good luck and keep sailing.

Lisa Donovan
Love In Vane, Golden Gate 30
Channel Islands

↑↓ **MY FINGER LOST A DISPUTE WITH THE WINDLASS**

Yes, I want to be a member of the Missing Digit Club. I paid my dues in '07 when we re-anchored late one night at Isla Partida as a Coromuel wind had come up. I lost the top part of my right ring finger after it got into a dispute with the winch and chain. Steve Bondelid is right; crushed or ripped off digits bleed like a tap!

The hospital in La Paz did a nice job trying to stitch it all together the next day, but as it had been completely smashed, it had to be removed. The cost? A mind-numbing \$100.

The loss in no way detracted from the great times we had on the '06 Ha-Ha and during the rest of the winter in Mexico!.

Anneke Dury
M/V Paramour (formerly *Freedom*), Offshore 54
Monte Sereno

↑↓ **"SHARK ATTACK, SWAB!"**

I would like to formally submit my application to *Latitude's* Missing Digit Club. I lost my left middle finger two years ago on September 19 — which just happened to be 'Talk Like A Pirate Day'. I lost the finger while using a table saw to make custom furniture. Of course I'd removed all the blade guards.

After an exciting experiment with reattaching what was left of the hobbit-like appendage — while the medical staff constantly reassured me that I was in "good hands" — we embraced the inevitable and succumbed to the stumpification of my most useful digit for driving in California.

The loss of a digit hasn't slowed me down one bit. Since recovering from the accident, I've gotten my captain's license,



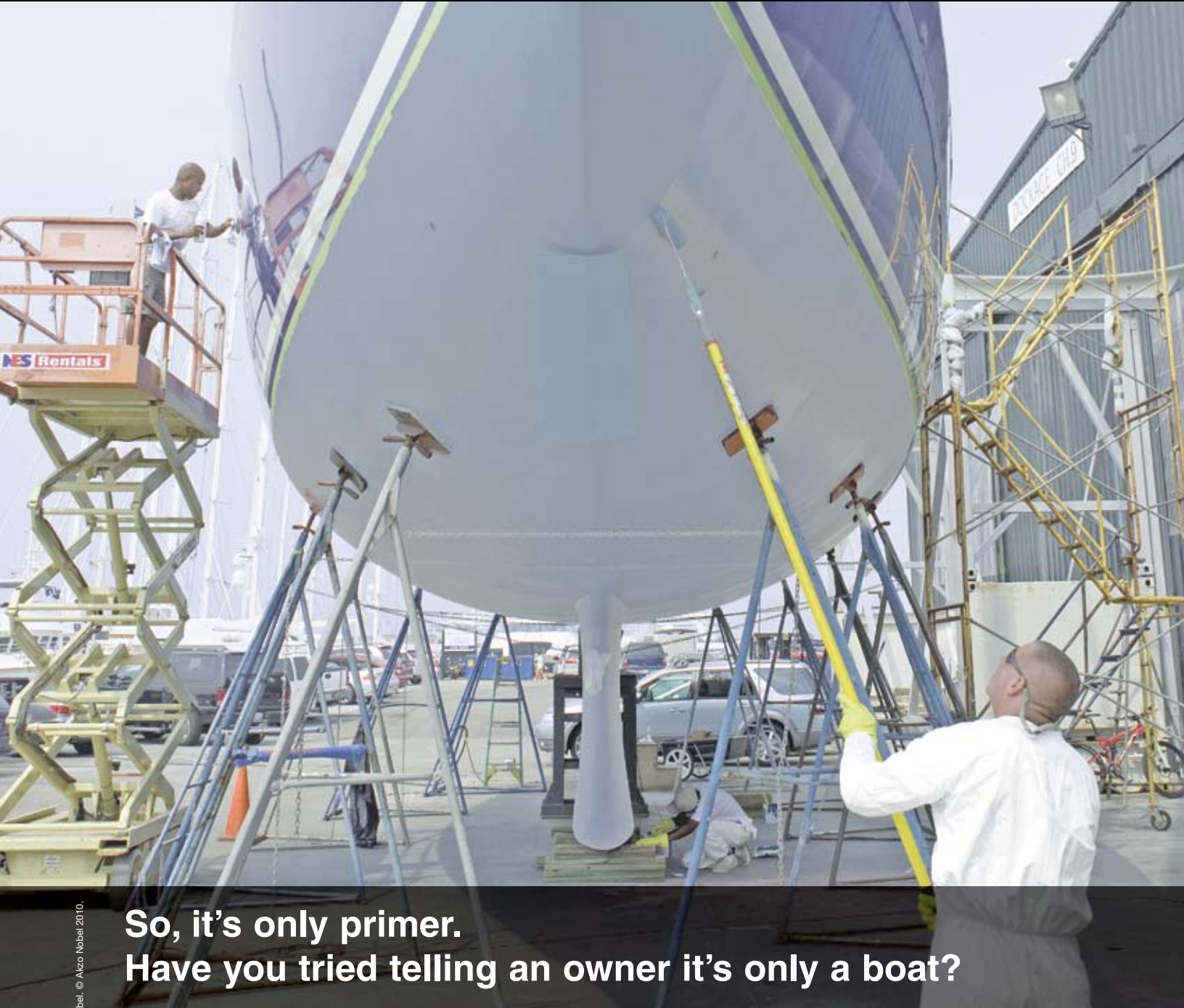
COURTESY CLUB NAUTIQUE

Though Chris may not be able to give the California highway salute with his left hand, the missing digit hasn't hampered his sailing ability.

passed several sailing instructor certification levels from both the American Sailing Association and US Sailing, teach at one of the largest offshore passage-making schools in the country, am the fleet manager for a fractional ownership sailing company, run a charter service in the Caribbean, and I have had my splicing certified by New England Ropes while working in the Rigging Shop at West Marine in Alameda.

Indeed, rather than having been slowed down by the loss of my finger, it's given me more appreciation of what one can accomplish — even if faced with a little adversity. I'm even looking into helping with the Challenged America project for the next TransPac.

I'm back up to 90%, which is still an 'A' in my book. I will tell you, however, that hearing Skip & Co. sing "You Can't Be a Pirate With All of Your Parts" on Thursday nights at Quinn's Lighthouse has helped me through some tough times. I still wear 10-fingered sailing gloves while teaching. When demonstrating proper line/winch-management skills, I often whip



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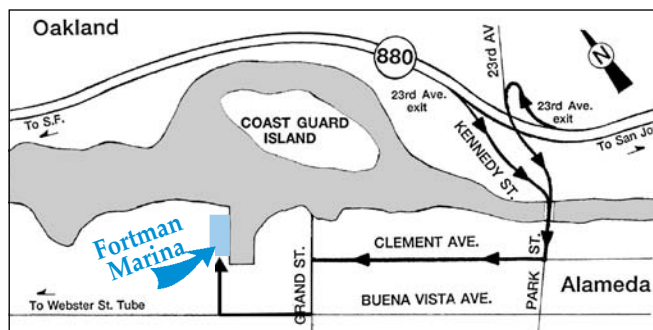


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LETTERS

off the glove to really drive the point of safety home to my students. When asked how I lost the digit, I always respond with a, "Shark attack, swab." They all say, "Cool!"

Captain Chris Larsen
USCG Master 25 Gross Tons Near Coastal
w/ Sailing & Towing Endorsements
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Capt. Chris — We've always marveled how some people get a hangnail and want to retire on full lifetime government disability, while others — and oftentimes they are sailors — blow right by even serious injuries.

We saw a most extreme example of the latter when we first started kicking around the Caribbean in the mid-'80s, and were anchored next to a lovely 70-ft aluminum sloop being singlehanded by a one-armed French guy named Gerard. He later told us that he'd been building the boat himself when, after he'd completed the basic hull and much of the exterior, a shifting of the boat on the blocks crushed his arm. Not to be denied, this remarkable individual did a beautiful job of finishing the interior of his massive boat by himself with just one arm! And no, we have no idea how he did it. He then singlehanded the boat across to the Caribbean, and with the addition of one or two crew, did group term charters.

We find one of the most disturbing things about the United States is how all levels of our government seem so eager to encourage people to wallow in self-pity rather than achieving all they can. The loss to society is bad enough, but it's an even worse loss for the individual.

↑↓ **RUNNING ISN'T ONE OF A WYLIECAT'S WARTS**

I enjoyed *Latitude* Racing Editor Rob Grant's coverage of the '10 Pacific Cup, and congratulate my friend Pat Broderick and his crew on the Wyliecat 30 *Nancy* for taking Division A honors. But one statement in the article needs correction: "With its unbalanced sailplan, the Wyliecat becomes a



LATITUDE / JOHN A.

'Nancy' on her way out of the Gate to a Division A win in the '10 Pacific Cup.

handful while running." Like the misconception 'catboats don't point', this is even further from the truth. In my 15 years of sailing a Wyliecat, I've found just the opposite to be true. Downwind stability is one of the strong points of the design. The main-sail has a foot of 20 feet, and while running, particularly in winds exceeding 20 knots, you need to steer 45 to 60 degrees by the lee in order to get the wind behind it and across on a jibe. Unintentional jibes just don't happen unless the helmsman nods off or just isn't paying attention.

Like all sailboats, the Wyliecat has its warts, but running in a breeze is not one of them.

Steve Wonner
Wyliecat 30, *Uno*
Alameda

↑↓ **THE LEGEND OF IMP**

On page 72 of the August issue you recommended *The*



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Upcoming Events

September 6 (Labor Day) - Club Sail (10am - 4pm), BBQ @ 3:30pm

September 11 - Farallones Day Trip (8am - 8pm)

September 16 - Stan Lander talks Race Rules @ West Marine, San Carlos

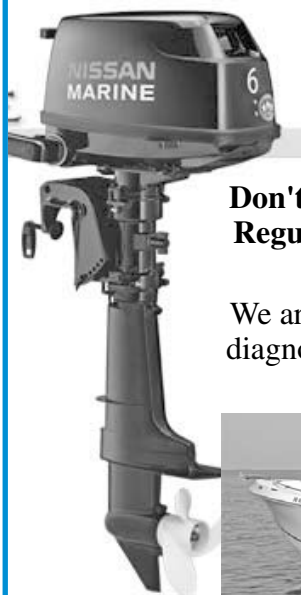
September 25 - Full Moon Hike, Tennessee Valley (6 - 10pm) FREE!

September 25 - Night Sailing Clinic (6 - 10pm)

October 2 - 3 - MSC Race Team Participates in Leukemia Cup

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LETTERS

Legend of Imp, a new book by Bill Barton. Where can I buy the book?

Lloyd Bacon
Friday Harbor, WA

Lloyd — Our apologies to you and Bill for not including that important information. You can order The Legend of Imp from www.implegend.com.

At the start of our review of The Legend of Imp, we mentioned that a history of Bill Lee's historic 67-ft ultralight sled Merlin and all the other ultralights out of Santa Cruz still needs to be written. If we may be so bold, we nominate Kimball Livingston for the job. How about it, Kimball?

↑↓ **THOSE WERE THE GOOD OL' DAYS**

I was lounging in my bunk aboard the good ship *Punk Dolphin* in Drakes Bay the other day when I began to reflect on the past. Specifically, I began to go over fond memories of the Pacific Cups and TransPacs that I've done. While I did so, the mental tapes played visuals of the hardships endured in the 'old days' of yacht racing.

For example, I remembered that when I was swinging a sextant — long before the days of GPS — I would observe how each driver would drive, and what course they claimed to be steering, so I could determine what factor I would insert into the 'course made good' equation in an effort to plot an accurate DR. I then flashed to the modern racing boats and the new electronics, and wondered how much difference any of that makes. I have no idea . . . but it did lead to the point of this email.

For the 2012 Pacific Cup, I suggest that an analog rating break of 3 to 6 seconds a mile be given to boats that are navigated under the old rules of the TransPac. In other words, the only electronics you're allowed are speed, windspeed and direction, depth, SSB and dedicated weatherfax. Period. You navigate by celestial, with no GPS or SatNav or anything else. Entries in the Pacific Cup could then decide whether they wanted to make a full-blown moneybags effort with all the electronic toys, or gut it out the old way and get a few seconds per mile break for doing it.

I think a system such as this would help those of us without the money to compete against all the boats with the expensive routing and onboard electronic gizmos that keep a crewmember occupied looking for wind patterns downloaded from the GRIB files. Instead of keeping an eye on the polars and the GRIBs, boats like mine would need the analog version — a skilled sailor who could drive by intuition and navigate by the heavens.

Personally speaking, I would be more likely to enter a race that encourages this — because I miss it! What I always loved about the trek to Hawaii was the challenge of using my skills as a sailor and navigator. In recent years, those skills have been put on the shelf and replaced with computers. As a result, I find that going to sea is not as challenging because you can often 'buy' your way into the winner's circle.

Years ago, when I was on the board of directors that started the Pacific Cup — along with the likes of Jake van Heeckeren, Gary Clifford, and Bobbi Tosse — we wanted the Pacific Cup to be the 'Fun Race To Hawaii'. I think my idea would be consistent with the original intent of the race.

Jonathan Livingston
Punk Dolphin, Wylie 38
Pt. Richmond

Birdman — If you're running 'mental tapes' of old Hawaii

IT DOESN'T MATTER WHERE YOU HAUL OUT, DOES IT?

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LETTERS

races through your mind, you really are an old fart — one who is overdue in joining the digital age.

We understand your wanting to get away from money wars, crews being blinded by electronics, and computers replacing brains and intuition. But our suggestion would be to create a separate division of boats, rather than give these boats a handicap allowance. And rather than doing away with modern electronics entirely, allow just one weather report and two GPS positions a day. Even if this were just done on the honor system, we think it would create a lot more of the old-time challenge and experience. The idea of doing away with GPS entirely seems over the top, particularly on races to Hawaii, when crews often don't see the sun and the stars until just a day or two from Hawaii.

Anybody else have other suggestions?

↑↓ HAPPY BIRTHDAY, DEAR COAST GUARD

I'm writing this on August 4, which is the day the U.S. Coast Guard turned 200 years old. I hope to see something in *Latitude* about the service that does more for your tax dollars than any other government entity.

Chris Karo, QM1, USCG, Ret.
Planet Earth

Chris — Happy birthday to the U.S. Coast Guard!

We have unlimited respect and admiration for the men and women who have worked and now work in Coast Guard Search and Rescue, particularly those who repeatedly put their lives on the line to save the lives of others. They are true heroes.

As for your claim that the Coast Guard does "more for your tax dollars than any other government agency," we're not quite sure how to evaluate such a claim. The Coast Guard was part of the Department of the Treasury until '67, when it became part of



COURTESY USCG

Homeland Security may be a complete joke, but these folks are the best.

the newly formed Department of Transportation until '02, when it became part of Homeland Security. If you're trying to tell us that Homeland Security, as it operates today, is an intelligent or even halfway effective use of taxpayer dollars to secure our borders — LOL — we think you need a brain scan. As for the Coast Guard in particular, we have no firsthand knowledge, but those who have recently left the service tell us that, for all the great things it does, it's a typically bloated, wasteful and inefficient government operation.

Operating under the Treasury Department, then the Department of Transportation, and now Homeland Security, the Coast Guard has always gotten its marching order from the President and Congress — which, by the way, can also make the Coast Guard part of the U.S. Navy by saying the government equivalent of 'abracadabra'. Unfortunately, Washington has sometimes given the Coast Guard idiotic marching orders.

For example, who can forget the infamous Zero Tolerance — or as we called it, 'Zero Intelligence' — policy that was implemented by the Coast Guard starting on March 21, 1988? Within a two-month period, the Coast Guard had seized 27 boats for

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LETTERS

having even the smallest amounts of marijuana aboard. This included the \$2.5 million yacht Ark Royal, which was confiscated when 1/10th of an ounce of pot was found on the charter boat. During this exercise in the service of destroying its reputation as being 'the good guys', the Coast Guard would often board boats at the most dangerous times — such as out in the Potato Patch — rather than letting grandpa and grandma bring their boat into the more sheltered waters of the Bay. But as we said, this wasn't a mission of the Coast Guard's own making, but one dumped on them by the Feds in Washington.

While there have been cases of young Coasties being tragically reckless with their Coast Guard vessels — i.e. the recent case of an 8-year-old boy killed on San Diego Bay during the Christmas Parade — and sometimes becoming a little intoxicated with their authority during 'safety inspections', our experience with the Coast Guard has generally been very positive. Not only have they saved the lives of a number of good friends, but even when they assembled our entire crew on the bow of Big O at gunpoint, they were very professional about it.

↑↓ I CAN'T RECOMMEND IT, BUT I DON'T REGRET IT

You asked for feedback from people who have built boats from bare hulls. Having built our own boat, a Roberts Offshore 44 from steel, albeit from scratch, I have conflicting feelings. While I can certainly say that I don't recommend it, I also don't in the least regret having done it.

Did it take more time than I ever thought it would? Oh my, yes. And as *Latitude* wrote, the hull and the deck were the easy parts. I don't think building the boat was the cause of the divorce from my first wife, but it's likely that it didn't help either.

There are a number of positives derived from the boatbuilding experience. First, we ended up with a boat we could never have afforded to buy. In fact, I was absolutely astounded at the value the surveyor put on her.

In addition, just about every time we take her out for a sail, I will find myself sitting in quiet amazement, having a bit of trouble believing that I actually built it all myself.

We also got exactly what we wanted, which is a very strong, comfortable, powerful cruising boat. She was designed and built for two people to cruise long term, with additional room for one or two guests for passages or short visits. She was also detailed to meet our needs. I'm taller than most, and Rosey, my dear wife, is smaller than most. So for Rosey we've got handholds lower than on most boats, and for me we've got long enough bunks so that I can really stretch out. And that's just the beginning of the custom features.

How long do I think it would take someone like Eric and Jeanna, who wrote in last month, to complete their Freya 39 from a hull? It all depends on how fancy and complicated they want their boat to be. Do they want all the toys and conveniences and an interior that will take visitors' breath away, or would they be satisfied with something that looks as if it was put together by a stoned monkey? I know of 39-ft boats that were built in a couple of years, and I've known some that took 23 years. I'll let you guess which ones looked as though they were built by stoned monkeys.

By the way, Rosey and I are now living on a mooring in San Diego, and just love living 'out on the ball'. It's almost like cruising. It also helps keep us going while recovering from the economic tornado that hit us in '06 and '07. But come '12, we're out of here!

David Eberhard
Valkyrie, Roberts Offshore 44
Stockton



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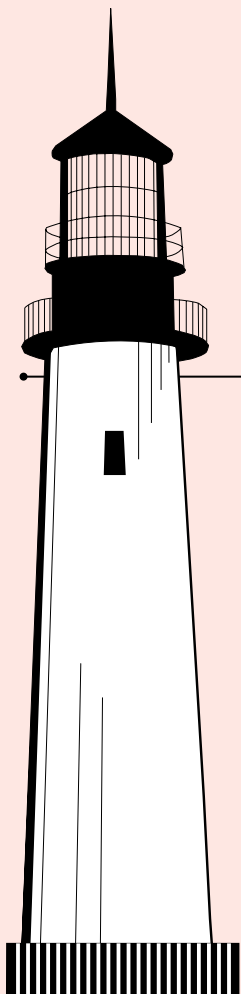
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- Easter Island - Puerto Montt. Nov 24 - Dec 13, 2010
- Puerto Montt - Ushuaia Dec 19 - Jan 11, 2011
- Ushuaia - S. Georgia - Buenos Aires . . . Jan 18 - Jan 28, 2011
- Buenos Aires - Rio de Janeiro Feb 4 - Mar 7, 2011
- Rio - Antigua Mar 14 - Mar 28, 2011
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LETTERS

David — The only point where we might disagree is whether a long building time is necessarily indicative of a better boat. Some backyard builders create spectacular boats in a relatively short time, while others who take decades end up with lesser yachts. You never know.

↑↓ I LOVE YOUR WORK

Thank you for your piece on Massachusetts Senator John Kerry's having his \$7 million, 76-ft boat built in New Zealand, then brought to Rhode Island where he wouldn't owe sales tax or personal property tax. I love *Latitude's* work.

Patrick Gilhooly
Corpus Christi, TX

Patrick — Thank you. Those who haven't read the piece can find it in July 26's 'Electronic Latitude, as well as in last month's Sightings.

↑↓ INTERESTED AND ENTERTAINED

I wish we had a sailing rag as good as *Latitude* on the East Coast. Good report on Kerry and his boat. You guys always keep me interested and entertained.

Herbert Lance Mackey
Blewtooth, Westerly Tiger 25
Savannah, GA

Herbert — We try our best. For the record, as a result of the avalanche of bad publicity, Senator Kerry backpedaled as fast as he could and paid the sales tax to Massachusetts.

↑↓ HOW DOES A SENATOR SPELL TAX RELIEF?

The Kerry team claimed that his new boat was in Rhode Island to be engaged in the charter business. What happened to the Jones Act? Does the senator somehow get relief?

Peter Treleven
Vineburg

Peter — This is America, so you can forget any notions about U.S. Senators being treated more favorably than other citizens. That said, the real Jones Act was passed in 1916 and was all about giving the Philippines greater autonomy. The Merchant Marine Act was passed in 1920, but because it was first proposed by Senator Wesley L. Jones of Washington, it also became known as 'the Jones Act'.



WEBB LOGG

When the Senator ordered his boat and took delivery of her, he apparently forgot all the peeps he supposedly represents.

One of the main thrusts of the Merchant Marine/Jones Act was to restrict cabotage — a.k.a. coastal and domestic shipping and passenger traffic — to U.S. flagged ships that had been built in the United States and were crewed solely to protect union jobs on ships and in the shipbuilding industry, but at considerable expense to consumers. Many experts say the unintended consequence was that it created a fat and sloppy labor monopoly that quickly destroyed the U.S. shipping and shipbuilding industries — and with it all the union jobs it was meant to save. Sort of like the American car industry. It's unclear, however, if the United States could have remained competitive in shipping and shipbuilding anyway, given the much lower costs in other countries. Although consumers would benefit considerably by a repeal of the Jones Act,

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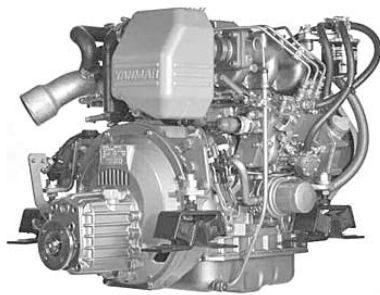
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LETTERS

which no longer does that much for unions, recent attempts have failed because the Act has so much symbolism for the labor movement.

So how does Senator Kerry with his New Zealand-built boat get around the Jones Act that requires boats doing charters in the United States to be built in the United States and crewed by Americans? Well, this is where all the clever lawyers that rich people and elected officials can afford come in. There are four kinds of commercial charters: A voyage charter, a time charter, a bareboat charter, and a demise charter. Under a demise charter, the control and possession of the vessel are supposedly shifted from the owner of the vessel to the charterer, who supposedly takes full control of the vessel, including where it's going, along with the legal and financial responsibility. As a result, such charters are no longer subject to the Jones Act. But most demise charters are completely bogus — which is why we twice used the word 'supposedly'. If you think someone like Kerry would charter his brand new luxury boat not knowing where she was going to be being taken — Nigeria, anyone? — we've got a bridge to sell you. There is a lot of winking going on between the parties in these charters, although it's usually done by the brokers who represent them.

It's the same thing with foreign crew, who are usually favored by owners of big boats because they work for less and are often perceived to be more service-oriented than American crews. Since the charterer takes full control of the vessel in a demise charter, he theoretically can choose his own captain and crew. But if you think the Kerrys of the world are going to let a charterer pick his own captain, one who isn't even familiar with the complicated boat, we've got another bridge to sell you. So while it's not legal to say 'if you use my boat, you've gotta use my captain', that's also being conveyed in the winking between brokers.

The above is the most common way around the Jones Act, but there have been others, too. As always, it's all about money and politics creating perversions of normal business, which allow certain classes of people to do lucrative things that aren't available to the Average Joe.

↑↓WAYS TO CHEAT ON TAXES OR TO CREATE JOBS?

True, Kerry avoided taxes by taking delivery of his boat out-of-state in Rhode Island, where there is no sales tax on boats. But that's a drop in the ocean compared to the many millions in taxes that are not paid by yacht owners. To get the full story, see www.seattlepi.com/local/198998_boats10.html.

On the other hand, the maintenance required for a \$7 million yacht is going to put a lot of money back into the local economy and create more than a few jobs.

Rob Spakowski
 Newport Beach

Rob — That Seattle Post-Intelligencer article by Eric Nadler, with help by P-I investigative reporter Phuong Cat Le, is superb. Posted in '04, it basically outlines how "several tax dodges, ranging from perfectly legal to dubious, are helping wealthy yacht owners keep their big pleasure boats on the water in Puget Sound and across the country." In fact, it, along with the rest of the series, is must reading for boatowners to make sure they are getting the most tax benefits from owning a boat.

The only fault we have with Nadler is his lack of context. His article makes it seem as if only owners of big yachts get big financial advantages, when in fact many of them are available to small boat owners, too — to say nothing of the much more numerous owners of RVs and real estate. Nadler also neglects to point out that the tax code — which is what, a couple of million paragraphs long? — is nothing but a laundry list of loopholes

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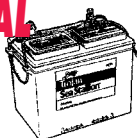


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LETTERS

for individuals, corporations, non-profits, unions, churches, industries, foreign countries, wineries, McDonalds — did we mention Wall St. and Big Oil? — and on and on and on.

There are hardly any operations, public or private, that are straightforward anymore. It's all loopholes, subsidies, bailouts, stimuli, sweetheart deals and outright gifts, with the result that it's almost impossible to tell the true cost of anything and the true profit of any enterprise. In fact, just the other day, one of the heads of the biggest homebuilders in the United States blasted the government for things like the recent \$10,000 tax credit for buying a house. While on the surface such a credit might seem as though it would help the struggling construction industry, this homebuilding expert said it does the opposite by distorting the true market. With so many economic perversions, few of which any legislators understand the ramifications of, is it any wonder the United States is now effectively owned by people who speak Mandarin?

WHICH HAVE DONE WORSE?

In your 'Lectronic item about John Kerry not paying sales tax on his new boat, you also wrote, "Lest anybody think this is an anti-Democratic Party screed, it's not. We're fully aware that Republicans have done as bad, if not worse."

OK, I'll bite. Which Republicans have done worse? I'd really like to know! I'll bet it's a really short list!

Stuart Gregor
 Solitude, Catalina 30
 Stockton

A POX ON THE BOTH OF THEM

It's four days later, and I'm still waiting for all the "worse" things Republicans have done. You may find one or two things, but nothing even close to the antics of these hypocritical, disgusting liberals! Rangel! Obama! Dodd! Pelosi! Clinton! Biden! And the list of lying morons just goes on! Good luck with finding the "worse" Republicans have done! I really think you should retract that stupid statement!

Stuart Gregor

Stuart — We didn't answer your first letter because we thought you were being facetious. Kerry wasn't guilty of doing anything illegal, just something that was politically very stupid. Sort of like in '98, when Congressman Patrick Kennedy, alleged Democratic champion of the poor, proposed a Republican-like 20% tax rebate for anybody who bought a yacht. If you honestly can't think of a Republican who has done as bad or worse than Kerry, take a second to Google it.

We believe in hard work, personal responsibility, self-sufficiency and thrift — which means we've been abandoned by both the Democratic and Republican parties. Sure, sometimes they pay lip service to such concepts, but their actions tell an entirely different story. The only difference we see between the two parties is that they are pimping for different special interest groups. A pox on the both of them.

TAX AVOIDANCE IS A GLOBAL PASTTIME

I just returned from 10 days in Turkey prepping our next cruising boat, the Deerfoot 63 Kailani, for her passage back to the West Coast. Some readers may remember that Jennifer and I did a circumnavigation from '04 to '06 aboard our Sausalito-based Hans Christian 41 Manu Kai.

We bought the boat a year earlier than we'd planned since our work schedule is not quite wrapped up. Consequently, there will be no Med cruise this time around, but we hope to return when our daughter Sophie, now two, can better



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LETTERS

appreciate the history. So I'll be delivering *Manu Kai* to the Caribbean for the winter months in two legs: Marmaris to Gibraltar and Gibraltar to somewhere in the Caribbean. I start from Marmaris in mid-September with assorted crew, mostly friends and family. Jen and Sophie will join me for the holidays, and we'll cruise up the Caribbean islands for a couple of months before taking on crew and heading off for Panama in April. We'll make the trip from Panama to Seattle in the month of May, haul the boat in Seattle, make some system changes, then spend the summer in British Columbia and Southeast Alaska.

Why we would go halfway around the world to buy a boat when there are a dozen boats for sale within a stone's throw of our front door in Sausalito is a story for another time.



LATTITUDE / LADONNA

Harley and Jennifer when they returned to the Bay in '06 after their circumnavigation.

Anyway, we are currently berthed in Yacht Marine in Marmaris, Turkey. While here, I have noticed there are a lot of U.S.-flagged sailboats showing a hailing port of Wilmington, Delaware. I further discovered that most of these boats are owned by residents of the European Union or Turks!

Apparently there is a segment of the European yachting population that finds the United States, or at least Delaware, to be a tax haven for boats. By forming a company in Delaware for under \$1,000, these people can escape the usurious VAT and other taxes imposed by the European Union or Turkey. They must pay an annual fee, but it is still a lot less expensive than succumbing to the local taxing authorities.

For our part, we will intentionally remain far from California waters until well after the anniversary of our purchase. After all, tax avoidance is a global past time.

Harley, Jennifer & Sophia Earl
Kailani, Deerfoot 63
Sausalito / Turkey

↑↓DONATING BASEBALL GEAR TO KIDS IN MEXICO

Having done the '07 Ha-Ha with our two boys, Kyle and Ryan, we know how wonderful all the kids are in Turtle Bay. Upon hearing that the Ha-Ha will be having a fun baseball game between the cruisers and the fishermen and local kids of Turtle Bay, my two boys are really excited to gather up all their outgrown baseball equipment and give it to the kids. We have shoes, pants, jerseys, gloves, bats, and so forth.

Debbie & Rich Farmer
Oasis, Mariner 48
San Diego

Debbie — *That's fabulous. Send whatever you can — the more balls, bats and gloves the better — to Baja Ha-Ha, c/o Gretha Record, West Marine, 1250 Rosecrans, San Diego, CA 92106. And gracias!*

↑↓"WE'LL GO WITH DOOR #2, MONTY"

I own an Ericson 35 that's located in San Carlos, Mexico, and I would like to get her back to San Diego without having to sail her down to Cabo and then do a Bash up the coast.

I called the folks in San Carlos for a quote on trucking the boat back, and it was over \$6,000. I thought that was

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LETTERS

exorbitant. As such, I'm searching for other options.

I would love to sail my boat up to San Felipe and have her trucked the mere four hours to San Diego. Do you know if San Felipe has any infrastructure to assist in boat transportation? I'm thinking about a lift, a crane or transport truck. My boat weighs 16,000 lbs, so I think it could be pulled with a regular truck and an extra heavy duty trailer.

With all the boats that return from Mexico to Southern California, I would think there would be a better option than trucking from San Carlos. Or maybe I'm just a cheap wimp

Ed Tackabery

Little Waimea, Ericson 35
San Diego

You Cheap Wimp — Just kidding. Thrift is always good. Too bad it wasn't 150 years ago, because they used to bring boats to the north end of the Sea of Cortez, then up the Colorado River almost as far north as Las Vegas. But the casinos in Vegas use so much water in their fountains that the old waterway hasn't been navigable in a long time.

According to the Information Institute of San Felipe — whatever that might be — the only launch/retrieval facility is a typical launch ramp. Your Ericson 35 would be a little much for that. We also think you'd need a heavy-duty truck and heavy-duty trailer to tow 16,000 lbs. Then there's the problem with all the permits for driving in Mexico, crossing the border, and driving in the United States.

When all is said and done, we think you've got to either cough up the dough or do a Bash via Cabo. If you did the Bash in middle to late October, you'd have a warm Bash, and chances are that the winds wouldn't be too strong. You would, of course, have to keep an eye out for hurricanes.

Good luck!

↑↓STICK WITH THE DIESEL

Although you gave Mark Dawson a good answer about the wisdom of taking the diesel out of a cruising boat and replacing it with a transom-mounted outboard, I thought I'd add my two cents' worth since I did just something similar on a Rawson 30 I owned and sailed to Mexico. I replaced the inboard because it was an old Palmer gas engine. If she had come with a diesel, I never would have changed it out.

Your answer about the main problem with a transom-mounted motor being cavitation of the prop in any kind of a seaway was quite correct. The 15-hp Yamaha I put on that boat worked just fine when the sea was calm, but it couldn't be used whenever there was any kind of a sea running, or for motor-sailing to windward — as those of us with slow sailing boats often have to do. The other problem with a transom-mounted outboard is trying to slow the boat with reverse thrust.

Dawson might also explain to his potential partner that if they replace the diesel with an outboard, they'd take a real hit in resale value. Even though putting an outboard on my boat made me a better sailor, I would strongly recommend keeping the diesel.

Steve Hersey
SeaScape, Union 32
Escondido / San Carlos, Mexico

Steve — Your two cents is much appreciated.

↑↓AN ADDICT AND PROUD OF IT

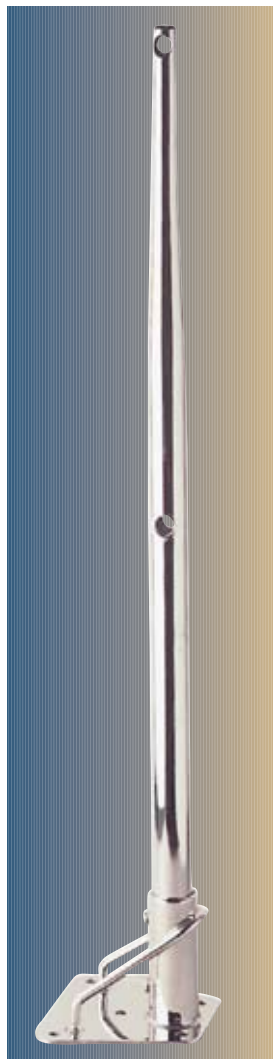
In the last issue you wrote, "We wouldn't go sailing without our iPad." It makes me wonder why anyone bothered to go sailing in the pre-tech days. Could it be that they enjoyed



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LETTERS

sailing rather than gadgeting?

Dick Schwartz
Brown 31 tri
Seattle

Dick — Interesting point.

In our situation — and that of other sailors and cruisers we know — having things like iPads, modems and laptops means that we can now go sailing and be on our boat much more than we could have in the past. And given the choice of working in our office and working/living on our boat, we're almost always going to chose the latter. While there is always the danger of becoming addicted to electronic devices, just because you have one doesn't mean you have to use it.

By the way, it would've been more accurate if we'd written, "We wouldn't go sailing — or biking, motorcycling, or out to breakfast — without our iPad." We do all of those things, and when needed, have found the device to be extremely valuable because we lust for facts and information. We draw the line, however, at taking the iPad when we go snorkeling or surfing.

⇅ DICEY DOCKWISE DEBOARDING

On July 1, I helped get the vessel *Estelle*, a 50-ft ferro ketch, get aboard a Dockwise transport vessel in La Paz for the passage to what was supposed to have been Florida, but ultimately turned out to be the Bahamas. Although the Dockwise ship was old and in obvious need of repair, the loading went well. What didn't go as well was the way the crews of the vessels that had been loaded had to get off the Dockwise ship. An extension ladder was lowered from the ship's deck, and because there was no support at the top, two Dockwise crewmembers



AL WINN

Deboarding this Dockwise ship would be tricky for anyone, but especially for older folks.

had to hold the ladder while we climbed up to a 12-inch wide catwalk. Next, in mildly choppy conditions, a shore boat that was supposed to take us back to shore, tried several times to come alongside the ship's boarding ladder — which had no platform at the bottom. The ship's boarding ladder was finally positioned about two feet above the bouncing bow of the shore boat, at which point the people from the yachts were expected to jump aboard the pitching vessel. Many of us cruisers are 60 years or older, and such a system was an accident waiting to happen. I was not impressed with the way Dockwise handled this matter.

Al Winn
Oso Negro, 46-ft Hatteras sportfisher
Chicago, IL / La Paz, Mexico

Al — Wow, it looks a little dicey to us, too.

⇅ THE ALA WAI'S "ROBERT LOUIS STEVENSON VIBE"

Most *Latitude* readers would agree that the Ala Wai Yacht Harbor in Honolulu needs some remodeling. Nonetheless, some new floating docks have recently been built in the Waikiki YC area, and they are very nice.

As a member of the Honolulu YC, perhaps I'm biased, but I just love the Ala Wai Yacht Harbor. It has a nice Robert Louis

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Bellevue, WA – Mike Griffith

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Mike has 60,000+ miles cruising experience in the South Pacific, Hawaii, West Coast, Canada and Alaska. Many of those miles were singlehanded. He is a former sailing instructor. He has owned and upgraded the same C&C 38 for over 30 years.



Sausalito – David Forbes

295 Harbor Dr. • (415) 332-0202

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.



Alameda – Dan Niessen

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Dan Niessen currently owns two boats and is an avid long distance cruiser and a certified sailing instructor.



Long Beach – Holly Scott

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Captain Holly has been sailing all her life and has done so all over the world. She currently holds a 100-ton Masters License and loves to share her knowledge, experience and boating humor.



Newport Beach – Tom Stallings

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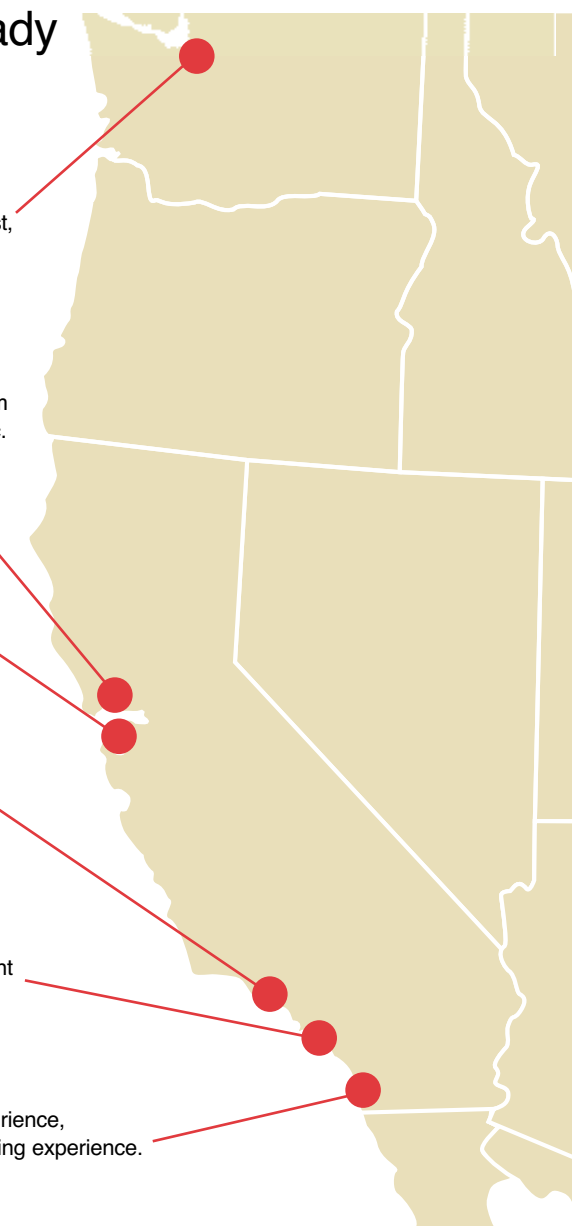
Tom Stallings has over 35 years of boating experience and is a current Dana Point liveaboard. Along with his thousands of ocean miles, Tom is a licensed U.S. Merchant Marine Officer and U.S.C.G. Master.



San Diego – Louis Holmes

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Louis has been an avid sailor for 22 years. He has over 6,000 miles of delivery experience, including two Mexico returns and a return from Hawaii, and over 10,000 miles of racing experience.



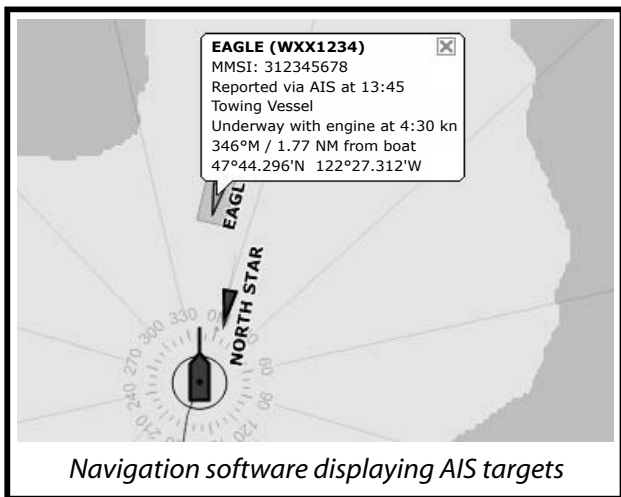
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LETTERS

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Everyone wants to blame the government when things aren't perfect. Okay, but the real reason that the Ala Wai looks as if it needs some polish is — and I hate to say it — the boats need some polish. Yes, the boatowners need to keep their boats in better repair. The problem at the Ala Wai is not so much government negligence as it is the irresponsibility of the boatowners to ensure that things look nice.

By the way, there is non-stop fun at the Hawaii YC. I was there recently when George Clooney and his film crew popped in for a few drinks. Clooney graciously volunteered to help tend bar, and later said, "I would love to stick around and help wash the glasses, but I have a movie to make." What a cool guy! In a recent issue of the yacht club newsletter there is a photo of Clooney behind the bar helping the bartender, and another photo of him with some club members.

I now keep my boat in Sausalito.

Anonymous
Sausalito

Anonymous — You think the Ala Wai has "a Robert Louis Stevenson vibe?" Are you referring to the ultra bland '60s East German architecture of the Harbormaster's Office and restrooms, the paucity of vegetation and shade trees, or the vast expanses of unswept hardtop? The only RLS-ish qualities we can think of in the nearly ambience-free Ala Wai are the Hawaii YC, the little community behind the fuel dock, the boatyard, and the surfer's hangout in front of Ala Moana break.

"Everyone wants to blame the government when things aren't perfect?" Is "not perfect" what you call it when berths are allowed to become so badly dilapidated that something like 30% of them had to be condemned, and many of the rest aren't in much better shape? In our opinion, the Ala Wai has been a world class embarrassment of a yacht harbor for decades, and there is simply not enough 'polish' in the world to suffice for the massive rebuild that's long overdue. And while we haven't visited the Ala Wai in several years, over a period of several decades we'd found the harbor staff to be about the most indifferent and uncaring in the world.



LATITUDE / RICHARD

As for the "really nice" floating docks over by the Waikiki YC that you like so much, are you under the illusion that they are the work of the State of Hawaii? It's our understanding that the state had nothing to do with them — other than getting the hell out of the way and letting self-supporting non-government entity that is the Waikiki YC demonstrate how to improve a marina facility. While the Waikiki YC docks were being built, the State of Hawaii, despite healthy annual surpluses from berth fees, inexplicably let the Ala Wai and Keehi Marinas fall into states of nearly complete disrepair. If there was ever a textbook example of how poorly a government agency can ruin something, we think the Ala Wai is it.

A history of ridiculously low slip fees has resulted in a bunch of 'yachts' that look like this — and whose owners will never want to leave.

As for the "really nice" floating docks over by the Waikiki YC that you like so much, are you under the illusion that they are the work of the State of Hawaii? It's our understanding that the state had nothing to do with them — other than getting the hell out of the way and letting self-supporting non-government entity that is the Waikiki YC demonstrate how to improve a marina facility. While the Waikiki YC docks were being built, the State of Hawaii, despite healthy annual surpluses from berth fees, inexplicably let the Ala Wai and Keehi Marinas fall into states of nearly complete disrepair. If there was ever a textbook example of how poorly a government agency can ruin something, we think the Ala Wai is it.

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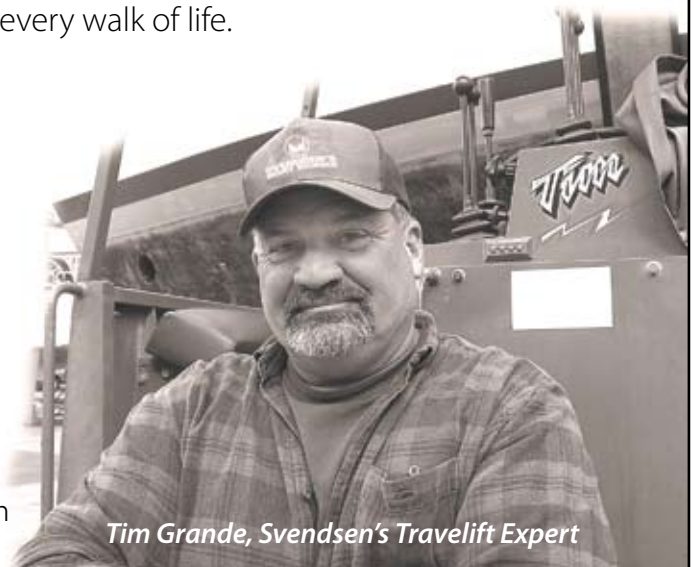


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LETTERS

We agree with your assertion that, in general, the boats in the Ala Wai tend to be a little older and scruffier than the boats in many other marinas. But you don't seem to understand the reason. Historically, the berth rates at the Ala Wai — despite waiting lists of 10 to 20 years — have been ridiculously low, in many cases less than half as much as at similar marinas elsewhere in the States. Since the berths cost so little, people with berths would hang on to them forever — even long after they stopped using and maintaining their boats. The berth fees were so low that some boats were — and probably still are — rented out as storage space for the owners of neighboring boats! It's been the preposterously low berth rates, combined with the woefully inefficient use of marina space, that have prevented enthusiastic new blood and better maintained boats from coming into the Ala Wai. No wonder it's been something of a 'dead marina' for so long.

You listed seven reasons that you love the Ala Wai Yacht Harbor. Did you notice that not one of them had anything to do with the Ala Wai itself? Imagine how great it would be if the Ala Wai were even just a half-assed yacht harbor, and the state demonstrated an inkling of pride of ownership. By far the two best parts of the Ala Wai are the Waikiki and Hawaii YCs. What a coincidence that they are both overseen by mariners who care



LATITUDE / RICHARD

No amount of polish is going to save this Ala Wai dock.

about the facilities, and not by government employees who so often have seemed to be content with doing little more than collecting their salaries and counting their days to retirement. If the rest of the Ala Wai were half as nicely run and maintained

as the Hawaii and Waikiki YCs — and in a similarly friendly manner — the Ala Wai would be much a better place.

When a facility has been as badly mismanaged as the Ala Wai has been for decades, the management deserves the blame — and like it or not, the Ala Wai has been managed by the State of Hawaii. As we've written time and again, it's in the interest of everyone, from taxpayers in Hawaii to boatowners, that the State of Hawaii get out of the marina management business. To see what happened when they actually did that at one marina, see the following letter.

By the way, we've never heard of the Honolulu YC and can't find any reference to it on the net. Can we assume that you meant to say that you're a member of the Hawaii YC?

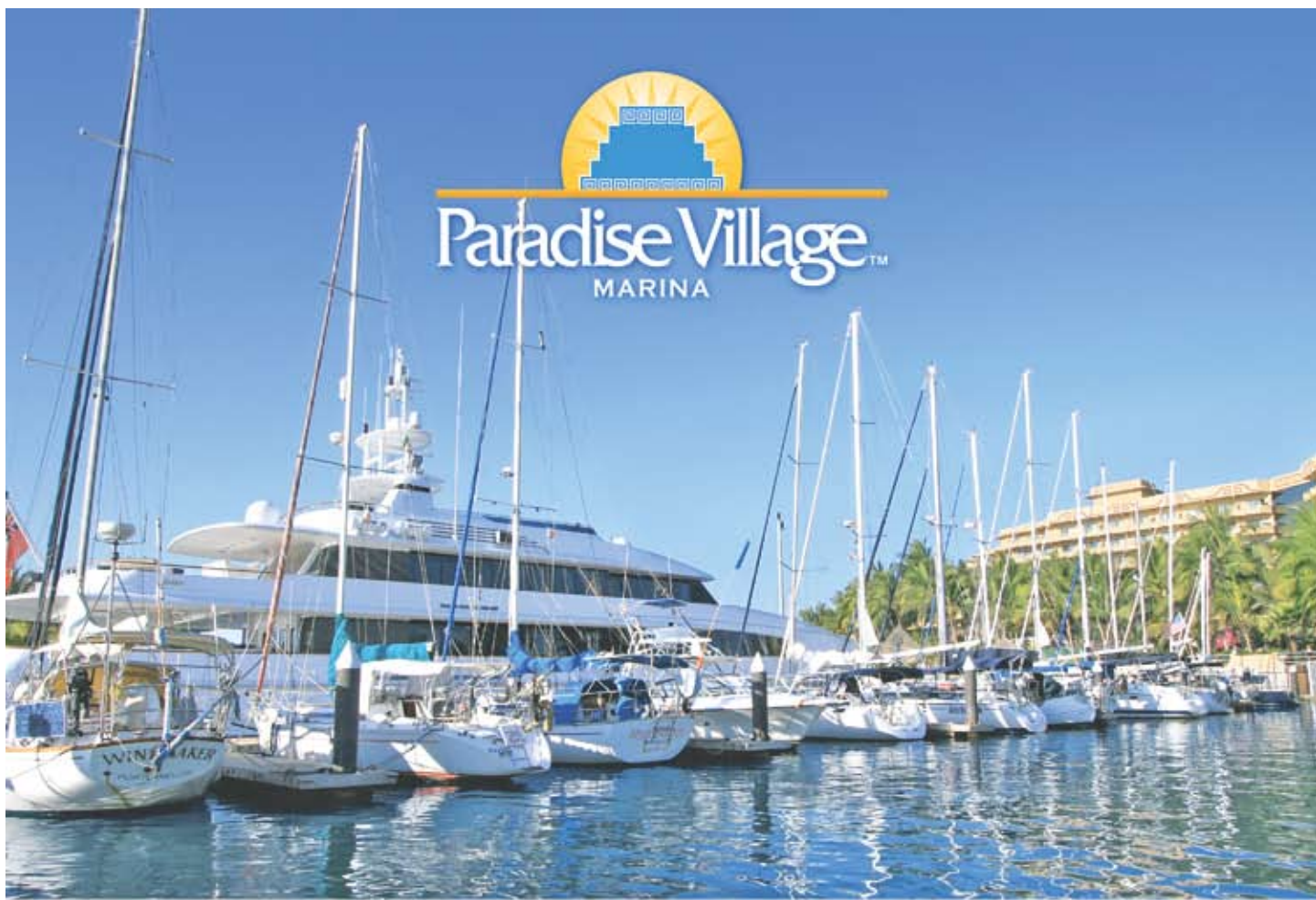
↑↓ THE STATE OF CRUISING AFFAIRS IN HAWAII

Finding a spot to tie up in Hawaii continues to be something between tragedy and a very bad joke — with the exception of one very positive development in Honolulu. After sailing 2,000-3,000 miles to get to Hawaii, most sailors are keen to find a nice safe spot to tie up, blast off the salt, and get some sleep. Sadly, nature and the State of Hawaii continue to conspire to make this difficult.

For cruisers from the mainland United States or Mexico, Hilo, because it's the shortest distance, is often the first stop in Hawaii. Hilo has one of the prettiest little bays in all the places we've seen in the Pacific. Arrivals are all ushered into snug Radio Bay, which is made a little more snug by three boats that are permanently moored there, two boats aban-



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Andrew Linney, www.nokaoi2.info



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LETTERS

done by discouraged cruisers, and one boat that sank at the quay a long time ago.

But the biggest problem with Radio Bay is that it's tucked way into the bowels of the container port. Between the sights, sounds, and bright lights of the barges loading and unloading 24/7, and the post-9/11 security requirements, it's no longer a very pleasant place to visit. In addition, anyone who does not have a TWIC, which is a Transportation Worker Identity Card, and a MARSEC, or Marine Security Certificate, must be escorted from the front gate to and from their boat. And no visitors are allowed inside the port facility.

For well-found boats with crew keen to visit the Big Island, stays in Radio Bay are strictly limited to 30 days. This includes folks like the singlehander who had just sailed up from the South Pacific, and was flying in his non-sailing wife from Germany to enjoy the islands for the summer months. The authorities told him he must leave in 30 days. Period. The rule apparently does not apply to derelict boats and the handful of local craft.

There happens to be a beautiful big anchorage just off downtown Hilo that is well inside the breakwater and just southwest of pretty little Coconut Island. Anyone spending any time in Radio Bay would unquestionably want to anchor there to get a break from the noise of the forklifts and containers. We repeatedly asked the harbormaster for permission to anchor out there, but were consistently warned that anchoring in Hilo Bay is strictly prohibited. Why? "Security reasons."

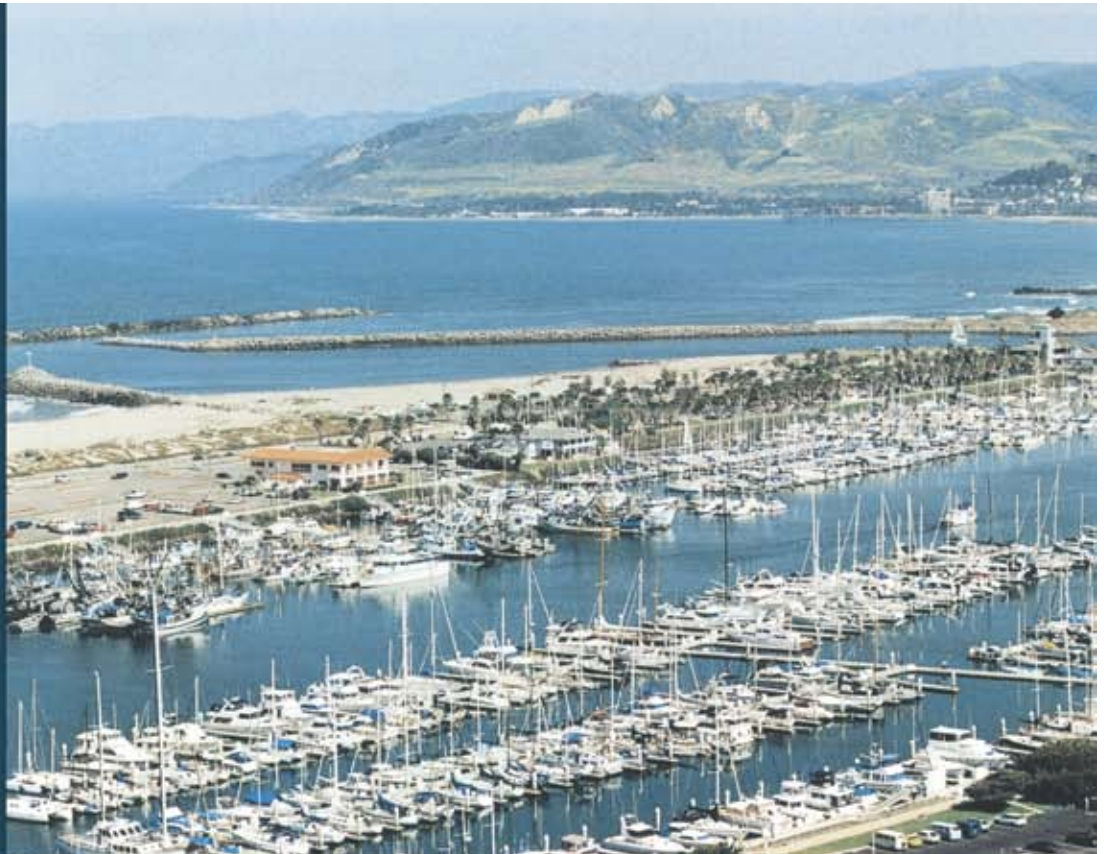
Radio Bay is bordered by the port on the west and south, while the breakwater and the ocean beyond are to the north. On the east, somewhat ironically, is a beautiful park-like setting with grass, a launch ramp, picnic tables, and public access. It turns out that this is state land administered by the University of Hawaii. I ventured to ask if cruisers could use this area to get to and from their boats — as opposed to having to be escorted through the container port. I was advised that it was "not recommended." Why? "For security reasons."

I also learned that when implementing the post-9/11 security protocols, it was suggested that Hawaii's Small Boat Division take over Radio Bay and change the Radio Bay access point to the "park-like setting." In other words, fence Radio Bay out of the container port instead of inside it. This would have been less complicated and would have cost less. But apparently the Harbor Division didn't want to give up control of Radio Bay. Go figure.

It's such a shame that a gem like Hilo Bay can't be used more effectively for recreation. For me, the ultimate irony is that the container port, around which everything seems to revolve, makes no sense at all. All barge traffic comes from Honolulu, 200 miles northwest. If you've ever seen a tug and barge chugging upwind through the Alenuihaha Channel, you know what a struggle this is. After all, it's one of the most consistently windy and rough passages in the world, maybe second to only Cook Strait in New Zealand. By contrast, the west coast of the Big Island has a barge harbor, and the tall island typically projects a 100-mile wind shadow that runs to within about 50 miles south of Oahu. Is using Radio Bay all about unions hanging onto jobs in Hilo, or just a state government incapable of progress?

We'd hoped to do a little gunkholing between Hilo and Honolulu. There are some beautiful anchorages, but nature demands lots of patience to make such a cruise work. Unfortunately, we only had a couple of weeks to work with, and the trades had come up big time. It was blowing 25 to 30 knots in all the channels, and 35+ at all the points. In these conditions, the list of acceptable anchorages gets pretty short:

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LETTERS

Sugar Beach and Honolua Bay on Maui, Kaunakakai and Lono on Molokai, and Kaunakakai on Lanai. We'll have to do yet another lap of the Pacific if we're to get to the spectacular north shore of Molokai. But for those who aren't familiar with



At least the State of Hawaii hasn't built some crummy marina here at Hanalei, where 'Kiapa' and other boats are at anchor.

cruising in Hawaii, if you're going to cruise, you'd better have lots of time to sit out periods of heavy trades.

Having been roughed up a bit between the Big Island and Oahu, we were looking forward to some R&R at the famous 600-berth Ala Wai Yacht Harbor in Honolulu. To our surprise,

there was a little less 'aloha' than there had been in the past at the Hawaii YC. While there were seven or eight boats on the Aloha Dock, there wasn't even any discussion — as there always would have been before — about whether to move, raft, or otherwise squeeze in one more boat. The Waikiki YC did have some empty space at its transient dock, but it was "reserved." Nonetheless, it remained empty for three days.

That left us with the Ala Wai State Harbor part of the Ala Wai — which is the overwhelming majority of it — as our last resort. We called them five times between 12:30 to 3:00 in the afternoon — but nobody ever answered. So we tied up at the fuel dock to get the scoop. As it was late on Saturday afternoon, a local suggested that we wait till after 4:00 p.m., then just grab a spot somewhere in the harbor. There is a loading dock in the inner corner of the harbor, and a long, brand new dock that is yet to be assigned to anyone. It was explained that the since the harbor office would be closed until Tuesday, staying there would give us more than enough time to come up with a plan.

After getting fuel, we opted for the new dock, as it was easy to get our catamaran in and out, and it had fresh water. But we weren't tied up there for more than five minutes before the Harbormaster and his assistant — it was now after hours — came running over to shoo us away. As we had nowhere else to go, they were kind enough to let us use the loading dock for one night. It wasn't a horrible spot — as long as we made sure we didn't get any of the many plastic bags in the water sucked up into our engine intake, and presuming we stayed aboard at all times to guard the boat against the many people who walk right by on the sidewalk.

We still would have been in a world of hurt but for a cruiser we met in Hilo, who told us that the Kewalo Basin Marina in Honolulu had started accepting recreational vessels. For decades, the Kewalo Basin had been run by the state's Harbor Division, mostly for commercial fisherman and big charter boats for tourists. Given the basin's desirable location near the Ala Moana Mall and Park, apparently the state decided to spruce the area up a bit. To do this, they turned operations over to the Community Development Agency, a state department. To everyone's amazement, this agency — unlike the Harbor Division and the Department of Land & Natural Resources — recognized that they know nothing about running a marina. So they handed the operation of it over to Almar, a private marina manager with lots of locations in California.

While Almar has impressive long-range plans to improve the infrastructure and deal with the strong surge that reflects into the harbor from the Ala Moana surf break, the new

Finns to the left...

Finns to the right...



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With apologies to Jimmy Buffett.

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LETTERS

team has turned the place around by simply taking care of basics. Charles, the harbormaster, and staff members John and Hillary, answer the phone, collect rents, offer reasonable security, keep the place tidy and free of trash, and work to get boats into empty slips. What a concept! Keep an eye on Kewalo Basin, as it's going to give the Ala Wai a real run for its money. The attached photo is of the view we had looking south from our slip in Kewalo Basin. Not bad, is it?

Pete & Sue Wolcott
Kiapa, M&M 52 Cat
Kapa'a, HI

↑↓WHO IS MORE FREE?

I see that my criticism of how you wrote about Thailand is raised once again in the *Letters* pages. I hope I will get a chance to respond. Readers may remember that the dispute arose from an article in your February issue which celebrated the fact that, "If you're a lonely guy, you can find an attractive young Thai 'girlfriend' in about 10 minutes on any night of the week." In other words, there is a prevalence of prostitution in Thailand.

Now a letter writer — Mike Riley — claims in the August issue that Thais are more free than we are here in the United States. He bases his claim on his visit to Thailand. His view is testimony to the fact that people can visit a country and come away knowing less about it than before they went there. Had he done just a few minutes research, he would have found that it is a crime, punishable by 15 years in prison, to "insult" the king. This is not some dead letter of the law. When the military overthrew the elected government in '06, noted Thai professor Ji Giles Unpakorn criticized the fact that the coup apparently had the king's blessing. He was brought up on charges of insulting the king ("*lese majeste*") and had to flee the country.

Some freedom of speech.

John Reimann
Y-Knot?, Catalina 36
Oakland

John — For the life of us, we don't quite understand what gets you so worked up about Thailand. Yes, prostitution is common there. It's also common — although not quite so public — in the Bay Area and the rest of the United States, Canada, Mexico, Central America, all over Europe, throughout South America, all over Asia — and even in some Muslim countries. So what was your point again?

You say that our photo caption — "If you're a lonely guy, you can find an attractive young Thai 'girlfriend' in about 10 minutes on any night of the week," — "celebrates" that such a thing can be done. Nonsense. It simply states a well-known fact.

When Riley — who has circumnavigated twice, and lived in Thailand — says that Thais are more free than we Americans are, you jump all over him because — as you correctly note — it is a very serious crime to insult the King of Thailand. But are you trying to suggest that your single example proves a much broader generalization about freedom? We hope not.

Deciding if one relatively free country is more free than another relatively free country is a fool's errand, for it all depends on how one is going to measure something as elusive as freedom. You may disagree with Riley, but we can assure you that many cruisers believe the United States is effectively a lot less free than many other countries in the world.

↑↓PUTTING TAX DOLLARS TO SECONDARY USE

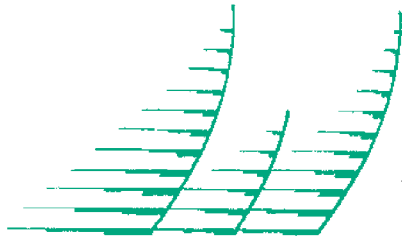
In regard to the photo on page 78 of the August issue,

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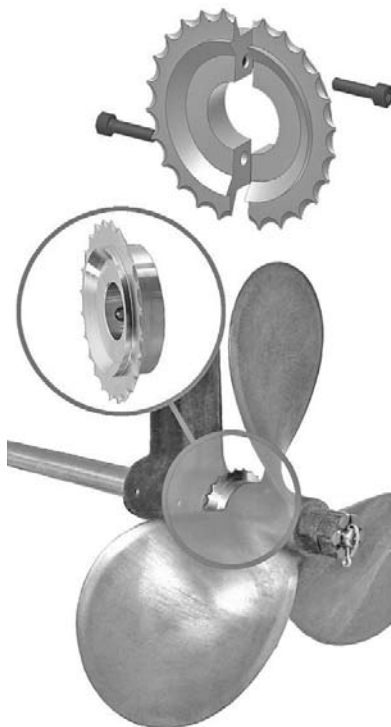
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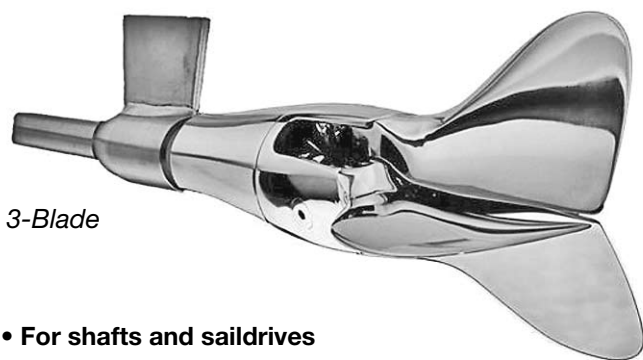
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LETTERS

showing a man preparing to step the mast on his sailboat with a rope hanging from the Highway 37 bridge, I talked to the guy. Evidently, the Highway Patrol officer who showed up shortly after the photo was taken didn't have a problem with the man's mast hanging sideways from his boat suspended by a rope. It's conceivable that the officer just wasn't paying too much attention, because the owner of the boat told me the cop had asked him if he had seen anyone jump off the bridge! Apparently someone had seen the owner of the boat on the



LATITUDE / JOHN A.

Don't try this at home.

bridge getting the rope ready for his mast and jumped to conclusions. When I showed up to launch my boat, the man already had the mast up and the rigging in place, and was preparing the rest of the boat to go sailing. When I spoke with him, I learned that his sailing experience consisted of a test sail in Seattle, when he bought the boat. I pointed out that he wasn't going to get his boat launched right then because the tide was out, and he'd likely have to wait until high tide at 2 p.m. to have enough water.

When I returned from fishing at 2:30 p.m., his boat was in the water. But he asked me if I had some gas for his kicker motor. I replied that I had a couple of gallons, but that he was going to need more than that for the 15-mile trip to his moorage. That was the end of my contact with him, but I wonder how he fared getting to his destination. After all, he was a pretty inexperienced skipper and his boat wasn't even registered. But somehow I think he did pretty well because he managed to get his boat rigged and launched all by himself — no mean feat when it comes to a 28-footer with a full keel.

Nick Kies
Novato

Nick — At least he was smart enough to step the mast from the Highway 37 bridge and not the Golden Gate Bridge.

↑↓ YOU CAUGHT ME FAIR AND SQUARE

I'm the guy you busted for using the Highway 37 bridge to step the mast on my O'Day Outlaw. I don't know if Managing Editor Andy Turpin remembers, but I spoke with him briefly at the Strictly Sail Pacific Show in Oakland, and thanked him for helping me find my boat through a *Classy Classified*.

To clear things up, here are the facts: I'm a very broke sailor, and I knew that by using the bridge to step my mast, I was flirting with some kind of citation. And, in fact, I couldn't have come any closer to getting one. My one-man covert operation of flying the block off the bridge was supposed to occur at zero-dark-thirty. Instead, having taken more precautionary time to haul this rare Martha's Vineyard '67 O'Day Outlaw for her 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 the scandalous photos that appeared in *Latitude* were taken, a Highway Patrol vehicle swung around and pulled up next to me. And by that time, I had the mast of my boat clearly hanging from the bridge.

"We got a report that someone jumped off the bridge," said



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LETTERS

the Highway Patrolman. "How long have you been 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 up that one but to say I was just damn lucky . . . except I had to throw away the pair of underwear I'd been wearing.

By the way, I used the boat's Barlow winch to hoist the 125-lb mast as quickly as I could, at which point I secured the shrouds and retrieved the block. Other than that, the launch went very smoothly. There wasn't a single disaster, and it was my first time launching her.

But it was indeed *Latitude* that found the Outlaw, one of only two known to be on the West Coast, for me. I placed an ad in *Latitude* looking for an Outlaw, and after three months I got a call from an Outlaw owner in Olympia, Washington. The boat hadn't been advertised for sale, but the owner said she was "a very nice one." I left to see her the very next day.

She immediately seduced me — her curves, low cabin shear, perfect paint, and balanced teak trim. Plus, she was original and 98% uncut. Although I had never sailed in my life, I fell head-over-heels in love with the boat. We agreed on a fair price — thank you, Mr. and Mrs. H — I took many pictures, then I drove home to begin raising money. I had to build a cradle, then retrofit a trailer from discarded mobile home running gear. To make a long story short, a year later I arrived at the launch ramp and scrambled up to the Highway 37 bridge with a block.

I want to thank everyone at *Latitude* for helping me find this beautiful Outlaw, and in no small way, for bringing me my favorite sailing magazine.

For what it's worth, I'm a licensed A&P mechanic and a 500-hour multi-engine pilot, currently running my own handyman operation in Southern Marin and living with my girlfriend in San Anselmo. My father just bought a house in Sausalito for me to fix up, and I'll be moving there soon — which is nice, because that's where I'm keeping my Outlaw.

Brian Piercy
Renegade, O'Day Outlaw
Sausalito

Brian — When we started *Latitude* in the mid-'70s, there were all kinds of interesting, independent and fearless folks like you living near the water in Sausalito. Over the years, almost all of them were replaced by lawyers, accountants, dentists and financial managers. Not that there's anything wrong with them, but we're glad to have some of the free-wheeling spirit back in town.

↑↓ MEDICAL INSURANCE WHILE CRUISING

We are interested in exploring what medical insurance options are available to cruisers, and whether cruisers have had good or bad experiences with them. Are there any important nuances to know when selecting one plan over another?

We're looking for coverage in the case of heart attack, sudden illness and things like gallbladder surgery, and are looking for a plan that would be good around the world. Can you ask cruisers for their recommendations?

By the way, we had an excellent experience with DAN when Dennis was injured in the Galapagos in '03. They paid \$18,000 to have two pilots fly Dennis and me, along with a doctor, to Quito. It was wonderful how DAN organized Dennis's care, choosing the city and hospital, and coordinating medical care for him. DAN doctors were available to discuss his case, answering questions along the journey of three surgeries in Ecuador. They also paid for my return flight back to

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LETTERS

the Galapagos.

Nobody should go cruising without DAN insurance coverage. We can't say enough excellent things about them. Unfortunately, I don't think DAN covers regular health care or sudden medical conditions.

Marta Jensen
Freeland, WA

Marta — We'll be happy to ask cruisers what they do for health insurance while traveling. We suspect there will be a variety of answers. The answer we always seem to get from budget cruisers is that the United States is the only place you have to worry about medical bills, because treatment is either free or so reasonable everywhere else.

Nonetheless this is an important topic, so if you're out cruising, we'd very much appreciate your sharing what kind of insurance you have, if any, where you got it, and if your experiences have been good or bad. Send your responses to richard@latitude38.com. Thank you.

As for DAN, we've received nothing but positive comments about them. For those who aren't familiar with it, DAN stands for Divers Alert Network, which is a 501(c)(3) non-profit medical and research organization dedicated to the safety and health of recreational scuba divers, and is associated with Duke University Medical Center (DUMC). DAN is supported by 200,000 members, and in addition to providing a 24-hour medical hotline, offers up to \$100,000 in medical evacuation in the event of a diving injury.

↑↓ THE GRANDFATHER OF THE HA-HA?

We would like to apply for membership in *Latitude's* Over 30 Club for people who have owned the same boat for more than 30 years. We purchased our '78 Explorer *Elfinstar* in Seabrook, Texas, in February of '80. We've lived aboard her for 20 of the 30 years we have owned her.

We borrowed almost the entire amount of money we paid for our boat, so funds were pretty tight for the first 15 years. As a result, we didn't have a lot of electronics that were common on other boats of the time. For example, no Loran C, no depthsounder, no knotmeter, no radar and no wind instruments. We navigated using bulkhead and hand-bearing compasses along with an AM radio. It wasn't hard to tell when the water got too shallow for our boat, because we simply ran aground — something we did 36 times. The water in Galveston Bay, which is where we sailed in the early years, only averages about 10 feet, and our boat draws eight feet, so running around was easy to do. Fortunately, the bottom of Galveston Bay is mud, so there was never any damage done. The lack of common navigation and electronic gear wasn't all bad, as it forced us to develop skills we wouldn't have learned otherwise.

One thing the boat did have was a decent set of Lee hank-on sails, and a very tough spinnaker — but no spinnaker gear. We later found a broken whisker pole off a big boat and welded it up to make a spinnaker pole — which we still use today. We started doing some TGIF races and other low-key events. Since fixed marks were used in those days, and the courses were the old Olympic triangles, there was often a lot of reaching in windy conditions. This very much favored our kind of boat. We not only had a ball racing, but it made all the difference in the world in helping us develop our boat handling skills and confidence.

A job change required a move to SoCal in '87, so our Explorer 45 made the trip to Marina del Rey via I-10. Our running aground habit didn't change, as the trailer our boat was on high-centered twice during the trip, which required

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the services of a winch truck both times.

We joined Windjammers' YC in Marina del Rey in '88, and began doing PHRF racing. Unfortunately, the windward-leeward courses and light air are not kind to our heavy, traditional boat with a full keel. So we took some ideas from the casual races in Texas, added a few twists of our own, and developed the Cruising Class of racing boats at the Windjammers' YC. The first distance race to have a formal Cruising Class was the Marina del Rey to San Diego race sponsored by the Windjammers' and Southwestern YCs in '89. I created this class so we would be able to continue to enjoy racing, having no idea it would be adopted by many other clubs in Southern California. There is even a Cruising Class in the Ensenada Race and other races to Mexico.

Elfinstar was finally paid off in '95, and ever since we've been catching up on maintenance and adding gear, some of the latter for comfort, some for ease of sailing. We now keep our boat at the Cabrillo Beach YC in San Pedro. We no longer race *Elfinstar*, as she's too heavy now, and the care and feeding of a crew for a 45-ft boat is a bit more than we wanted. But we wanted to keep racing, so we bought a Cal 20.

At the same time, we're almost finished outfitting *Elfinstar* and are preparing to go cruising. We have installed all of the systems on the boat ourselves, and use them every day, so we are confident that we can keep a complicated boat going without too many issues. Hopefully you will see us on the starting line of the Ha-Ha sometime within the next three years. Until then, we will enjoy as many weeks and weekends as we can at Cherry Cove in Catalina. Hope to see you there.

Wayne & Enola Gay Warrington
Elfinstar, Explorer 45
San Pedro

Wayne and Enola Gay — Thanks very much for that recap. By the way, if you're indeed responsible for the advent of the Cruising Class in races in Southern California, to some degree you are responsible for the Ha-Ha. It was after entering our Ocean 71 Big O in the Cruising Class of the Long Beach YC's Cabo Race in '93 that we decided to start the Ha-Ha, which is an all-Cruising Class rally to Mexico. So we can't wait to see you on that event.

↑↓ MAX NEEDS TO DROP THE DIVISIVE TONE

Max Ebb wrote a generous article about the discovery of a book, *Saving Sailing* by Nicholas Hayes. According to the author, the number of people sailing is down from '79, and he makes an argument and proposal to grow the sailing population. Of course youth programs are critically important for the longevity of the sport.

But what I find amazing about Max is his attitude toward powerboaters. And I quote, "The trailerable powerboat or Jet Ski — usually hauled around by an SUV — is the natural enemy." Really?

When you set off your EPIRB or your boat breaks down, does the Coast Guard or one of the tow services send a glider or a sailboat to search for you? No, they send an airplane or a powerboat, both of which are powered by engines, because they are the best choices for the job.

The fact is that powerboaters and sailors have one major thing in common — a love of being on the water. The fact that we use different means for propulsion means almost nothing. Given that a sailboat under power is essentially a powerboat, it would appear that there is hypocrisy in the antagonistic attitude that some sailors have toward powerboaters. I believe that since both groups share the same love of being on the

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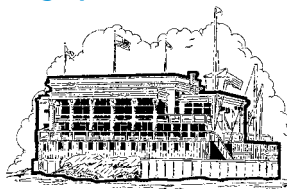
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water, the best possible alliance is for sailors and powerboaters to join forces and work together to protect the sports we love. Besides, introducing powerboaters to sailing could create a rather rapid increase in the number of people participating in sailing, even if it were an occasional event.

I think it's our job as private citizens to invite other people into the world we love, no matter if it's sailing or powerboating. And yes, I know everyone has a powerboating horror story. But there are lots of sailing horror stories too, such as that of the boat that t-boned *Maltese Falcon*.

The part that I find most idiotic in the 'Better Way to Save Sailing' outline is the judgment that powerboating should be banned. This is the United States of America, a land once defined by people free to choose the life they love. If the author has his way, he'll dictate what your freedoms should be and what choices we're allowed to make. It's actually rather offensive that Max thinks he knows what is good for all of us. Rather than be divisive, perhaps both groups could start working together. Or is it more important for Max to maintain that air of superiority and arrogance over anyone who doesn't see the world the way he does?

Richard Frankhuizen
Powerboat owner and sailor
Folsom

Richard — Whoa! There needs to be some clarifications, and on several levels, too. First, what Max writes is his opinion, not necessarily the opinion of Latitude 38. Having said that, let's review Max's three main points.

1) Max said that trailerable powerboats and Jet Skis are the "natural enemy" of the Audubon Society and Sierra Club, not sailors — although we can certainly think of specific times and circumstances when, recklessly operated, both are the enemies of sailors. Such as when they slam into sailboats a la the tragedy on Clear Lake, and when they endlessly and noisily circle sailboats.

On a second reading, we can see how some readers might think Max was saying that trailerable powerboats and Jet Skis are the natural enemy of sailors. If that's what he meant, we strongly disagree with him. It's a big Bay and ocean out there.

2) Max said that all operators of powerboats need to be licensed. Given the meaninglessness of automobile driver's licenses, we're ambivalent about licensing in general — at least as practiced in this state. But given the huge disparity between the number of people injured and killed in small powerboats and Jet Skis compared to the number injured and killed in sailboats, we think it's an idea worth considering. But only in the case of boats that can regularly be operated in excess of 10 knots. There is no denying that speed kills on the water, and many trailerable powerboats and Jet Skis have that kind of speed — and often a lot more — to burn.

3) Max said he supports "no-wake areas and powerboat bans" in "small bodies of water." We suppose his statement could have been read to mean they should be banned entirely, but we're certain he didn't mean that. After all, what would he use for race committee boats, crash boats and research projects?

Due to a scheduling mix up, we were once given a powerboat rather than a sailboat for a week long 'familiarization' tour of Tonga. We found the powerboat to be convenient, but boring as hell. But hey, if that's what somebody else likes, good for them. Our only hope is that no matter what kind of boat anyone operates — including an auxiliary-powered sailboat — that they do so being mindful of how much fuel they burn, using it as efficiently as possible. At some point — maybe burning 50 gallons an hour — it becomes just a bit tacky.



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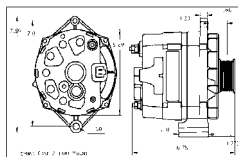
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↑↓ THE EYES HAVE IT

This is a good news follow-up to an article I first submitted in '00 about my husband Howard's eye cancer. Hopefully it will help others.

We left San Diego aboard our 41-ft ketch *Nintai* in November of '98 and sailed to Mexico. We spent 4½ wonderful years in that country before continuing farther south. But in May of '00, while having a blister job done at a boatyard in La Paz, we returned to California while the hull dried out. Howard lost his glasses somewhere in the Dana Point West Marine, store where he'd gotten a part time job, and went to Costco in Capistrano Beach to get replacement glasses. He wasn't a happy camper — and apparently even made a lot of noise in the store about it — when he was told his prescription was too old and that he needed an eye exam. But forcing him to get a new eye exam probably saved his life. (Howard would later return to Costco and thank the man who refused to renew his prescription.)

Howard had his eye examined at the V.A. facility in San Diego, during which time his eye was dilated. The doctor noticed a growth, which looked like a pimple the size of a dime at the back inside of his left eye. A retinal specialist eventually diagnosed choroidal melanoma — scary stuff. Howard had never had any discomfort, loss of vision or other symptoms. Had the growth not been caught, Howard would have ultimately lost his vision and the cancer might have spread to other parts of his body.

We learned that choroidal melanoma is sometimes called 'sunburn of the eye', and can come from being out in the sun too much and not wearing sunglasses. About six million people — age is not a factor — are diagnosed with it in the U.S. each year. The good news is that it's a very slow growing cancer so, caught early, it doesn't spread. In some cases, doctors will just watch to make sure it doesn't grow too fast. The consensus then was if the depth got over 3 mm, something had to be done before the bad cells spread to the liver and lungs. Howard's was 2.8 mm.

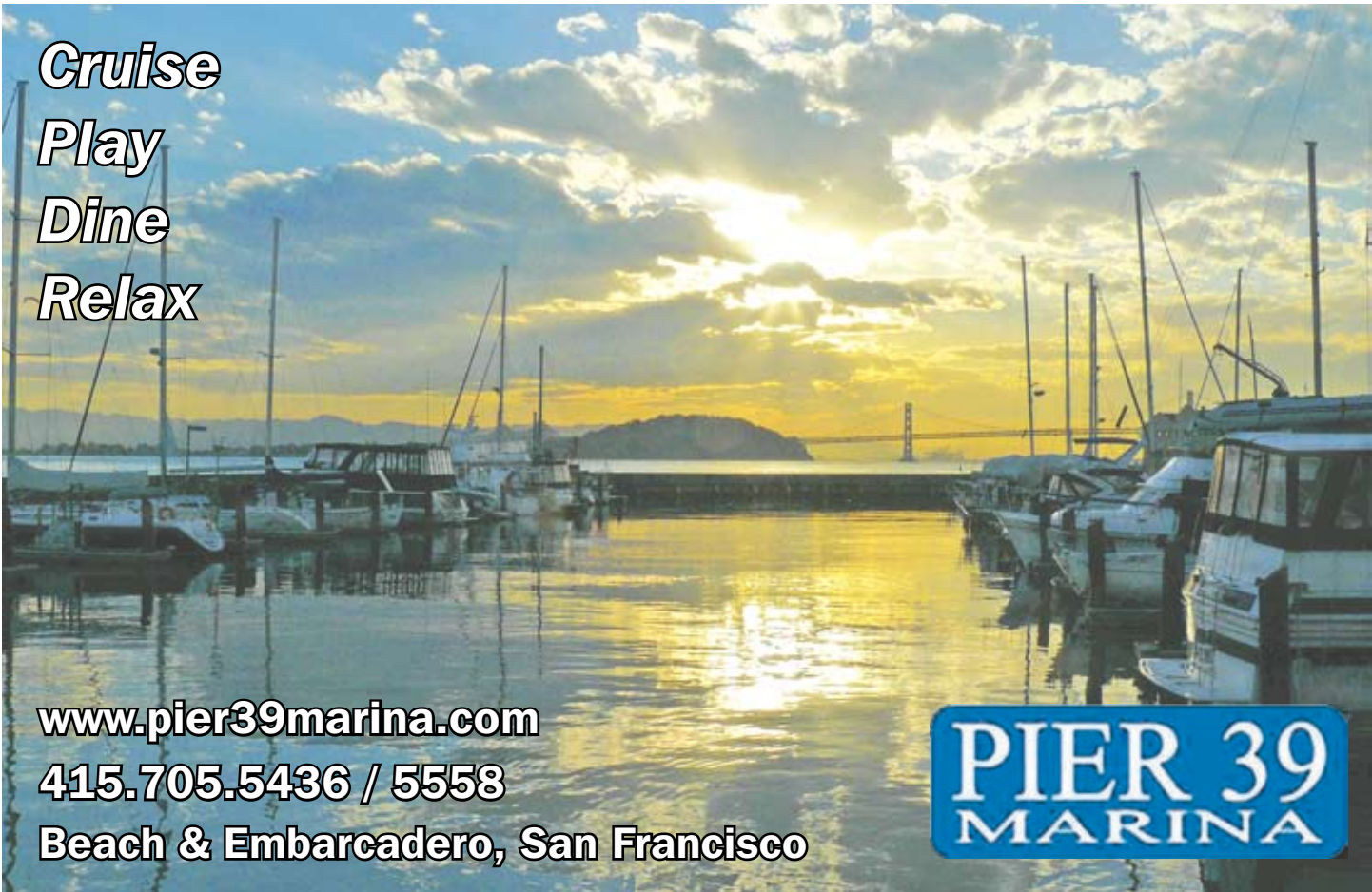
In '00, there were three choices of treatment. Option 1 was to watch it for three months and see if it grew. But this was melanoma, so we didn't like this option. Option 2 was having a 'plaque' — which is sort of a disc of gold, a little bigger than the growth, that is filled with radioactive material — tacked to the backside of the eye behind the growth. In some parts of the U.S. and the world, patients have to stay in isolation because of the radiation. In California, patients are sometimes put under house arrest for a week. All patients wear a lead-lined eye-patch for the week the plaque is in. After 5-7 days, the plaque is removed, and at different intervals the eye is checked to see if the cancer has grown or shrunk. There is no chemotherapy or other radiation on the eye. A variation of Option 2 is to have the growth zapped from the outside with radiation or lasers. Sometimes this damages the eye or results in the loss of vision.

In Option 3, the entire eye is replaced with an artificial one. Today's artificial eyes are really good, and they even move around like a regular eye. Removal of the eye used to be the regular procedure when a person was diagnosed with this disease, and it's still done if the plaque treatment isn't used.

Strangely enough, Howard's sister-in-law, who also lived on a boat, had had cancer in the front of her eye a few years before. She wasn't aware of it until she started having vision problems, so the only option was to remove her eye. In her case, the cancer wasn't caught in time, it spread, and she passed away. She was a special lady and we miss her.

Howard decided on Option 2, so on September 28, 2000,

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a one-hour outpatient surgery was performed at the Shiley Eye Institute in La Jolla. Howard got four stitches behind the eye to hold the plaque in place. For the next week, he wore a very stylish lead-lined eye patch. After the surgery, Howard's two complaints were that he couldn't get to McDonald's soon enough for breakfast and his eye itched like crazy. Most of the next week he lay around and watched the Olympics. On October 5, he returned to Shiley Eye Institute where they performed the same procedure, but this time removing the plaque. Again we rushed to McDonalds for breakfast. After there was no sign of infection, we returned to our boat in La Paz.

Howard's short term complaints were that his eye itched, and it hurt when he looked far to the left or right, the latter being a result of the eye muscles having been moved during surgery. For a few weeks after the surgery, his depth perception was off, so he didn't drive. By the end of November, he had normal vision straight ahead, but double vision when looking to the sides or up or down. He no longer has double vision.

Twice a year Howard returned to California to have his eye examined and get a blood test and a CT scan of his liver. In the subsequent years, he's been checked out in the U.S., El Salvador and Costa Rica. His last examination was done in August of '09, and everything was still fine. Yeah! The growth itself will never disappear, but it is still measurably smaller and no longer has active edges — something that's very important.

What we learned from this is how important it is to have a good eye exam — by an ophthalmologist — during which time your eye is dilated so they can look around. Howard's cancer could not have been seen had his eye not be dilated.

In addition, it's very important for anyone in the boating community to wear sunglasses, sunblock and hats. Statistics show that people who spend a lot of time outdoors but don't wear sunglasses are very prone to this eye disease. We feel we are really blessed that Howard's eye cancer was found early and responded to quick treatment.

When buying sunglasses, it's really important to make sure they are UV protected. If you buy sunglasses outside the United States, they may not be. While in Cartagena, I bought a pair of sunglasses with a stick-on 'UV' label from a street vendor. After purchasing the glasses, the vendor peeled the label off and stuck it on another pair of sunglasses to sell to some other unsuspecting tourist.

P.S. After leaving Mexico, we spent six months at Bahia Del Sol in El Salvador, a short time in Nicaragua, and six months along the coast of Costa Rica and inland. We arrived in Panama in April of '04, and a year later transited the Canal. We made a couple of trips to Cartagena, Colombia, and continued to enjoy the San Blas Islands. We just transited the Panama Canal from the Atlantic side back to the Pacific side, and are currently on a mooring at the Balboa YC. In March of this year we had a chance to meet *Latitude's* Andy Turpin when he spoke to the Pacific Puddle Jump group. Happy cruising to all!

Donna Maloney
Nintai, 41-ft ketch
Panama

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

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

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



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LOOSE LIPS

A Storm By Any Other Name.

The practice of bestowing female names on tropical storms started during World War II. And it may have been a case of life imitating art. In 1941, a popular George Stewart novel titled *Storm* traced the impact of a storm known as 'Maria' on the lives of various characters. Fast forward to the island of Saipan in 1944, where the Army Air Corps assembled a group of young hotshots in the newfangled science of meteorology to aid in weather forecasting for bombing raids and naval operations in the Pacific. And — perhaps because of Stewart's novel, perhaps just because they were so far from home — they started naming significant storms after wives and girlfriends. The practice almost died on the vine when one wife is said to have been quite irritated that her storm fizzled out.

Storm naming switched briefly to the phonetic alphabet in the early '50s, but soon went back to female names until '79, when the PC crowd ruined the fun by demanding that names alternate between male and female. That practice is now commonplace in most areas of the world, except in the Far East, where tropical storms are named for rivers, animals or flowers.

But the most infamous tropical storm in military history was named for a man. Although the official moniker — bestowed after the fact — was 'Typhoon Cobra', anyone who experienced the South Pacific typhoon of December, 1944, would forever and always know it as 'Halsey's Typhoon'. That's because Admiral William "Bull" Halsey unwittingly sailed the 86-ship strong Task Force 38 straight into the heart of it 300 miles east of Luzon in the Philippines. When the 100-knot spray and mountainous seas finally cleared, three destroyers had rolled over and sunk, and 790 men had perished. Only 93 survivors were recovered from all three ships.

The worst loss was from *USS Monaghan*. Of 256 crew, only 6 survived. The toll on surviving materiel was equally horrific. Among 13 aircraft carriers, nearly 150 planes were lost, either by



U.S. NAVY

The 'USS Cowpens' takes a heavy roll to starboard at the beginning of Halsey's Typhoon. Eight of the planes in this photo were lost overboard.

washing overboard or by breaking loose from their lashings and crashing back and forth below decks. This caused fires on several ships, which had to be fought by crews as the ships bucked and rolled more than 20 degrees side to side. (Among those fighting fires on the light carrier *USS Monterey* was future president Gerald Ford.) In total, damage was so severe that most ships were out of commission for several months while they underwent repair.

In an official inquiry after the storm, it was revealed that one of the Saipan group had accurately forecast the track of the storm, but when he radioed it to Navy headquarters, the response was, "We don't believe you." Halsey was found to be responsible for the losses, but his "errors of judgment committed under stress of war operations" effectively exonerated him.

— jr

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SIGHTINGS

a sailing thoroughbred leaps back into action

Just about everywhere you look around San Francisco Bay, there are treasures of our rich maritime heritage. Some, though, are less obvious to the untrained eye than others. Take, for example, Ron MacAnnan's classic, 82-ft woodie *Pursuit*, which has been lying quietly in her berth at Sausalito Yacht Harbor for decades. Although her sleek lines and tall stick might tip off a seasoned sailor that she has a special pedigree, only a minute percentage of Bay Area sailors know that she's one of the last — if not the last — of a small cadre of prestigious racing yachts built in the '20s to the Universal M-Class rule.

We mention this here because last month Ron and a boatload of friends took the ol' girl out for a glorious spin around the Bay for only the second time in the past 32 years! (Her previous appearance was in '05 when she joined a procession of classics during Sail San Francisco.)

"It felt good!" recalled Ron. "It's been too damned long." When we told him we were going to run a photo of her in the magazine, he sounded a little embarrassed, and apologized for the fact that both his jib and reefed main were set a little sloppily. But, hey, since none of Ron's crew knew their way around the boat, we could hardly expect her to be in impeccable racing trim. "We had a good, fun sail and got home with the mast still standing," says Ron with a chuckle. Heck, in our book, any time you meet those criteria you've had a successful daysail.

Pursuit, which was originally named *Avatar*, is one of three identical sisterships built side-by-side by the German yard Abeking and Rasmussen in 1929, and one of only six true Ms ever built — although a number of older designs were rerigged and classified as M-Class yachts over the years. The other German-built sisters, designed by Burgess and Morgan of New York, were named *Simba* and *Valiant*. The only other true Ms were American-built: *Prestige*, designed by W. Starling Burgess; *Istalena*, designed by L. Francis Herreshoff; and *Windward*, designed by Charles Mower, and which eventually found her way to the Bay and enjoyed a colorful racing history on the West Coast before suffering an untimely death on the beach at Yalapa, Mexico. (*Windward*'s complete history was retold in our March and April, 2005 issues.) The Great Depression effectively killed the M Class.

We know that *Pursuit* came west sometime in the late '50s, although no one seems to remember who brought her out here. She's been Ron's high-maintenance mistress since he bought her in '60. He raced her in both the '61 and '69 TransPacs, in addition to other events, and lived aboard her for 28 years.

If you're reading this on September 1, we encourage you to raise a glass to Ron and *Pursuit*. He turns 85 today — four years older than his boat! And if you're out on the water on Saturday, September 4, keep an eye out for *Pursuit*. As a birthday present to himself, Ron is determined to put his beloved thoroughbred through her paces once again — this time with her sails trimmed smartly and her massive spinnaker billowing like a great white cloud as she roars under the Golden Gate like a freight train. Happy birthday Ron, from all of us here at *Latitude*. See you out there!

— andy

coast guardsmen

The National Transportation Safety Board revealed last month that an unspecified number of crewmembers aboard the 33-ft Coast Guard vessel that collided with a small boat in San Diego Harbor on December 20 last year were either texting or talking on their cell phones.

The patrol boat was reportedly responding to a grounded vessel, and witnesses say it was traveling at 30-40 knots through waters crowded with spectators of a lighted boat parade when it hit the powerboat — which was carrying 13 passengers.

Though stopping short of saying the cell phone activity were the direct cause of the accident, which killed eight-year-old

BOB DAVID



Ron MacAnnan.



were texting

Anthony DeWeese and seriously injured four other passengers, the NTSB urged the Coast Guard to develop a stricter policy regarding the use of electronic devices by its members.

While the agency acknowledges in a letter to the Coast Guard the potential usefulness of such devices as a backup for radio communications, "to achieve the intended improvement in safety, the NTSB believes that the Coast Guard must systematically identify the specific risks associated with distraction while using a cellphone or other wireless electronic device during vessel operations and address those risks in its policies."

— *ladonna*

wounded warrior

The early 20th century writer Robert Collier wrote, "All of us have bad luck and good luck. The man who persists through the bad luck — who keeps right on going — is the man who is there when the good luck comes, and is ready to receive it."

That man is Ronnie Simpson.

We've written about Simpson, 25, several times in the magazine and *'Lectronic Latitude*, but in case you've been living in a yurt on Tristan da Cunha, here's the short version of Ronnie's last several years: Ronnie joins the Marines and within 13 months of being deployed in Iraq, at the age of 19, gets hit by an RPG and almost dies. After a month in a coma, doctors say he'll be a vegetable — he proves them wrong. Brother Rj calls one day with a crazy idea: "Want to sail around the world?" Having never sailed a day in his life, Ronnie buys a Rhodes Bounty II and spends a summer fixing it up. Sets off solo from San Diego, bound for Hawaii, and gets into rough weather, losing his rudder. Without steerage, he jumps onto a passing freighter

continued on outside column of next sightings page

Back on the pony — Spread, after 32 years, the M-Class 'Pursuit' stretches her lovely legs; inset right, a group of 14 lucky sailors came along for the ride; inset top left, Merl 'President of the Pacific Ocean' Petersen takes the helm; inset bottom left, whichever way you look at it, the view was spectacular.



SIGHTINGS

warrior — cont'd

bound for China. He buys a bicycle and rides nearly the entire way from Hong Kong to London, flies back to California and buys a Cal 25 to do the '10 Singlehanded TransPac. Race vet and former Marine Don Gray gets wind of Ronnie's situation and generously offers the use of his Jutson 30 *Warrior's Wish* as part of the Hope for the Warriors mission (see www.hopeforthewarriors.org). *Warrior's Wish* sails into Hanalei Bay on the Fourth of July with a triumphant Ronnie shouting "I finally made it to Hawaii!"

Warrior's Wish's return trip to the Bay once more demonstrated Simpson's knack for turning bad luck into good luck. On August 11, a little after two weeks — and more than halfway — into the passage back to the Bay, the boat's 2,500-lb keel parted ways with the remaining 3,500 lbs of boat. The good news was that, whatever had happened, *Wish* wasn't taking on water and she was remaining upright.

"We were down below that night when we heard a series of loud pops over the course of about three hours," Simpson's crew and men-

continued on outside column of next sightings page

teens in

August was a big news month for the teenage solo circumnavigation crowd. On August 4, after winning a year-long battle with the Dutch government for permission to set sail, 14-year-old Laura Dekker (www.lauradekker.nl) left The Netherlands, bound for Portugal, aboard her 37-ft Jeanneau Gin Fizz *Guppy*. Her father accompanied her on the 1,000-mile sea trial. They arrived on August 14.

Though Dekker was planning to officially start her solo attempt from Portimao, authorities said she was not qualified to skipper a vessel under Portuguese law. The Dekkers and a third crewmember moved the boat to Gibraltar on August



PHOTOS LATITUDE / LADONNA

the news

18, and Dekker set sail for the Canary Islands three days later. She finished the first of many legs on August 25.

Dekker's blog is understandably choppy, presumably having been translated from Dutch to English, but the intent comes across loud and clear: she is all about the sailing, now please go away. "Just one day after reaching Portimao, I was constantly followed by the press and the tourists," Laura wrote. "All day, there were lots of people coming over at the pier. And everyone had to take photos! I found all this really annoying."

Now teenage girls can be naive about

continued in middle column of next sightings page



'Warrior's Wish' unleaded — (clockwise from below) Many gallons of diesel remained after 760 miles of motoring; Ronnie thrilled to reach Hanalei; the Bay Area Welcoming Committee included 'Georgia', 'Yukon Jack', 'Bozo' and 'Racer Chaser One'; not a drop of water came in through the keelbolts; Don and Ronnie under a gaping hole that was a keel.



warrior — cont'd

tor, Ed McCoy, told us later. What they didn't know was that the weld holding the keel to the strut was gradually breaking loose. According to the Simpson and McCoy, the pops began aft and worked their way forward. After the final two — when the keel finally dropped away — the boat started acting strangely.

"I went up top and we were doing 7.7 knots under a triple-reefed main and a number four in 12 knots of wind," recalled Simpson. "I said, 'Ed, why are we going so fast?' He tried to tack the boat but it wouldn't come around; then he said 'We lost the keel.'" The pair initially thought that they might get lucky and just be missing the keel bulb, but a dive the next morning revealed that the entire appendage was AWOL. They were 760 miles from home.

Over the course of the next week, Simpson and McCoy babied *Wish's* little one-lung Yanmar — "That thing was our lifeblood," said Ronnie — over an unusually mellow Pacific Ocean. "We discovered pretty quickly that we had to fly the jib to stabilize the boat," Simpson noted. For the remainder of the voyage, *Wish* would fly along at an average of about six knots.

But all that motoring meant they'd need additional fuel, so the Coast Guard contacted a nearby freighter to make a special delivery. The 728-ft *Horizon Hawk* reached *Wish's* location the following day. Conditions were a little jumbled so the ship spun doughnuts around *Wish*, which broke up the seas enough for Ronnie and Ed to more easily pick up 50 or so gallons of diesel.

Most of the fuel was still on the cabin sole when *Warrior's Wish* motorsailed under the Golden Gate Bridge around 4:30 a.m. on August 18, escorted by a group of friends — including Don Gray — on four boats. Thai food and beer were passed to her crew, cheers were sounded, and everyone marveled at this pair's ability to sail so far with so little.

"I didn't think I could be any happier when I crossed the finish line in Hanalei," said a shaken Simpson, "but I was wrong. I've never been so happy to get off a boat!"

When the boat was hauled the next day at Bay Marine in Richmond, a group of lookie loos crowded around. "Yup, the weld failed," noted Gray drily. As he prepped the boat to trailer her home to North Carolina, Don said he'd already contacted Duro Keels in Mexico about a replacement cast keel, and that *Wish* wouldn't be kept off the race course for long. And for the record, he doesn't regret loaning his boat to Ronnie. "That keel was going to fall off sooner or later," he said. "I did what I set out to do — help a wounded vet achieve his dream."

As for Simpson, he's already bought a new boat — a 28-ft Albin Cumulus — and is living aboard in Alameda. He pushed through 760 miles of bad luck and came out the other side as the luckiest sonofabitch on earth.

— ladonna

solo sailor rescued off ft. bragg

Around 8 p.m. on August 22, the Coast Guard rescued Jon Innes, 29, from his Vancouver, B.C.-based Catalina 27 *Amica* 55 miles west of Ft. Bragg. Innes reports that he was seven days out of Neah Bay, WA — 150 miles out from his destination of San Francisco — when the wind and seas started building to gale-force conditions.

"I was under storm jib and had concerns about broaching," Innes told us, "so I hove to and set a parachute anchor. I was doing well, but two or three hours later, a wave snuck through. It threw me up, down, and back down." While *Amica* didn't suffer a total knockdown, she was laid over pretty far.

"As water was breaking over the boat, I heard a not-nice noise," he recalls. Innes climbed into the cockpit and realized that the bolt holding the rudder post to the tiller head had sheared off. Just as he had gathered his wits and was about to act, the rudder slipped away,

continued on outside column of next sightings page

SIGHTINGS

rescued — cont'd

leaving the tiller to dangle.

Innes says that the sea anchor was holding *Amica* into the wind pretty well, but every now and again she'd come broadside to a wave. With the forecast calling for worsening conditions over the next two days, Innes had little choice but to request rescue. "I was honestly worried about rolling," he said three days later, still clearly in shock.

When the Coast Guard helo arrived at his position about an hour after his calling the *mayday*, Innes, who had donned a survival suit, says he "climbed out, closed and locked the boat, and just stood there looking at the tiller and the hole where the rudder used to be. That tiller was staring me in the face, and it said 'Just go.' I said goodbye and jumped."

The helo crew flew Innes to Ukiah, where he shooed away paramedics and was taken to a Motel 6. "I have to say the Coast Guard was amazing," he said. "A big thank you to them all."

Innes has spent the last three years living aboard *Amica*, upgrading nearly every part of the boat — "All except that stupid rudder bolt," he noted. She wasn't insured, and everything he owned was aboard. "I got off with the clothes on my back, my wallet and my passport."

As for what the future holds for Innes, he's not sure, but he knows he'll be getting another boat sooner or later. "It's only a matter of time," he said, his voice taking on a steely tone. "I've got a bone to pick with this ocean."

— ladonna

big boat series preview

If you grew up sailing on the West Coast, chances are you associate the month of September not with going back to school, but rather with the St. Francis YC's Rolex Big Boat Series. The West Coast's premier big boat regatta seems subject to the same economic winds as anyone. But like last year, which saw almost 100 boats come out for what has to be one of the last four-day events on the West Coast, this year's entry roster shows signs that the RBBS's robust history has made it less prone to yielding to the financial breeze.

As of this writing, 59 boats have already signed up for the event. The smaller one designs will once again provide the bulk of the entries.

Leading the charge are the Melges 32s, which have 24 entries for what will be a tune-up for their World Championship immediately following the regatta. As the only Grand Prix class in America at the moment, this group will boast plenty of top-shelf talent, and there might be a few more last-minute entries. Only seven J/105s were entered at press time, but there's a high likelihood that the class will see numbers at least in the high teens. We expect that the

J/120s will turn out to be at least seven boats, although only three are entered so far. Five Express 37s have committed to the regatta and four 1D35s have done the same, but we'd be surprised to see fewer than seven of either.

The handicap divisions weren't looking too healthy, with only 13 boats signed up in IRC. The number might have been even smaller if it hadn't been for the heads-up decision by the club to have a separate division for the lighter-displacement boats under 50-ft — a demographic to which IRC is particularly and arbitrarily punitive. This means that three Farr 36s, Steve Stroub's SC 37 *Tiburón* and the pair

continued on outside column of next sightings page

teens

many things, but it's curious that someone trying to set an age-based world record is surprised that the media would be interested in her story. Dekker only had to look at the circus that revolved around Aussie Jessica Watson — who handled it with surprising maturity and grace — in the wake of her own solo circumnavigation, to prepare herself.

Speaking of Jessica Watson, her book *True Spirit* was released to great fanfare last month, just three months after the completion of her nonstop circumnavigation. The first part of the book recounts



John Wimer's 'Desdemona' will return to the mix in the J/120 fleet.

cont'd

her youth (!) and the months leading up to her departure from Sydney on October 18, 2009. While interesting and engaging, the narrative frequently gets bogged down by the many, many thanks Watson feels compelled to relate over and over again. The remainder of the book simply features her blog posts with occasional explanatory notes added. Though not necessarily a must-read, if you were at all interested in her story, it's worth picking up.

In other publishing news, it was announced in middle column of next sightings page

big boat — cont'd

of J/125s will actually have a chance to claim a trophy. There are quite a few returning boats, ranging from the newer — Jim Mitchell's R/P 52 defending champion *Vincitore* — to the old: Rob Sjostedt's R/P 47 *Flyer*, which had its share of success at the event when campaigned by Bill Twist as *Bladerunner* in the halcyon IOR days. Jorge Ripstein's R/P TP 52 *Patches* will join *Vincitore* and likely Mark Jones' TP 52 *Flash* — though it wasn't yet entered as of this writing — as the fastest boats in the regatta. We hope that there will be at least ten more IRC boats. But with the SoCal 52s apparently frightened of sailing on the Bay, our dream of seeing ten 52s rocking out together looks as if it will remain just that.

Keep up with all the latest developments and goings-on at www.rolexbigboatseries.com.

—rob

Head over heels — The Bay Area's JV Gilmour gets a "10" for style on this forced dismount at the St. Francis YC's 18-ft Skiff Regatta. Read all about the event in the Racing Sheet, starting on page 130.



DAVE KEANE

SIGHTINGS

30 years on *bolero*

When you're a member of *Latitude's* Over 30 Club — meaning you've owned the same boat for more than 30 years — chances are you're pretty good at sailing her. But probably not quite as good as member Tim Murison is at sailing *Bolero*, his Richmond YC-based 44-ft Island Clipper.

Merle Davis drew the Island Clipper design, and 19 of them were ultimately built at the Fellows & Stewart yard in Wilmington. Three of them were built before World War II, and the other 16, including *Bolero*, were built after Fellows & Stewart finished building PT boats for the war.

Deciding he wanted to match his sailing skills with Southern California racers in three big races in SoCal, Murison — who grew up in Newport Beach with the likes of Skip Allan and Kim Dusenberg — took *Bolero* south in April. He had done the same thing five years ago.

The first race was the classic 125-mile Newport to Ensenada Race in April. Murison and *Bolero* didn't do badly at all — they not only won Class F, but were also the top boat in the PHRF division. In fact, the only boats in the 220-boat fleet that corrected out ahead of *Bolero*

continued on outside column of next sightings page



LATTITUDE / LADONNA

Jessica Watson pulled off what Laura Dekker is finding difficult — graciousness.



SPREAD: TOM HANSEN; INSETS: LATTITUDE / RICHARD




teens — cont'd

nounced later in the month that Abby Sunderland — who was rescued in the Southern Ocean in late June during her own nonstop attempt — had teamed up with Sarah Palin's co-author to write a book. No word on the release date.

Elsewhere in 'Sunder-Land', former youngest around Zac, Abby's big brother, was arrested on August 12 on suspicion of illegally entering a vacant home, providing alcohol to two minors, and resisting arrest. Zac told the *Ventura Star* that it was all a big misunderstanding — he had permission to be in the home, he didn't buy or consume any alcohol, and he accidentally bumped into the arresting officer. He says he plans to present evidence clearing him of any wrongdoing.

— *ladonna*



Olé! Spread, 'Bolero' struts her stuff; in-set, Tim Murison did what he set out to do: win some Southern California races.

bolero — cont'd

were two maxis and two multihulls. Smashing!

Next up was San Diego's Ancient Mariners Sailing Society's Yester-year Regatta on May 10. Once again Murison and *Bolero* represented Northern California well against 45 Southern California boats, taking top honors in class and fleet. Smashing!

And finally there was the McNish Classic out of Oxnard on July 31. Murison and *Bolero* were second in class to some guy named Dennis Conner on his Driscoll-built S&S 51 *Brushfire*. *Brushfire* sported a 180% monster genoa that was very helpful in the predominantly light air. When one of the *Bolero* crew asked Conner about the sail, the winner of four America's Cups laughed and said, "It's just an old CCA sail that came with the boat." Was Conner pulling the crewman's leg, or did they really have Tape Drive/3DL-type sails back in the '70s?

Conner had previously announced that he was going to race *Fame*, his new-to-him 40-ft BB Crowninshield-designed gaff-rigged schooner, in the McNish. The schooner doesn't have an interior or engine, so she would have had to be towed from San Diego to Oxnard for the race. When Murison heard this, he jokingly asked the race committee if it would be all right if he removed the interior and engine on his boat, all the better to improve his chances in the light-air McNish. "That Dennis, he's always working his brand," laughed Murison.

Murison says there were three keys to his doing well in the three Southern California races. "First, having great crew, almost all of whom were old friends from the Richmond YC. Second, having a new set of Pineapple sails. And third, having tiller steering. It's silly to have a wheel on anything under 50 feet, because with a wheel you can't feel the boat as well and you don't get as quick a response. Any old dinghy sailor will tell you that."

Friends also helped Murison with the passages to and around Southern California, and for the delivery north back to the Bay. "I don't enjoy singlehanding," Murison admitted. In all, Murison spent five months in Southern California. The rest of the time he spent visiting Catalina and Santa Cruz Islands, plus leaving his boat at Newport Beach — in the slip he used to have 18 years ago — so he could return to Northern California to work. As you might expect, Murison works in the marine industry. Among other things, he's been a delivery skipper for many years.

"My first delivery was a Kettenburg 46 PCC — a long, skinny boat like *Bolero* — from Acapulco to San Diego after the '64 Acapulco Race. The boat had a gas engine, so we had two wing tanks on deck secured to the shrouds. Then we ran a garden hose from those tanks through a port and down to the main tank beneath the galley sole. It was really rough crossing from Mazatlan to Cabo, and we tore the main and had to motor beam-to in really steep seas. That meant we were rolling from rail to rail as we tried to transfer the gas from the wing tanks to the main tank. What made it funny was that the gas was so dirty that we had to filter it through a chamois to get the water out. Even funnier is the fact that every one of us in the crew smoked. It's a miracle we didn't blow ourselves up."

Having turned 65, Murison figures he's done enough deliveries to last a lifetime — although he's going to make an exception to deliver a brand new Jeanneau 50 from Victoria to La Paz in September. So what's he learned in a lifetime of doing deliveries? "Choose your boats

continued on outside column of next sightings page



Murison says it took him 30 years to get 'Bolero' just the way he wanted.

bolero — cont'd

carefully, and never do deadlines.”

Owning a larger and older wood boat like *Bolero* isn't for sissies. “It's taken me 30 years to get her the way I want her,” Murison said. “It's lucky that my time has no value, because I've done all the work — well, almost all of it — myself. But I always made a point of never taking *Bolero* out of commission for too long, because if you do that, you'll go crazy. You have to sail your boat, too, not just work on her. Owning *Bolero* has been a lot of work, but it's also brought me a tremendous amount of satisfaction.”

— richard

galilee harbor celebrates 30 years

If you believe ‘you can't fight City Hall’, the story of Sausalito's Galilee Harbor may change your mind. As local historians will confirm, maritime operations of one sort or another have taken place at the property, which lies at the foot of Napa Street, since the 1880s, when Italian fishing families lived there and built traditional *feluccas* right on the beach. A wide variety of sailors, shipwrights, artists and free-thinkers have lived in the area ever since.

The height of activity came during WWII, when barges were built there to assist in the war effort, and a succession of other boatbuilding operations followed. But by 1980 the yard and adjacent Napa St. Pier had become substantially run down, which inspired a developer to show up at 6:00 a.m. on August 4 of that year and begin bulldozing the boat-building sheds that stood on that prime waterfront real estate.

The salty residents of the area weren't about to roll over without a fight, however. By 4 p.m. that same day they'd secured a restraining order, and began marching on the long path to legitimacy. They eventually formed a non-profit corporation and bought the land and water parcels from the developer. But it took 18 years of negotiation with the city and the BCDC (Bay Conservation and Development Commission) before the community association finally received permits to build a legal live-aboard marina. The goal was to provide low-cost housing for artists and maritime workers, thereby helping to preserve a portion of Sausalito's working waterfront.

Last month, on August 7, some of the same folks who'd fought the good fight three decades earlier — and many newcomers — were on hand to celebrate the 30th anniversary of the Galilee Community Association at its Maritime Days festival. The Association will soon implement phase two: construction of a wooden boatbuilding shop where tenant shipwrights can practice their craft.

In addition to listening to the wide range of local musicians who entertained throughout the day, visitors perused flea market stalls, learned about traditional lofting techniques from Arques School maestro Bob Darr, toured houseboats and the Chinese junk replica *Grace Quan*, took free boat rides aboard the Spaulding Wooden Boat Center's historic sloop *Polaris*, and sampled homemade pies. But the visual highlight was undoubtedly the dinghy racing, where determined helmsmen braved shifty winds and 30-knot gusts to run a buoy course within sight of the festival. Many raced boats they'd built themselves.

Speaking of hand-built boats, another highlight was the raffle drawing for a brand new 11.5-ft shellback dinghy, built recently as a promotional fund-raiser for the Association by shipwright Anton Hottner of North Bay Boat Works. The grateful winner was Victoria Colella, author of the *Wooden Boat Tour* guidebook.

At one time the historic turf now known as Galilee was doomed to be paved over by modern development. But today, thanks to the determined efforts of its residents, the Harbor's status as a working waterfront community seems to be permanently secured.

— andy

but will it

When it comes to the best size of government and the importance of individual responsibility, the publisher of *Latitude* and the editorial board of the *New York Times* couldn't be more diametrically opposed. Nonetheless, we read the *Times* every day, because it's free, because it has a lot of information that's hard to find elsewhere, and because it's important to know how people — in what they are convinced is the center of the universe — think everyone else should conduct their lives.

But there are some good articles in the *Times*, too, such as the interesting and



COURTESY VICTORIA COLELLA

Celebrate good times — (clockwise from above), Victoria Colella won the big prize — a handbuilt skiff by Anton Hottner — at Maritime Days; mmm, pies; Spencer goes for a ride; Galilee's artistic mailboxes; crowds browsed and listened to music; Hans List tried to hold it together for the dinghy race, but ended up capsizing. Oops!



make you happy?

timely piece by Stephanie Rosenbloom on August 8 titled 'But Will It Make You Happy?' The article asked what purchases make consumers happy and/or fulfilled, a question of growing importance now that most Americans have less money to spend and, because of circumstances, are much more inclined to save.

Once the basic necessities of life are taken care of, it turns out that spending money on an experience — “such as concert tickets, French lessons, sushi-rolling classes, a hotel room in Monaco” — produces longer-lasting satisfaction

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the loss of *anna*

Anna, the year-old Atlantic 57 catamaran owned by Kelly Wright of Santa Fe, New Mexico, flipped as the result of an unusually violent squall 125 miles from Niue in the South Pacific on July 31. Both Wright, 58, a very experienced multihull sailor, and his crewman Glen McConchie, 46, of Christchurch, NZ, were picked up in surprisingly good health 17 hours later by the 250-ft *Forum Pacific*.

The big cat had to be abandoned, but three weeks later miraculously drifted through the East Reef Passage of the outer reef of Vava'u, Tonga. She was beat up against the island before being towed upside down to Neiafu. The insurance adjusters are now in charge.

It's very rare for a large cruising cat to flip. Experts tell *Latitude* it's because if you double the size of a cat, all other things being equal, she's 16 times more stable. Wright believes *Anna* is the biggest cruising cat to have ever flipped, and we have no knowledge to the contrary.

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PHOTOS LATITUDE / ROB UNLESS NOTED

SIGHTINGS

anna — cont'd

Anna was a weight-conscious version of the well-respected Atlantic 55/57 design by Chris White, who cruises extensively on his Atlantic 55 *Javelin*. *Anna* was launched by Awolplast in Valdivia, Chile, in May '09, and thereafter sailed 8,000 miles in the South Pacific. She was on her way to Tonga to help with whale research when she capsized.

There was a lot of initial misinformation about the incident, which Wright later cleared up with an extensive and very interesting blog. According to Wright, he and McConchie were sailing upwind in less than 20 knots with a reefed main and a self-tacking headsail when, at about 3 p.m., they noticed an ominous squall in the distance. Both were in the salon. Since they'd been hit by a lot of harmless squalls in the previous 24 hours, they weren't too worried. In fact, Wright says he was hoping the boat would get a good freshwater washdown. Then it happened:

"I noticed that the wind was backing to the south, so rather than beating into the wind, suddenly we were on a beam reach. I began turning the autopilot so that we would remain heading up. Then the

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happy

than spending money on plain old stuff." They could have included a Baja Ha-Ha among the 'experiences', but most folks on the East Coast are too insular to have heard of it.

The article noted that Thomas DeLeire of the University of Wisconsin published research examining nine major categories of consumption, and discovered that "the only category to be positively related to happiness was leisure: vacations, entertainment, sports, and equipment like golf clubs and fishing poles."

Researchers say that one reason experiences bring so much happiness is that we can reminisce about them, and because when it comes to things like trips, we tend to remember only the good



SPREAD: SCOTT STOLNITZ; INSET VIDEO STILL COURTESY FORUM PACIFIC

— cont'd

stuff. Both of these notions certainly ring true with us. When we get together with our daughter, now 29, and our son, now 27, and want to be sure to have fun, we recall the sailing adventures we shared from Mexico to the Med when they were very young through their teen years. The hilarious recollections never seem to stop. There were trying moments on each and every trip, but you'd never know it from the tales we tell.

Research showed that one of the big factors in reduced satisfaction with a purchase of anything was immediate gratification as opposed to having to work hard for it and having to wait for it. The article even suggests that if you're going

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Flipped out — Spread, 'Anna' washed ashore in Tonga, where salvors 'claimed' her, whether legally or not; inset, a still from the video of 'Anna's crew being rescued show Wright & McConchie appearing almost as fresh as if they'd just gone for a quick swim, though that's not how they report feeling.

anna — cont'd

wind speed jumped from 18 knots to 25, then to 30, then to 35 in the blink of an eye. Both Glen and I yelled, "Let's reef!" and we bounded out into the cockpit. When I saw the anemometer in the cockpit a couple of seconds later, the wind speed showed 45 knots, so I moved to the autopilot and again tried to head the boat up into the wind. Meanwhile Glen tried to reef the jib. The wind was ferocious, however, and Glen couldn't control the jib outhaul line, so the sail started flapping wildly. I was afraid we would rip the sail — which I did last year because of my own operator error — so I shouted "What are you doing?" I then reached over and closed the jammer cleat to prevent more line from getting loose. Finally realizing that the wind was overpowering us to a perilous extent, I moved towards the mainsheet to release it. But in a flash we were up in the air, flying a hull as if we were on a Hobie Cat. I lost my balance and started tumbling to port. We hung at that position — roughly 45 degrees — for a second, then over we went. I used the 'S' word. Loudly. Glen later said the highest wind speed he thinks he saw — he's not entirely certain — was 62 knots, and that was some moments before we were blown over. So the wind speed likely got much higher."

When the cat flipped, Wright ended up beneath *Anna's* cockpit and saw all kinds of things floating around him. He swam out from underneath the cat and came up on the windward side. He described himself as being surprisingly clear-headed and not at all panicky. He climbed aboard the wing deck that bridges the two hulls. In a fascinating observation, he says his memory is "that the sun was shining, there was no wind and the seas were calm." Yet he knows that this obviously wasn't true.

Wright's first concern, of course, was the well-being of his crew. When Wright couldn't see McConchie, he pounded on the hull. McConchie knocked back, and a few minutes later looked out at Wright through one of the escape hatches in the hull, and gave him the thumbs up. When the cat flipped, McConchie found himself in an air pocket of the upturned cockpit, and made his way into the salon, where there was also an air pocket. He then moved into one of the hulls. Wright signaled McConchie to set off the EPIRB, which he did.

Bizarrely, the two men would remain separated — although just a few feet apart — for the next 16.5 hours. McConchie's attempt to smash the escape hatch open with a hammer, and then a fire extinguisher, were unsuccessful, and he didn't want to have to dive down through a deck hatch to swim to the surface — although it was something he had to do when the rescue ship arrived. [Editor's note: It's unclear to us why the 'escape hatch' couldn't be opened and used to escape. Wright would later bang at it repeatedly with an anchor, but couldn't get it to break either.] In Wright's case, he didn't want to dive down and try to enter the hull via a deck hatch. Given the seas, the choices both men made were understandable.

Fortunately, *Anna's* RIB was floating right behind the flipped cat. Wright saw it as his salvation. He secured the dinghy between the hulls and tied himself to the dinghy. "Seas washed over me, filling the dinghy, and for a time I stayed busy bailing. I soon determined that bailing out the dinghy was a useless waste of my energy, as the water came in much faster than I could keep it out." The inflatable had plenty of flotation anyway. Fortunately for both men, the air and water temperatures were warm. Nonetheless, Wright — who like McConchie was wearing just shorts and undies — would be chilled by the wind during the night. He says it was extremely fortunate they'd stored part of the awning in the inflatable, as he wrapped it around



'Anna' in better days.

COURTESY ANNA

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SIGHTINGS

anna — cont'd

himself as a windbreaker, and thinks it probably kept him from becoming hypothermic.

In the video of the men climbing aboard the *Forum Pacific* that rescued them, both looked to be in excellent shape. But appearances are deceiving, as it had been a hard night for both of them. "I compare it to being in a thousand fender benders, because the dinghy was ceaselessly slamming into one of the hulls and bouncing on top of the wingdeck, then would float free only to fetch up with a violent jerk on one of the lines. Moreover, waves were constantly swamping me, ripping the awning out of my hand while I used the other hand to hold on. I counted for awhile, and the most I was getting at one stage was about 12 seconds of peace before the next shock. The shocks were so violent that the 15-hp Yamaha outboard broke off its swivel and fell into the depths of the ocean. It was absolutely the most miserable time I have ever spent, and if I had been forced to suffer another day of it, I don't know if I would have been strong enough to take it."

Anna has 'survival pods' in both bows — which did stay dry. McConchie spent most of his time in one. But it was pitch black at night, things were sloshing all around, the batteries were giving off nasty fumes. Nonetheless, he was able to move between the hulls, via the salon, during daylight.

While both men could see the light on the EPIRB flashing every three seconds, they assumed it might be days before they were rescued. Wright says that if that had been the case, both would have improved their living conditions, and plenty of water and food were available to them. As it was, during the 17 hours before they were rescued, the 'plan-for-the-worst' Wright didn't take a sip of water, even though he had some right there in the dinghy.

At midnight, nine hours after the capsizing, a Royal New Zealand Air Force Orion, having flown 1,400 miles from New Zealand, appeared just a few hundred feet above the cat. Wright admits to being bummed that it wasn't a helicopter that could immediately lift him from his misery. "I knew we were saved, but I felt no sense of relief." The plane returned every hour to check on the two, and communicated with the crew of the flipped cat via VHF.

Wright says the night passed surprisingly quickly, and he used yoga deep breathing techniques to fool his body into thinking it was warm. But his mind played tricks — he either dreamed or hallucinated that the dinghy was floating in calm seas, and pieces of dark chocolate were carefully lined up on either side of him.

With the approach of the *Forum Pacific*, McConchie was told he'd have to get out of the hull himself. He prepared himself well, first securing a jerry jug to a line so he'd have something to hold onto once at the surface. He put on a mask and snorkel, secured a knife to his calf, and gave it his best shot. He soon managed to climb onto a hull and then stand up next to a rudder.

The video of their rescue can be seen by searching 'Atlantic 57 capsized' on *YouTube*. The first half is boring, but the rest is fascinating — and educational.

Wright says he never thought he was going to die — partly because he knew his cat wouldn't sink, and partly because he'd been through a surprising number of near disasters on boats around the world. Nonetheless, he woke up at 4 a.m. four days later in a cold sweat when he realized how close he'd come to death.

We highly recommend that everyone read Wright's entire blog at blog.mailasail.com/syanna/14. It's well written and very informative.

As big cruising cat sailors ourselves, we think the most important lesson that cat sailors need to take from this accident — and we know Wright has known this for years — is that when the wind speed doubles, the force of the wind on the sails quadruples. So if the wind increases from 20 knots to 60 knots, as it apparently did in the case of *Anna*, the force of the wind on the sails increases by

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happy

to take a Caribbean escape — say, a sailing charter — you book the boat as far in advance as possible. It might be cheaper if you book it at the last moment, but experts contend it won't make you as happy because you won't have as much time to anticipate it.

One of the experts cited in the article is filmmaker Roko Belic, who has spent much of the last several years traveling the world making the documentary titled *Happy*. Originally from a San Francisco suburb, he moved to a trailer park in Malibu because he found the San Fran-



— cont'd

cisco surfing experience to be less than satisfying. He now surfs three to four times a week. "It definitely has made me happier," he says. It's not just the surfing, but also the fact that he's made great friends in his trailer park. "The one single trait that's common among every single person who is happy is strong relationships," he says.

How does taking off and going cruising in a modest boat with someone you love fit into all this? Pretty much like a glove, if you ask us.

— richard

anna — cont'd

nine times! This is why a 28,000-lb cat such as *Anna* can be flipped, if the mast doesn't snap first. One of the main differences between a monohull and a cat is that if you don't reef a monohull in time, you might get knocked so far down that the masthead will be in the water, but you'll come back up. If you don't reef a catamaran in time, you can get knocked all the way over, so there is no substitute for being conservative with how much sail is set, and being alert to the possibility of a sudden and dramatic increase in windspeed. If you get surprised by a blast of wind, the sheets — particularly the main sheet — must be released immediately, and the boat headed as far upwind or downwind as possible.

The second important lesson to take from the incident is that having the proper safety equipment — as *Anna* did — can save lives.

— richard

Take it where you can — August offered only a handful of sunny sailing days, and the sailors on 'Oshun', 'Yucca', 'Polaris', and 'Temptress' took full advantage.

