

Latitude 38

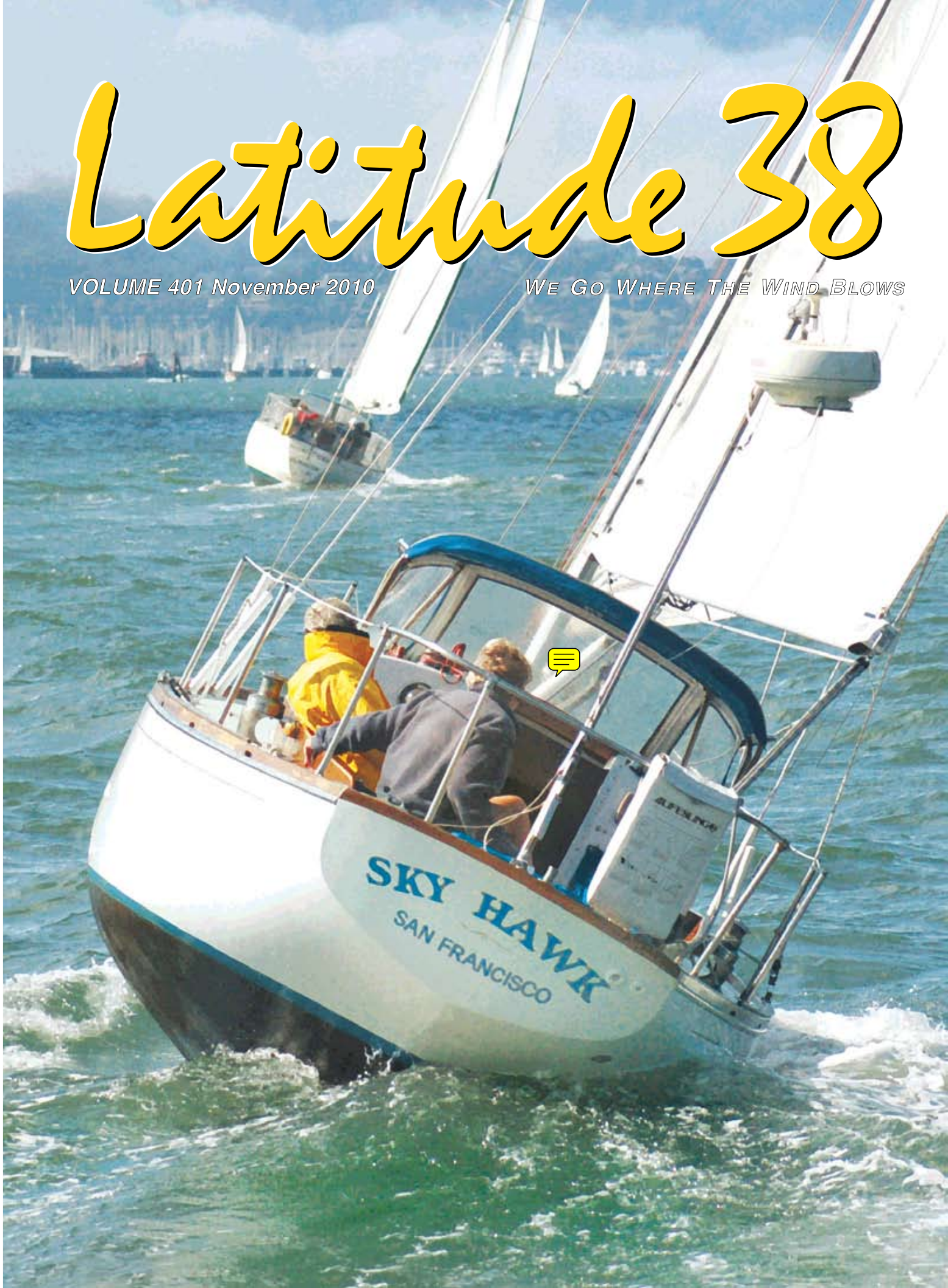
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VOLUME 401 November 2010

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NOVEMBER 2010

VOLUME 401





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Ashley Perrin and “kid” brother Myles were the only sister/brother team sailing in this year’s Round Britain and Ireland Yacht Race, sailing their dad’s Capo 30, *Santana*. The race was sailed by 60 boats, all doublehanded, covering 2500 miles in everything from glassy calm conditions to gusty winds and large seas.

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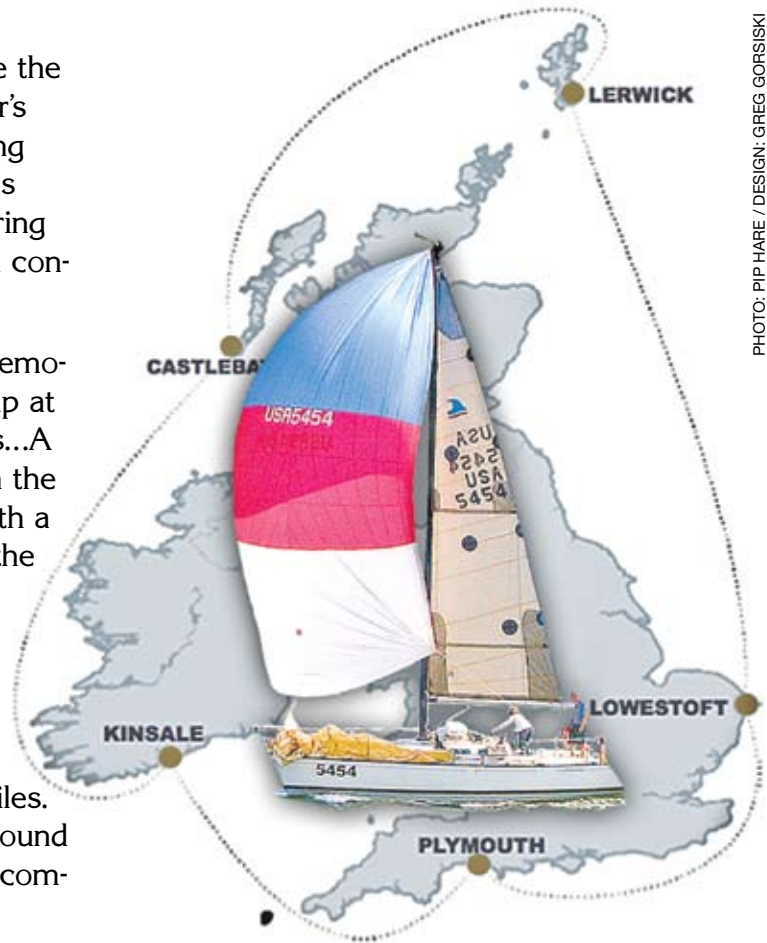


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Santana*

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Cover: *Sky Hawk* takes wing on a beautiful October day.
Photo: Latitude 38/Rob

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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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1999
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Beneteau 361
2000
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SAIL

50'	Hollman	1989	169,950
49'	Beneteau 49	2009	380,000
47'	Beneteau 473 3-cabin	2006	329,000
47'	Beneteau 473	2004	258,000
47'	Beneteau First 47.7	2001	SOLD
46'	Amel Maramu	1985	124,000
43'	Gulfstar CC	1979	SOLD
42'	Beneteau 423	2005	199,999
42'	Cascade	1971	47,500
40'	Island Packet	1998	225,000
40'	Hardin Seawolf ketch	1970	70,000
39'	Beneteau 393	2003	SOLD
39'	Carroll CM 1200	1995	59,900
38'	Island Packet 380	1999	239,000
38'	Tartan 3800	1995	129,000
37'	C&C 37	1985	59,900
37'	Pacific Seacraft	1984	129,000
37'	Tartan 3700	2006	239,000
36'	Beneteau 361	2002	109,500
36'	Beneteau 361	2000	114,000
36'	Cape Dory ketch	1984	89,900
36'	CS Merlin	1988	62,500
36'	Island Packet 350	1999	169,000
35'	C&C 35 Mk III	1983	49,900
35'	Dehler 35 CWS	1996	82,000
35'	J/109	2003	SOLD
35'	J/105	1999	94,000
34'	Aloha sloop	1984	49,500
31'	Beneteau First 310	1993	44,900
30'	Juno Produktor, beautiful classic wooden boat	1960	38,000

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38'	PC True North	2007	369,000
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Ranger 29 Tug, 2010	224,937
Ranger 27 Tug, 2011	NEW MODEL! 149,937
Ranger 25-SC Tug, 2010.....	NEW MODEL! 129,937
Ranger 21-EC Tug, 2011	49,937

Preowned Ranger Tugs at Our Docks

Ranger 25 Tug, 2010	145,000
Ranger 25 Tug, 2008	110,000
Ranger 21-EC Tug, 2010	50,000



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"we go where the wind blows"

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Catalina 36 MkII, 2004.....	127,777
Catalina 36 MkII, 1999.....	93,750
Catalina 36, 1986	44,000

Catalina 350 MkII, 2004.....	144,500
Catalina 350 MkII, 2004.....	127,500
Catalina 350 MkII, 2008.....	169,500
Catalina 34, 2007	134,500
Catalina 34, 2004	109,500
Catalina 320, 2000	74,900
Catalina 320, 1999	83,750
Catalina 310, 2007	94,500

Preowned Sailing Yachts at Our Docks

Cavalier 45, 1985	199,500
Hunter 37, 1987	61,500
Hunter 36, 2004	119,000
Islander 36, 1977.....	39,900

Hunter 31, 2007	84,900
Nonsuch 30, 1981	49,000

New Ranger Tugs in Stock*

Ranger 29 Tug, 2011	\$224,937
Ranger 29 Tug, 2010	224,937
Ranger 27 Tug, 2011	NEW MODEL! 149,937
Ranger 25-SC Tug, 2010.....	NEW MODEL! 129,937
Ranger 21-EC Tug, 2011	49,937

*base price

Preowned Ranger Tugs at Our Docks

Ranger 25 Tug, 2010	145,000
Ranger 25 Tug, 2008	110,000
Ranger 21-EC Tug, 2010.....	50,000



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CALENDAR

Non-Race

Nov. 2 — Downwind Marine's Cruisers' Seminar Series continues with 'AIS: The Best Collision Avoidance System' by Steven Gloor at Downwind Marine at 7:30 p.m., \$3. More seminars at same time and location. **11/3**: Intro to Offshore Communications for Cruisers (Shea Weston); **11/4**: Safety Mindset & Liferaft Demo (Bruce Brown); **11/9**: Surviving a Haul-Out (C.F. Koehler); **11/10**: Intro to Offshore Communications for Cruisers (Shea Weston); **11/11**: Offshore Rigging & Rigging at Sea (Capt. Stephen Mann). Info, www.downwindmarine.com.

Nov. 3-24 — 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.stfyj.com.

Nov. 4 — 'Five Things You Should Know About Radar' by Richard Foregger of Club Nautique at San Carlos West Marine, 6-8 p.m. Free. Info, (650) 593-2070.

Nov. 6 — Cruisers' Kick-Off Potluck at Downwind Marine in San Diego, 12-4 p.m. Info, www.downwindmarine.com.

Nov. 6 — Annual Alberg Design of San Francisco dinner at Pasta Pelican in Alameda. All owners of Alberg-designed boats welcome! Info, <http://albergssfbay.memberlodge.com>.

Nov. 6, 13, 20 — 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.

Nov. 7 — Daylight Saving Time ends.

Nov. 7 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Nov. 7-28 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Nov. 11, 1620 — After a grueling 66-day transatlantic journey aboard *Mayflower*, a group of English Separatists stepped ashore at what would become Plymouth, Massachusetts.

Nov. 11 — Take a veteran for a sail.

Nov. 11 — 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.

Nov. 11 — Crabbing seminar at San Carlos West Marine, 6-7:30 p.m. Free. Info, (650) 593-2070.

Nov. 12, 1979 — Famed illustrator and author of *The Marlinspike Sailor* and *The Arts of the Sailor*, Hervey Garrett Smith, passed away in Long Island, New York.

Nov. 13-14 — America's Boating Course by Carquinez Sail & Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$40. Info, www.carquinez.org/public_courses.html or (707) 55-BOATS.

Nov. 14, 1909 — Joshua Slocum sailed from Martha's Vineyard aboard *Spray*, bound for the West Indies, never to be seen again. In 1924, he was declared legally dead, and this day set as his death date.

Nov. 14 — Sailing Speaker Series with Yoga for Women. Synthia Petroka and Sylvia Seaberg will talk about their Pacific Cup experience aboard the Schumacher 52 *Cinnabar*, 10 a.m.-noon at Bow Yoga Studio in San Rafael. \$30 for seminar, yoga and meditation classes. Info, (510) 333-8846.

Nov. 18 — 'Marine Radar' by U.S. Power Squadron at San Carlos West Marine, 6-8 p.m. Free. Info, (650) 593-2070.

Nov. 18 — Jim DeWitt art reception at the artist's studio in Pt. Richmond, 5:30-8 p.m. free. A DeWitt retrospective will be open all month. Info, (510) 236-1401.

Nov. 20 — SF Maritime Park's Sea Music Concert Series aboard *Balclutha* at Hyde St. Pier, 8-10 p.m. Featuring Jimmy Crowley & Marla Fibish. \$14. Info, (415) 447-5000 or www.

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CALENDAR

nps.gov/sqfr.

Nov. 21 — Howl at the full moon on a Sunday night.

Nov. 22, 1718 — Captain Edward Teach, otherwise known as the pirate Blackbeard, was beheaded by the crew of *Jane* after a fierce onboard battle.

Nov. 25 — Work off all that turkey with a daysail.

Nov. 27 — Thanksgiving Cruiser Party hosted by El Cid Marina at Plaza Machado in Mazatlan, 5-8 p.m. Tickets \$25 (\$20 for Ha-Ha'ers). Info, marinaelcidmazatlan@elcid.com.mx.

November, 1980 — It Was Thirty Years Ago from the *Sightings* article 'Watch for the Bird' by Mark Whittington:

Two searches in the fastest flying yacht in the Pacific couldn't track down a radioless rower trying to cross the Pacific from San Francisco to Australia. Peter Bird, a 33-year-old English photographer, rowed under the Golden Gate on October 1 in his attempt to make the first solo, oar-powered crossing of the Pacific. Bird anticipated the trip to last nine months to a year, and planned to stay in touch with twice-a-month radio reports to Point Reyes. But Bird, seasick on his first night out, lost part of his antenna and, with it, his transmitting ability.

Since then, Kenneth Crutchlow, the Sonoma importer who'd sponsored the voyage, has made two attempts with *Merlin* to bring Bird a replacement antenna.

Crutchlow chartered Bill Lee's *Merlin*, holder of the Trans-Pac record, and set out for Santa Cruz. A satellite is tracking Bird using a signal beamed from the 35-ft row boat *Britannia II*. NASA officials in Maryland used a computer to fix his location and then phoned the results to Crutchlow.

The first search for Bird took *Merlin* 80 miles west of Santa Cruz. After a night of rough motoring, the 67-ft sloop hoisted her blast reacher and sailed at up to 16 knots toward Bird's last charted location. A search plane out to assist was unable to spot the bright orange row boat, and since *Merlin's* skipper, Fred Sampson, had to leave the next day for yachting business on the East Coast, *Merlin* headed back for Santa Cruz.

Crutchlow, undaunted by his own seasickness on the first trip, tried again with *Merlin* two days later. This time, Roland Mays, who had sailed *Merlin* in the Ballena Bay TransPac, headed out with a smaller crew. They stayed out for three days, sailing 120 miles southwest of Santa Cruz. An uncertain location from the NASA satellite kept the spotter plane on the ground until the second day. Once in the air, the plane was unable to contact either *Merlin* or Bird. Mays turned *Merlin* back, sailing in light winds and calm seas.

Last word indicated that NASA tracking shows Bird headed for an unscheduled stop in Baja California. Because there is no radio contact, Crutchlow said he was unsure if Bird was trying to land in Ensenada to pick up a spare antenna.

Editor's note: As we go to press, Peter Bird has rowed to shore at Caramul, an unmapped village about 100 miles south of Ensenada. He tried to buy food with a credit card, then an English pound note, neither of which was a big hit with villagers. He finally received assistance from a priest before his sponsor, Kenneth Crutchlow, located him. He's been given a new antenna, is working on resealing badly leaking hatches, and will again get underway. To date, *Britannia II* has been flipped end-for-end once already.

2010 footnote: After 147 days at sea, *Britannia II* capsized off Maui. Bird survived but his boat was destroyed on a reef. A Hawaiian builder helped Bird build another boat, *Hele-on-Britannia* (Hawaiian for "carry on, Britannia"), which Bird later spent 294 days rowing the 6,000 miles from the Bay to Oz.

Dec. 2 — 'Coastal Navigation Simplified' by Club Nautique's Bryan Chavez at San Carlos West Marine, 6-8 p.m. Free. Info,

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\$79,000



Beneteau 33, 2002
\$70,000



33' Hunter Sloop, 1980
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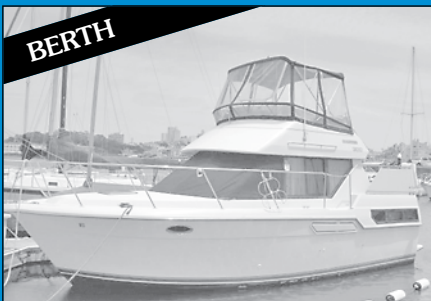
46' Moody, 2000
\$350,000



Hinterhoeller 26C Nonsuch
1981 \$25,000



30' Cape Dory, 1978
\$32,500



Carver 30, 1993
\$59,900



Newport 30 MkIII, 1982
\$23,500



28' Blackfin, 1981
\$29,000

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CALENDAR

(650) 593-2070.

Dec. 4 — 34th Annual Lighted Yacht Parade on the Oakland/Alameda Estuary. Starts at 5:30 p.m. Presented by Encinal YC, Oakland YC and Marina Village Yacht Harbor. This year's theme is 'Make the Season Bright!'. Find out more and enter your boat at www.lightedyachtparade.com.

Dec. 4 — South Beach YC Lighted Boat Parade from McCovey Cove to the Ferry Building, 5-7 p.m. Chili and hot buttered rum at the YC after. Info, www.southbeachyc.org.

Dec. 4 — Vallejo YC Harbor Lighted Boat Parade. Info, www.vyc.org or (707) 643-1254.

Dec. 4 — Stockton SC Lighted Boat Parade. Info, www.stocktonsc.org.

Dec. 4 — Santa Cruz YC Lighted Boat Parade in the south harbor, 5:30 p.m. Info, www.scyc.org.

Dec. 11 — Sausalito Lighted Yacht Parade along the waterfront, 6 p.m. Info, www.syconline.org.

Dec. 11 — Petaluma YC Lighted Boat Parade, 5:30 p.m. Info, (707) 753-1590 or www.petalumayachtclub.com.

Racing

Oct. 30-Nov. 6 — 24th Annual Pro Am Regatta on Virgin Gorda, hosted by Bitter End YC. Info, www.beyc.com.

November, 1980 — It Was Thirty Years Ago from the *Sightings* article 'The Vallejo One-Two':

It's been a year of light breezes for the Singlehanded Sailing Society. In the spring, the Farallones Race folks were, in many cases, thwarted by light winds, a condition that was repeated in the TransPac to Kauai, and most recently in the two-day fall event. But then the SSS's fall event never has had any wind, be it in the ocean or on the Bay.

This marked the first year of a SSS event to be held in the Bay, and it also marked the first time a doublehanded leg was included. The course was a simple one: singlehanded from the Berkeley Pier to Vallejo on Saturday, then doublehanded from Vallejo back to Berkeley on Sunday.

As it turned out, the combination of wind and tide greatly favored the Division II boats, but even some of them had to fight from 10 in the morning until way past dark to cross the finish line. Of the 38 boats that started, 31 actually completed the course. Overall winner for the combined two-day event was *Token-J*, a J/24 sailed by a gentleman named Maloney. John Robinson in the Hawkfarm *Courageous* was second overall, with Lester Robinson sailing Chuck Hawley's Moore 24 to third place.

Hard luck story for the race was Frank Dinsmore in his *Islander 28*. On the way up, he got a severe spinnaker wrap that he couldn't undo, and scared the hell out of the fleet trying to dock in a breeze with the chute still up. With aid, it still took several hours to unravel it. Then he just about rammed the concrete wall, then he almost drifted into the breakwater in Berkeley, almost hitting another boat while backing out — at least, that's how the story goes.

Honorable mention of the race is shared two ways. First to Mr. Foley for taking first to finish honors on both legs in the custom-designed *Third Reef*, and secondly to the Vallejo YC, who took the singlehanders in just the way they do for the Vallejo Race fleet in the spring.

Good time all around, but next year the fall event will probably be held earlier in the year, September perhaps. There are also indications that there will be a number of doublehanded races that will be part of the Society's events. Final word is that it's been a long year for the SSS staff, and they're like vampires crying out for new blood, perhaps yours if you'd

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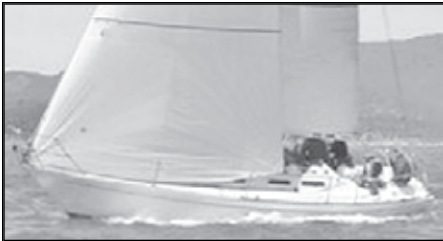
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Deep draft for cruising, buoy and offshore.
This boat has it all. Reduced to **\$495,000**



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Ready to win the Big Boat Series again!
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Islander 36, 1972, Absolute
Best in fleet.
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Kernan 44, Wasabi
Turn key race winner.
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39' Schumacher, 1996, Recidivist
Well equipped, proven race winner.
Asking **\$129,000**



J/32, 2002, Tango
Well maintained and equipped.
Asking **\$119,000**



J/105s
We have seven from
\$75,000



40' Summit, 2008, Soozal
IRC super boat.
\$599,000



38' Sabre 386, 2008, Kuai
Cruise or race.
Asking **\$295,000**

77' Andrews, '03*	\$799,000
53' J/160, '00, Novakane	\$619,000
52' Santa Cruz, '00, Isis	Pending
52' Santa Cruz, '99, Renegade	\$595,000
52' Santa Cruz, '98, Hula	\$495,000
52' Santa Cruz, '96, Madusa	\$449,000
52' TransPac with IRC mods, '03, Braveheart*	\$499,000
48' J/145, Hull #9, '03*	\$675,000
48' 1D48, '96, Cal Maritime	SOLD
47' Valiant, '81, Sunchase	\$125,000
44' Kernan, Wasabi	\$429,000
44' J/44, '93, Halcyon Days*	\$285,000
44' Wauquiez 43 Pilot Station*	New Listing \$319,000
43' J/130, '96*	New Listing \$209,000
42' Custom Wylie, Scorpio	\$169,000
41' J/124, '07, Sea Wolf	New Listing \$329,000
40' J/122, '07, TKO	Reduced \$429,000

40' J/120, '04, Mad Max	Reduced \$229,000
40' Summit, '08, Soozal	\$599,000
40' Avance, '85, Caribou*	\$119,000
40' Olson, '83, Elka	\$79,000
39' Schumacher, '96, Recidivist	\$129,000
38' Sabre 386, '08, Kuai	New Listing \$295,000
36' J/109, '03*	\$189,000
36' Islander 36, '72, Absolute	\$45,000
35' J/105, '92, Hull #44, Orion	\$75,000
35' J/105, '99, Life Is Good*	Reduced \$82,500
35' J/105, '00, Hull #347, Bald Eagle	\$109,000
35' J/105, '00, Hull #343, Nirvana	\$109,000
35' J/105, '01, Hull #469, Streaker	\$115,000
35' J/105, '02, Hull #520, Sea Room	\$109,000
35' J/105, '04, Hull #634, Flying Dutchman	\$124,900
35' J/35, '84, The Boss*	Reduced \$34,000
35' J/35C, '93	New Listing \$89,000

35' 1D35, '00, Sweet Sensation	\$69,000
34' J/34, '85, The Zoo*	\$29,900
34' MJM 34z, '05*	Reduced \$334,000
33' J/100, Hull #9, '05	\$106,000
33' J/100, '05, Hattie	New Listing \$95,000
33' Back Cove, '08	New Listing \$279,000
32' J/32, '02, Tango	\$119,000
32' Catalina 320*	\$61,000
30' Peterson Half Ton*	New Listing \$27,500
30' Knarr, '80	\$20,000
29' MJM 29z, '07*	\$269,000
28' Alerion Express, '06*	\$99,000
28' Alerion Express, '02*	New Listing \$72,500
28' Islander, '79*	New Listing \$16,900
26' J/80, '04, Heart Attack	\$34,900
26' Aquapro Raider, '02	\$59,000

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CALENDAR

care to share it.

Nov. 6 — Summer's Last Gasp Race. HMBYC, www.hmbyc.org.

Nov. 6 — Fall Series #3. SSC, www.stocktonssc.org.

Nov. 6 — Lake Washington's annual Turkey Shoot Regatta. Info, www.lwsailing.org.

Nov. 6-7 — Match Race Championships. StFYC, www.stfyc.com.

Nov. 6-7 — Monterey Invitational/Perry Cup #1 (Mercuries). MPYC, www.mpyc.org.

Nov. 6-7 — NorCal #3 Appleton Youth Regatta for FJs. Info, www.pcisa.org.

Nov. 7 — Jack & Jill + 1, the woman-skipped triple-handed race on the Estuary. IYC, www.iyc.org.

Nov. 13 — The Running of the Bulls (El Toros) at Moss Landing. Elkhorn YC, www.elkhornyc.com.

Nov. 16 — YRA Year-End Awards Party at Berkeley YC. Info, (415) 771-9500 or www.yra.org.

Nov. 16 — The Big Sail: Stanford vs. Cal in J/105s. More fun than football! StFYC, www.stfyc.com.

Nov. 21 — Commodore's Challenge. IYC, www.iyc.org.

Nov. 26 — Wild Turkey Race. TYC, (415) 883-6339.

Dec. 4 — Fall Series #4. SSC, www.stocktonssc.org.

Midwinter Regattas

BERKELEY YC — Midwinters: 11/13-14, 12/11-12, 1/8-9, 2/12-13. Bobbi, (925) 939-9885.

BERKELEY YC — Chowder Races: Sundays through March except when it conflicts with above.

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 — Midwinters: 1/15-16, 2/19-20, 3/19 (bonus). Michael, racing@cyc.org.

ENCINAL YC — Jack Frost Series: 11/13, 1/22, 2/26, 3/26. Info, rearcommodore@encinal.org.



It's that time of year again — laid-back racing, mellow conditions, and tons of fun. The Midwinters season starts this month!

GOLDEN GATE YC — Seaweed Soup Series: 11/6, 12/4, 1/8, 2/5, 3/5. Leslie Anne, (415) 931-3980.

ISLAND YC — Estuary Midwinters: 11/14, 12/12, 1/9, 2/13, 3/13. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE MERRITT SC — Robinson Memorial Midwinters: 12/11, 1/9, 2/12, 3/13. Jackie, (510) 582-1048.

OAKLAND YC — Sunday Brunch Series: 1/2, 1/16, 2/6, 2/20, 3/6. John, (510) 366-1476 or j_tuma@comcast.net.

REGATTAPRO — Winter One Design: 11/13, 12/11, 1/8, 2/12. Jeff, (415) 595-8364 or jzarwell@regattapro.com.

RICHMOND YC — Small Boat Midwinters: 12/5, 1/2, 2/6,

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46' HUNTER 46LE, '05 \$229,550
A chance to own a rare like-new boat that shows like new and is very well equipped. She even has heat and air conditioning.



44' LAFITTE, '81 \$139,500
The Lafitte 44 is a renowned cruiser. *Second Wind* is proven and has had upgrades and top-notch maintenance over its recent history.



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CALENDAR

3/6. Opti Midwinters: 12/4, 2/5, 3/5. Tony, amcastruccio@sbcglobal.net or (925) 200-4441.

SANTA CRUZ YC — Midwinters: 11/13, 12/18, remaining TBD. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 11/7, 12/5, 1/2, 2/6, 3/6. John Mount, race@sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 11/13, 12/11, 1/22, 2/26, 3/19. Redwood Cup: 11/7, 12/5, 1/9, 2/13, 3/6. Tim Peterson, trp43@aol.com.

SHORELINE LAKE AQUATIC CENTER — Catalina 14.2s every Thurs. night till 11/4. John Stedman, (650) 940-9948 or (650) 965-7474.

SOUTH BEACH YC — Island Fever Midwinters: 11/20, 12/18, 1/15, 2/19, 3/19. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 1/22, 2/12, 3/12. Ian Matthew, ian.matthew@comcast.net or (415) 883-6339.

VALLEJO YC — Tiny Robbins Midwinters: 11/6, 12/4, 1/8, 2/12, 3/12. Info, (707) 643-1254.

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.

November Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
11/06Sat	0035/5.1	0521/2.2	1139/6.8	1821/-1.3
11/07Sun	0131/5.0	0507/2.5	1119/6.7	1806/-1.3
11/13Sat	0558/4.8	1132/2.8	1641/4.4	2316/0.8
11/14Sun	0639/5.0	1236/2.3	1757/4.1	
	LOW	HIGH	LOW	HIGH
11/20Sat	0333/2.6	0942/6.1	1635/-0.5	2347/4.5
11/21Sun	0409/2.8	1016/6.2	1710/-0.8	
	HIGH	LOW	HIGH	LOW
11/25Thu	0251/4.7	0709/3.2	1306/5.9	2001/-0.7
11/26Fri	0339/4.8	0814/3.1	1403/5.5	2052/-0.4
11/27Sat	0427/5.0	0931/2.9	1509/5.1	2146/0.0
11/28Sun	0514/5.3	1051/2.4	1626/4.6	2242/0.5

November Weekend Currents

date/day	slack	max	slack	max
11/06Sat	0215	0435/2.8E	0747	1037/3.2E
	1325	1645/5.6E	2040	2346/4.4F
11/07Sun	0208	0424/2.6E	0733	1022/3.0F
	1308	1631/5.5E	2029	2336/4.2F
11/13Sat	0050	0403/2.8F	0717	0941/1.9E
	1329	1600/1.6F	1838	2139/3.0E
11/14Sun	0142	0454/2.7F	0801	1039/2.2E
	1430	1710/1.7F	1947	2236/2.7E
11/20Sat	0032	0243/2.1E	0557	0847/2.5F
	1135	1454/4.6E	1854	2155/3.4F
11/21Sun	0118	0326/2.1E	0632	0925/2.4F
	1209	1535/5.0E	1934	2235/3.5F
11/25Thu		0048/3.6F	0426	0632/2.0E
	0929	1226/2.1F	1459	1839/4.7E
	2230			
11/26Fri		0137/3.6F	0514	0725/2.2E
	1035	1323/2.0F	1558	1932/4.4E
	2321			
11/27Sat		0229/3.5F	0602	0821/2.4E
	1148	1427/2.0F	1707	2028/4.0E
11/28Sun	0014	0322/3.4F	0648	0918/2.8E
	1301	1537/2.2F	1826	2128/3.6E

34th Annual

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Dec 4 2010**

**Oakland/
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Estuary**

**Starting at
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LETTERS

↑↓NOT WHOLE FOODS, WEIRD FOODS

In the October 4 *'Lectronic Latitude*, you asked world cruisers to tell you about the strangest foods we'd eaten during our travels. I spent some time in West Africa, and even sailed up the Rio Geba near Bissau, Guinea. There aren't many 'restaurants' as we know them in Bissau. Instead, it's more likely there will be a few plastic chairs and tables in someone's front yard — although sometimes there were real dishes and



DAVID KORY

French fried finches, not coming to a McDonald's near you.

tablecloths, too. The menu is whatever they happen to have that day.

One meal I enjoyed was "a dozen birds and beer," which cost \$1. The birds were tiny, finch-sized things that had been deep-fried whole with the local spices. It was surprisingly tasty. In the beginning, it was time consuming to eat them, as I nibbled on the tiny wings, legs and breasts. After a while, I did like the others, and just started crunching through the whole bird, bones and all.

I am pretty sure all the innards were in there, as the birds were really too small to remove anything. They just chop off the head and drop it in the oil. As they were deep fried, they were just kinda crispy.

David Kory
Barking Spider, MacGregor 65
Richmond

Readers — In addition to Kory's report, we like his history of boat ownership: a Tartan Ten; a Catalina 38, with which he took first in class in the '03 TransPac; a MacGregor 65 he sailed in the '05 TransPac, then used to cruise Alaska and win his class in the '07 Puerto Vallarta Race; a Catalina 36 he used to win in the Banderas Bay Regatta in '09; and a Hobie



TOMMY THAI

Skewered cockroaches, a favorite Thai snack.

33. Kory also leads about four charter groups a year for Tradewinds Sailing Center and will be leading 65 people to Thailand in a couple of weeks. While in Thailand, Kory and his group should be sure to try fried cockroaches — and other bugs and vermin — on a skewer. They're low in calories, nicely seasoned, and go well with an ice cold beer.

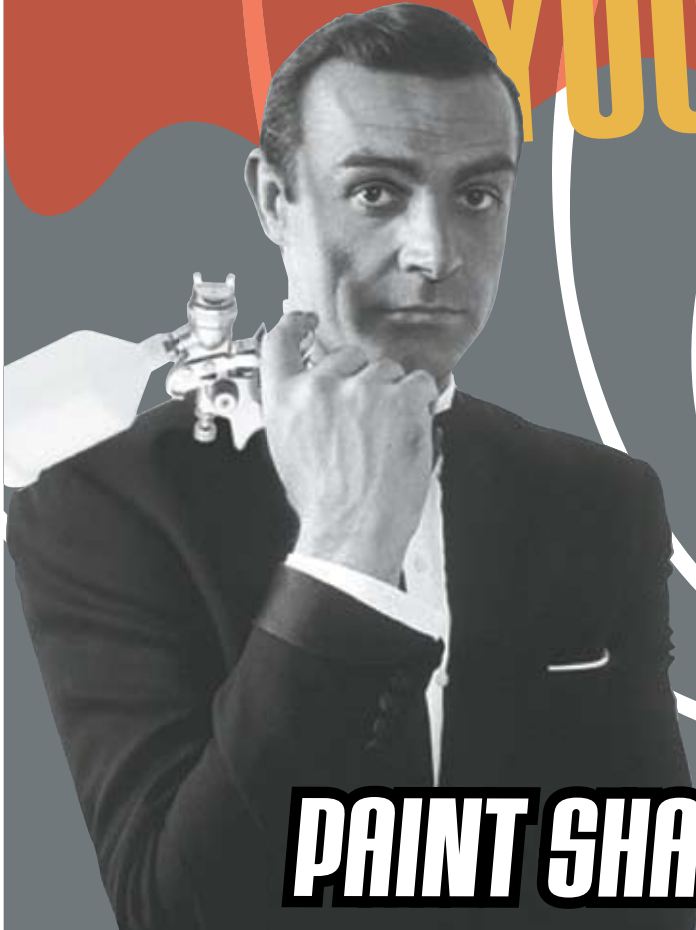
↑↓AND NOW IN VIETNAM, A SNAKE WINE SALESMAN

We cruised Southeast Asia in '06 and '07, and along the way made a side trip to Vietnam. It's such a beautiful and fascinating country that we used up every last minute of our one-month visas.

The Vietnamese have some very interesting wines. The base wine is made from rice, and they infuse this with all sorts of roots, herbs, and animals, which are left in the bottle. Among others, we saw bird wine, cat wine, and snake wine. Often the snake wine had a scorpion as an added ingredient. We did taste

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LETTERS

the snake wine when it was offered to us as part of a meal. I don't think you'll ever find it in Robert Parker's guide.

George Backhus & Merima Dzaferi
Moonshadow, Deerfoot 62
 Cartagena, Spain / Sausalito / New Zealand

Readers — It's not as if you have to search for these wines in speciality shops. Doña de Mallorca, the Devilette, and the Wanderer were lucky enough to spend Christmas-New Year holiday last year in Hanoi, Hue and Saigon, and can report that those types of wines are available everywhere. Not that we ordered any them to go with our fantastic street pho.

By the way, for those cruising Southeast Asia, Vietnam is an absolute must-see side trip, as it's every bit as fascinating as George and Merima say. Furthermore, it's dirt cheap, and the

Vietnamese — inexplicably — really like Americans, despite the fact that we killed millions of them. Although Vietnam has a long coastline, and Corsair folding trimarans and 50-ft cruising catamarans are built in Saigon,



SAIGON SUE

Snake wine, still not available in the Napa Valley. the corruption, bribes, and ultra-severe limitations on navigation imposed by communist officials make cruising there all but impossible.

↑↓ THE STORY, OR LACK OF IT, ON PREEMPTIVE TOOTS

As children, we all learned to look both ways before crossing the street. On most points of sail on San Francisco Bay, which we share with lots of larger vessels, this is easy to do. But I'm writing as a reminder that when we are sailing in the main shipping channels, which we do when the tides are helpful, it's also important to keep looking behind us. My letter also has a question.

As we left San Pablo Bay on Labor Day, and approached the Richmond-San Rafael Bridge, we were close-hauled in a strong ebb with heavy chop. With the wind increasing, we planned to reef my Cal 20 as soon as we cleared the bridge. With my best crew at the mast and ready to reef, I heard a single toot, and seconds later a wall of red passed within 40 feet of our bow. Luckily, the wash of the tanker kept us away from the ship, and gave the crew a couple of seconds to cleat the main halyard and rush back to the cockpit to tack.

Admittedly, I'm required to stay clear of ships in the shipping channel, but aren't fast-moving ships and tankers supposed to give smaller and slower boats a preemptive toot so they can take proper evasive action?

Howard Strassner
 Redbaron, Cal 20
 San Francisco Bay

Howard — Given that you live in California — where, let's face it, people are given every reason to believe they have absolutely no responsibility for anything in their lives, be it their food, shelter, transportation, health care, offspring, addictions, risky sexual habits, obeying laws, slipping on wet floors, or



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having their feelings hurt, it's perfectly understandable that you might wonder if it wasn't the ship captain's responsibility to let you know that you'd illegally been in the ship's path. But the answer is no, they are not supposed to give you a preemptive blast on their horn. If they were, the Bay would sound like a high-volume version of the streets of Hanoi, where the operators of the 5,000,000 motorbikes give a little toot every three seconds to let everyone else know where they are. One could only imagine the noise pollution.

Every vessel — including a Cal 20 — is required to have someone on watch, and being on watch means that the person is constantly looking all around — including aft — for any developing situa-



DEAN BECKER

It's your responsibility to look behind you.

tions. There is no way a ship on the Bay should ever be able to sneak up on anyone. By the way, a single "toot," means that a ship is turning to starboard, and thus the one you heard almost certainly was not meant for you. Instead of giving single toots to let you know they are coming up behind you, ships are only required to give prolonged blasts. This means 'danger', as in 'you're in great danger of being run down by me in the next few seconds.'

We're actually glad you asked this question, because too many mariners — and we're not referring to you — have the modern disease of thinking the world revolves around them, and therefore, rather than being responsible for looking out for themselves, think it's the rest of the world's responsibility to look out for them. It doesn't work that way. In fact, one of the things we love most about being on the water is that it's one of the few places left where people are still responsible for their actions, and most of the time have to accept the consequences, be they good or bad.

This might be a good time to review some of the more common horn signals. Remember, a short blast is one second long, while a prolonged blast is four to six seconds long.

- One short blast: I'm changing course to starboard.
- Two short blasts: I'm changing course to port.
- Three short blasts: I'm operating astern.
- Three prolonged blasts: Man overboard.
- Five prolonged blasts: Danger. On the Bay, it usually means 'I'm about to run you over.'
- Two prolonged blasts followed by one short blast: I intend to overtake you on your starboard side.
- Two prolonged blasts followed by two short blasts: I intend to overtake you on your port side.

About 40 years ago we hung out with a lovely young lady whose divorced mother lived in the Marina District of San Francisco. The mother periodically dated the captain of a ship that made very long runs to the Orient, and was thus gone for long periods of time. The mother once shared a rather intimate thing the two of them had going. The captain had created a unique horn signal sequence just for her — we can't remember what it was — that he'd sound just as his ship passed beneath the Golden Gate. "It meant that he was home, and he was horny as hell," she laughed. Our face grew red as a tomato as she

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LETTERS

confided that she found it "very erotic" that her captain had the power to sound a signal that would be heard by tens of thousands, but understood by just the two of them.

↑↓ **LAW AND ORDER ON RICHARDSON BAY**

The bastard who stole *Piko's* dinghy — as reported in the September 29 *'Lectronic* — was likely the same bastard who stole my kayak, which I kept next to my boat in Clipper Basin #3 in Sausalito, in July.

I also filed a police report. The next day I saw my kayak advertised on Craigslist, but the ad was pulled before the police could trace it.

The Sausalito Police told me there has been a rash of such thefts this summer.

Gary Ryan
'iliohale, Hanse 34
Sausalito

Readers — Seattle-based cruisers Lauren Buchholz and Lauren Smith had sailed their Wauqueiz 35 Piko — the #2 entry in this year's Baja Ha-Ha — under the Gate on September 13, and spent a week in Alameda's Marina Village before anchoring off Sausalito's Paradise Bay Restaurant in Richardson Bay.

"I'd let my guard down," Lauren B. told us. "I tied up our dinghy that night with a proper cleat hitch, and the next morning, the dinghy was gone." When 'The Laurens' realized their dink was AWOL, they upped anchor and did a circuit around the area but saw no sign of it. They filled out a police report — "They told us not to expect to see it again," said Lauren B. — and hot-footed it over to Sal's Inflatables in Alameda for a replacement.

According to Sausalito Police Sergeant Thomas Georges, while there were a number of dinghy thefts reported this summer, the total wasn't unusually high. Regardless, normal precautions should be taken when securing your dinghy to the boat or dock — anywhere, not just Richardson Bay. Thieves are notoriously lazy, and they typically don't want to work for their free ride. Make stealing your dinghy difficult and they're more likely to move on to easier pickings.

In case you were wondering, 'The Laurens' say that their experience has left a permanent mark on their perception of the Bay Area — a good one. "With the exception of the guy who stole our dinghy, everyone here has been so friendly and supportive. It's been amazing."

↑↓ **OUTBOARDS MAKE BIG SENSE ON SMALL BOATS**

We have a Santana 22 with a 2-hp outboard to get out to the starting line of races, and a 6-hp to get up the coast for races. We have no use for a diesel.

That said, we could hug the 11-hp diesel on Barry Keeler's Catalina 30 *Pair O' Dice*. When we were returning from the Catalina 30 Nationals in San Diego, we had 25 to 30+ knots of wind and breaking seas for 22 hours as we battled our way from San Simeon to Monterey. But the Catalina's little diesel didn't miss a beat for 22 hours in those very rough conditions. Not only that, but the boat's prop never came out of the water, and we're here to tell the tale.

For the entire leg from Morro Bay to Santa Cruz, we only used 15 gallons of fuel, so you can figure the mileage.

Stefan Berlinski & Mary Larkin
Hamachi, Santana 22
Santa Cruz

Stefan and Mary — You make us aware that we never mentioned that as boats get smaller — say under 27 feet — and lighter, it makes increasingly less sense for them to be equipped



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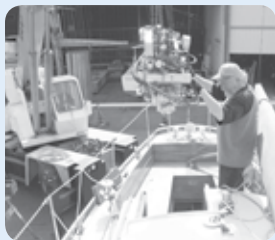
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with a diesel. The downsides are greatly added expense, extra weight, the complications of installation, and so much noise and heat in such a small area. Like you, we'd never put a diesel in a boat like a Santana 22.

When considering fuel economy, gallons per hour is usually more illuminating than gallons per mile, especially as you were bashing right into very strong winds and big seas on that Catalina 30. Had it been flat water, we bet you would have used something like half as much fuel.

↑↓WHAT A SHOCKER!

I work with electrical systems on boats, and I was recently contacted by a local sailing school/charter outfit because one of their crew had received a severe shock from touching the backstay on one of their boats.

As I would later hear the story, the victim felt immense pain, but wasn't sure what was happening to him. After what seemed like a long time, one of the charter guests, seated just a foot or so away, remarked "Hey, I think that guy is getting electrocuted!" When the victim heard this, he, with tremendous effort, was able to let go of the backstay. When he did, he fell into the cockpit, but was no longer being shocked. The shorepower was immediately turned off before anyone else could get hurt. After being checked out by a doctor, the victim was cleared to go home. Lucky for him that he hadn't made contact with anything metal with his other arm, as it would have created a path across his chest cavity, and he could have been severely injured or electrocuted.

By the time I was able to respond to the company's message, I was informed that they had found the problem — the inverter — and solved it by disconnecting it. I offered to come by the boat anyway, for free, to make sure everything was all right. It wasn't. It didn't take me long to find the real problem, which can be seen in the accompanying photo. The primary cause was the most worn-out 30-amp shorepower cord that I have ever seen. The molded rubber and the metallic receptacles at the female end of the cord were so worn that the plug could have fit into the male hull receptacle prongs in any of the three positions! When I inspected it, the plug was plugged in — but off by 120 degrees! As a result, the cord's AC hot wire was connected to the boat's safety ground wire — which energized all of the rigging and lifelines with 120-volt power.



MALCOLM MORGAN

A worn twist-on electrical connector — a recipe for trouble.

There are several safety issues raised by this incident, but it is one of the best examples I have seen yet for periodically inspecting shorepower cords for wear, for having an isolation transformer, or at least for upgrading to the new SmartPlug connector from SmartPlug Systems. The SmartPlug device has a much better design that prevents misaligning the connector. With a transformer installed, the rigging would not have become energized.

I also spoke with the victim, who luckily survived, and learned some other interesting things. First, the cord for the charter boat had been in that condition for some time, yet all the onboard equipment had been working. I'm guessing the reverse polarity light on the boat had been illuminated, but wasn't in a location where it was easy to see. Second, the

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victim had been shocked despite the fact that he was wearing fairly thick-soled rubber shoes, and was standing on a dry fiberglass seat with teak overlay. Third, the 110-volt receptacle for the shorepower cord is on the transom of the boat, and it was customary to hold onto the backstay when disconnecting the power cord. Note to everyone: Please turn the power off at the dock before disconnecting the shorepower cord from the boat!

My goal is to raise everyone's awareness of the dangers of worn and/or corroded shorepower cords. By the way, the 30-amp twist-lock cord so popular today was designed in the '30s. I believe that it has a serious design flaw, which is that the smallest pin is the neutral (return) pin, which always overheats first. Had the connector been designed so the hot pin was the smallest, if it failed it would simply cause low voltage to the equipment, but would not compromise the safe return path of the electricity. But with today's popular twist-lock connectors, when the neutral pin gets compromised, it raises the resistance of the critical return path to the power source on land. When this happens, return current will take all other available paths back to shore — often through the water or the safety ground wire — creating a serious safety hazard.

Everyone with a boat should make sure they carefully check all parts of their 110-volt shorepower system on a regular basis. This means inspecting the dock receptacle, both ends of the cord, and the hull inlet fitting several times a year for any signs of burning, corrosion or wear. If there is any sign of wear, the damaged part should be replaced immediately.

In the case of any severe shock incident, one should make sure they get an ABYC certified tech on the boat to make sure the fault that caused the problem has actually been repaired. In the case I'm writing about, crew replaced the badly damaged shorepower cord with one that was almost as bad. Had I not insisted on checking this boat, someone else surely would have gotten shocked, perhaps more seriously.

Malcolm Morgan
Morgan Marine Engineering
Sausalito

Malcolm — Nicely explained. The SmartPlug system, which can be retrofitted on shorepower cords and boats, sure makes a lot of sense to us. We've always found the twist plugs to be unnecessarily difficult to use.

COURTESY SMARTPLUG



We think the Smart Plug is more foolproof than twist-on plugs.

You're preaching to the choir when it comes to warning about worn or corroded plugs on extension cords. We had 'excessive electrical activity' in one of the interior electrical outlets on Profligate the other day because of badly corroded prongs and broken internal wiring on the old extension cord we were using. It only destroyed one electrical outlet, but could have been much worse if it hadn't been caught right away.

↑↓ART OR 'INDUSTRIAL POLLUTION'?

The Tethys Project, in which New York artist Bob Schuler has dropped 430-lb "sculpted granite cubes" overboard every 100 miles across the Atlantic, and wants Pacific Puddle Jump

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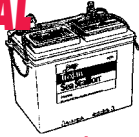
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boats on the way from the Galapagos to Tahiti to do the same, strikes me as another form of industrial pollution. When I visit some local natural wonder and gaze into pristine blue waters,



ALI ABABWA

Are these examples of 'Industrial Pollution'?

pollution in the world's oceans.

I don't want it marred by some cube of sculpted granite paid for by my tax (grant) dollars.

I urge all Puddle Jumpers to take their cubes and build a wall around this flake. He should use his grant funds to retrieve the existing

Bill Kelly
Surface Time, Four Winns
 Rio Vista

Bill — We're no big fan of the Tethys Project, but we think you're going overboard as fast as one of Schuler's sculpted granite cubes when you claim that what he's been doing and



WEBB LOGG

hopes to continue doing is a form of "industrial pollution." What's industrial about it? And since pollution is defined as "the process of contaminating the soil, water, or atmosphere with harmful substances," that doesn't fit either. After all, granite is a rock, not a harmful substance. If you've ever been to The Baths in the British Virgins, you know that the naturally-occurring, house-sized granite boulders aren't contaminating anything.

What about the moai on Easter Island?

As for having your gaze marred by Schuler's cubes, how far down in the ocean do you think you can see when you're 100 miles offshore?

TOO MUCH OF A GOOD THING

In the August 23 *Oregonian*, there was an article picked up from the *New York Times* News Service concerning the overuse of electronic devices — such as cell phones and GPS messaging devices — to call for help in National Parks. The examples included, "People with cell phones call rangers from mountaintops to request refreshments or a guide; in Jackson Hole, Wyo., one lost hiker even asked for hot chocolate." In the Grand Canyon, someone pressed the emergency button on their satellite location device, and when rangers arrived, the hikers complained that their water supply "tasted salty." They couldn't make this stuff up.

There is no question that electronic devices have saved many lives. Isis, our boat, has an HF radio, an AIS receiver, an EPIRB and three VHF radios — and I plan to get a satphone before we continue across the Indian Ocean. But the point of the *Times* article was summed up by the spokesperson from Grand Teton when she said, "Because of having that electronic device, people have an expectation that they can do something stupid and be rescued." This statement could apply to our dear Abby Sunderland, and perhaps others who

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go to sea.

The silly examples used in the *Times* article are not exactly like being dismasted between Beveridge Reef and Niue, as *Latitude* reported happening to the Praags aboard their Westsail 32 *Tar Baby* in June. And while I'm not for a minute suggesting that sailing to Oz is a stupid thing to do, when



LATITUDE / RICHARD

Neither an EPIRB nor a sat-phone solves all problems, and both can be abused.

Mr. Pragg set off their EPIRB, he should have known that commercial carriers and fishing vessels rarely tow yachts to destinations of their choice. More importantly, before setting off the EPIRB and abandoning their vessel, I think they could and should have waited a few days for the weather to settle to see if they could fashion some sort of jury rig. After all, both Niue and Tonga were only a short distance away from their position. And if the jury rig didn't work, they could have called for help then.

I don't doubt that there can be heavy weather in the South Pacific Convergence Zone during cruising season. We got hammered one night with 55-knot winds going south from Niuatoputapu to Vava'u, Tonga. And this was when there was supposedly a weather window.

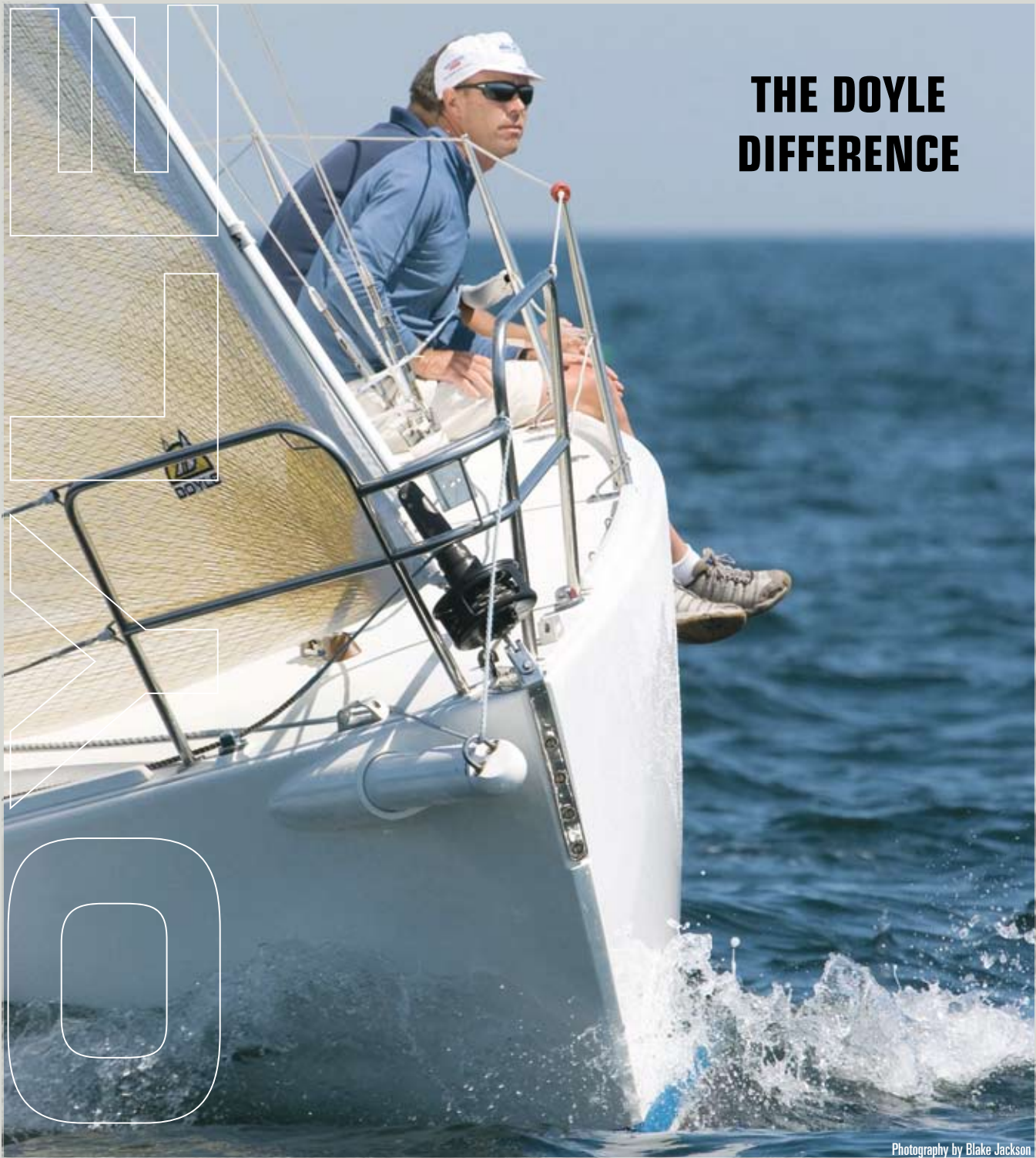
I wonder — and this is only speculation — if, following the failure of *Tar Baby's* windvane and the loss of her mast, Mrs. Praag, not being an experienced sailor, insisted that Mr. Praag call for help, and the only device he had for doing that was the EPIRB. And once the ship arrived, they couldn't resist getting on a larger vessel. If my suspicion is true, I'm not going to second-guess decision making that might be based on marital harmony. But I will take issue with simply abandoning the boat as opposed to scuttling her. They left an unlit menace for those yachts following in their wake. I'd sure hate to run into it.

While I was at a dock in Melbourne, an Aussie came aboard *Isis*, and we talked about boats. He told me the unusual story of how his Contessa 32 got to Australia. A woman had sailed her there singlehanded from South Africa. But on the way from Cape Town, she was rolled and dismasted in the same area as Abby Sunderland when the same thing happened to her. Since the woman didn't have an EPIRB, she had no choice but to come up with a jury rig. It took her an additional 40 days to reach Fremantle, but it certainly proves what can be done.

John Colby
Iris, Hylas 42
Portland, OR

John — There is no doubt that if adventurers are equipped with devices designed to call for help, they will use them. Most of the time they will be used for legitimate reasons, but sometimes they'll be used for idiotic purposes. It's no different than 911 calls. Most are legit, but some people call for things like assistance in getting their cat to eat a new brand of kibble. Who knows, maybe the solution in both cases is to bill people for at least some of the cost of the irresponsible calls.

We don't think it's fair to speculate on why cruisers do the things they do in semi-emergency situations because, as we've learned in the past, there are often unknown circumstances that play a part in the decision-making. Second-guessing cruiser decisions without knowing all the facts has made us look silly in the past, so we try to avoid it.



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LETTERS

We will, however, use the Praag's case to highlight the biggest shortcoming of EPIRBs — they don't allow users to describe the nature of their emergency. So if you set off an EPIRB, people rushing to your rescue have no idea if your boat has sunk and you're in a liferaft, if you've been dismasted, if you've had a heart attack, or if you simply ran out of Jack Daniel's and think it's life-threatening if you don't get more quickly. If someone who had been in the Praags' situation had a working SSB or a satphone, they could have made other cruisers aware of their specific problem, which didn't seem to be immediately life-threatening. In such a case, we would be surprised if some fellow cruisers wouldn't have offered, once the weather settled a bit, to tow Tar Baby to shore, where arrangements could be made for her to get where she needed to go for a new mast. If we're not mistaken, the Praags lost their entire investment because of, at least in part, the limitations of EPIRBs.

↑↓ **DAD FORGETS TOPPING LIFT, MOM LOWERS BOOM**

Great September issue *Sightings* on Richmond's Tim Murison and his Island Clipper *Bolero* coming down to Southern California and doing so well in classic yacht races. I'm pretty sure that his boat is Island Clipper #10, built by Fellows & Stewart, and purchased by my father Chuck in '52. She was named *Chiron* then, and Dad sailed her without any knowledge of boating



TOM HANSEN

except what he had learned on a Liberty Ship in World War II. There weren't any sailing schools in those days.

Chuck Avery's starter boat.

I was three months old when I sailed on her for my first and last time. Apparently my father dropped the main without securing the topping lift, and the heavy boom came crashing down within inches of me as I was being held in my mother's arms. This confirmed my mother's apprehensions about sailing and the safety of her offspring under my father's command.

My father sold the Island Clipper a few years later and bought a Six Meter, a much less satisfactory offshore racer/cruiser. I finally went sailing again when I was old enough to stay out of the way. There were many other close calls on the Six Meter, but fortunately none with my mother onboard.

P.S. I gave the publisher's 'motorcycle garage' away today to Steve Rander of Schooner Creek Boat Works in Portland, who is apparently going to do something with the current owner of the 94-ft *Pyewacket* from which the 'garage' came.

Brad Avery
Newport Beach

Readers — Brad survived his father's many sailing antics to become the director of Orange Coast College's School of Sailing and Seamanship, one of the largest and perhaps most successful self-sustaining public sailing programs in the country. He's been at the school for 30 years. Located in Newport Beach, the school has dozens of boats from 14 to 80 feet, and enrolls about 3,000 students a year. Avery has done about 13 TransPacs and other races, and has also skipped the school's S&S 65 Alaskan Eagle on many offshore voyages.

The 'motorcycle garage' Avery refers to was the first 30 feet of Roy Disney's MaxZ86 Pyewacket, which was famously cut off and replaced with an eight-ft longer bow section just prior to the

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LETTERS

'07 TransPac. We'd seen the overturned bow section, minus the deck, when we visited the school's boneyard on our KLR 650 dual sport bike two summers ago. "Dibs!" we cried, immediately



LATITUDE / RICHARD

The Wanderer's 'motorcycle garage'. We snoozed, so we loozed.

sensing the bow's potential to become the world's most high-tech motorcycle garage. While Avery initially gave unofficial approval to the idea, we were too busy to ever get around to flipping it and actually using

↑↓ MYTHS ABOUT THE HA-HA

The mistaken beliefs that some people who have never done a Ha-Ha have about that event — that it's a "drunken orgy", that the fleet leaves a "trail of devastation" along the Baja Peninsula, and that none of the participants know how to sail — reminds us of the reaction we got when we started RV-ing full time. And again 11 years ago, when we started sailing around the world. People who had done neither tried to scare us out of doing them by saying what some people are saying about the Ha-Ha. We've come to realize that the people who say things like this would actually love to do the thing they criticize, but are too afraid. So instead, they use any method they can to stop others from doing them, so they won't look so bad by comparison.

We've just sailed from Canada to San Francisco, and will be leaving here in the middle of October. Who knows, we may see the Ha-Ha fleet, as we might be in the same area about the same time.

Will & Marilyn Imanse
Shaman I, Sceptre 36
Ladner, B.C.

Will and Marilyn — We think there are a number of reasons that some people who have never done a Ha-Ha are so vocal in denigrating it. While fear might be one of them, it could also be social anxiety, feelings of superiority, or even a sense that members of the Ha-Ha fleet aren't 'real cruisers' like they are. Whatever. The thing these people should realize is that grossly



LATITUDE / ANDY

We sometimes find the Grand Poobah insufferable, too — and we're him!

mischaracterizing the Ha-Ha hasn't hurt the event at all — this year's record 196 paid entries is proof of that — but makes them look foolish in the eyes of the thousands of people who have actually done a Ha-Ha and know better.

Just to be clear, we don't have a problem with sailors who don't do the Ha-Ha for whatever reason. Some people don't do it because they've already done one and want to do the coast more slowly and thoroughly this time, others are loners by nature, a bunch probably feel the

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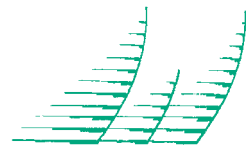


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LETTERS

Grand Poobah is insufferable, and others don't want to do it because . . . well, they're not quite sure why. We say good on each and every one of you, and we hope you have a fabulous trip south. That, of course, goes for you, too, Will and Marilyn. May our paths cross somewhere along the way.

↑↓ ANYTHING MY WIFE WANTS

I can't buy putting used toilet paper into a plastic-lined basket next to the head. That's because my wife would have never let me buy a boat if she couldn't put toilet paper in the head. So I told her to flush away on our two charters in the British Virgins. Then we bought a boat we've kept in the British Virgins for the last eight years, and it was flush away again. In nine years, we've only had one clog, which I took care of myself.

I think our success is a result of the following:

- 1) Electric heads work the best.
- 2) Carry a spare motor for the head.
- 3) Although our boat came with a popular but less-reliable brand of electric head, I changed it out for a better brand that is more quiet and dependable. As a result, I haven't used a spare in years.

4) Flush as you go.

5) No more than four sheets of TP at a time, no more than two wads in the toilet at a time.

6) We have two heads, so if one didn't work, we'd still have the other.

On the subject of showering belowdecks, of course! Anything my wife wants. That's why I bought a boat with a separate shower stall, and replaced the hot water heater to make sure it all works well. My wife is happy to clean the shower when we return to the marina, and we've never had a mildew problem. Her happiness at having a hot shower at the end of the day? Priceless.

I don't ever want my wife to think of our sailing time as 'camping'. So as we think about a newer, larger boat, she's right there with her wish list. My problem is keeping the choices within our budget — a problem I'm happy to have.

Bruce Hamady

*Passenger, Hunter 42 / Fandago, Hunter 35.5
BVIs / Sausalito*

Bruce — Different strokes — pardon the marine head pun — for different folks. If you and your wife are happy, we're happy.

↑↓ MARINE HEADS, GOOD FOR PUMPING BILGES, TOO

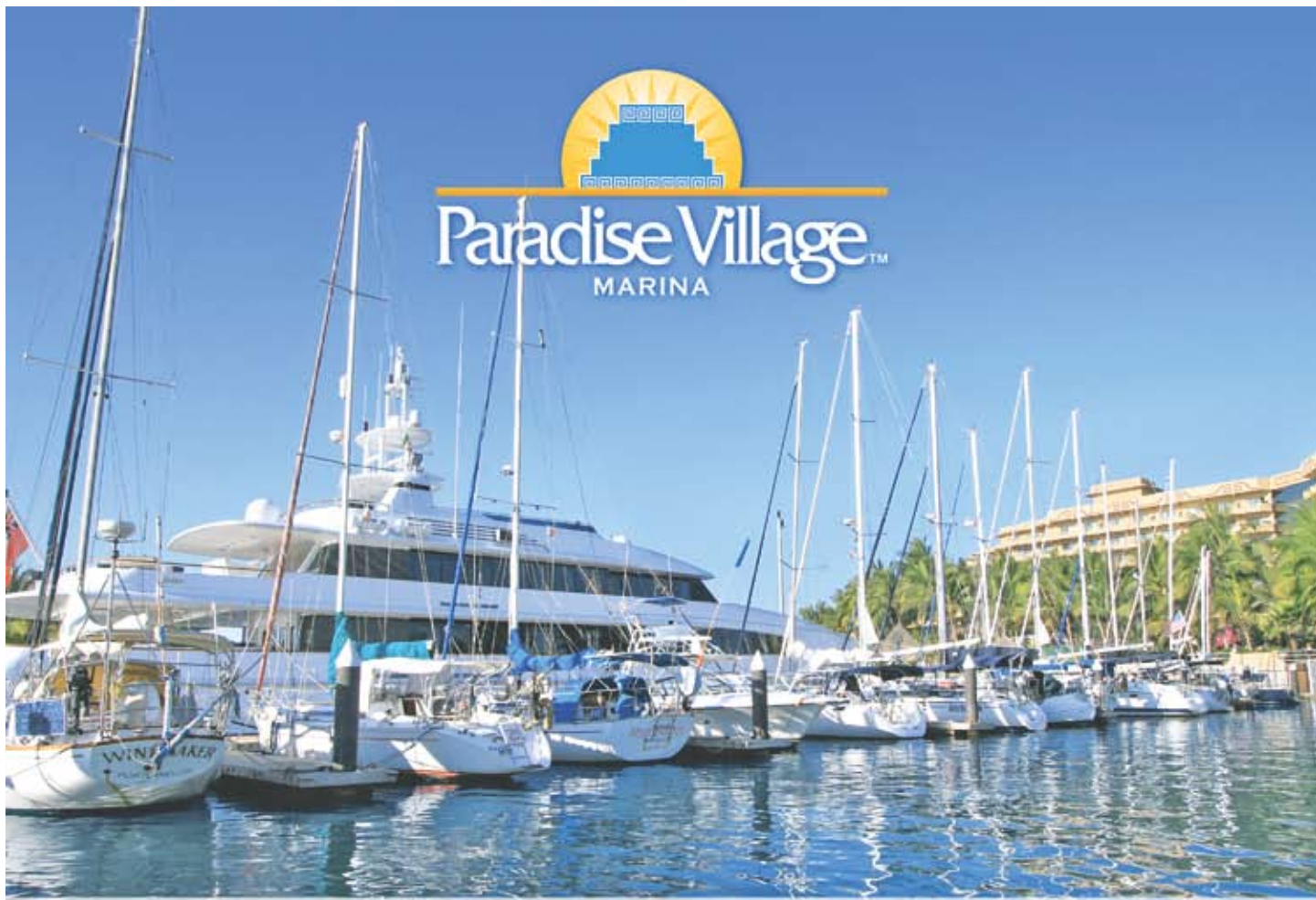
Maybe I've just been lucky, but in my 30+ years of owning my Cal 40 *Radiant*, we've never had a toilet blockage. We do have an advantage: the Wilcox-Crittenden Skipper model toilet. It's more expensive than most marine heads, but with a four-inch pump chamber, we've often joked that you could pump a chicken through it — with the feathers still attached.

Dating myself, but I did the '72 Acapulco Race aboard Burke Sawyer's Cal 32 *Atorrante*, which also had a Skipper marine head. But this had a 'Y' valve installed so it could also draw intake water from the bilge. In fact, it was the primary bilge pump on the boat, and it worked great. We were running in 20+ knots of wind most of the way to Cabo, and given that *Atorrante* was an old, wooden boat, we had to pump seriously every hour.

Fin Beven
*Radiant, Cal 40
San Pedro*



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LETTERS

Readers — Those of you who enjoy sailboat history might be thinking to yourselves, 'Cal never built a 32.' It's true that Jensen Marine, manufacturers of the Cal line of fiberglass production sailboats, never built a



FIN BEVIN

'Radiant's Skipper head was chromed, and the knob at the end of the lever is from a Corvette.

Cal 32. The Cal 32 referred to here was actually a Nick Potter-designed 46-footer, of which seven were built, all in wood. Bevin tells us that the first five were "somewhat less elegantly built" by Fellows & Stewart in San Pedro, while the last two were built at South Coast Shipyard in Costa Mesa.

"Burke Sawyer, who owned the Watts sail loft, meticulously maintained Atorrante. In fact, she had more of a 'new Dacron sail' smell than an 'old wooden boat' smell. Atorrante wasn't entered in the '75 TransPac, but sailed along with the fleet. One night halfway to Hawaii, she hit a whale and quickly sank. Her crew was rescued by Nick Frazee and his crew on Swiftsure."

⇕ SOFT FOR GENTLE SPIRITS

I would like to share a simple, clean and fresh way to handle used toilet paper on your boat. After all, disposing of used toilet paper into a plastic or paper bag to be offloaded at the end of your trip is nasty — especially if it's not your own.

The fix is simple — install a bidet onto your marine toilet. No matter what type of marine head you have, you can do it for \$50 and a length of hose.

I did it years ago on my Union 36, and it works great. Just locate the pressurized water line coming into the head, install an inline 'T' fitting, and run the hose to the bidet. The bidet's pressure can be varied with the unit's control knob. Soft for gentle spirits, hard for deep cleaning action.

When finished doing your business, you only need a small piece of tissue to dry yourself. The damp but otherwise clean toilet paper can now be tossed into the waste can. The amount of fresh water used is minimal, and, in my opinion, worth every drop.

I suggest visiting SimpleBidet.com for details. The one on my boat installed so easily and works so well that I had one installed on our master toilet at home.

Andy Smith
Tilligo, Union 36
Coyote Point Marina

⇕ IT DOESN'T HAVE TO BE LIKE CAMPING

It wasn't the September letter from Anonymous about toilets and showers on cruising boats that got under my skin as much as *Latitude's* 'it's like camping, take it or leave it' response.

I encourage the long-term sailing lifestyle because I think it's green and an amazing way to live, and fosters a deep appreciation of other people and the world around us. To me, use of toilet paper and showering are softball issues. But I would have pointed out that there are numerous marine heads that macerate toilet paper. Raritan's Crown I and Crown II Electric heads come to mind. The trick with them is to flush frequently. Other than toilet paper, which macerates and decomposes quickly and easily, nothing should be put in the



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LETTERS

head that hasn't been eaten.

With regard to showers, women prefer to take them below, while men and kids are fine in the cockpit. There is no problem with having both. Just keep a sponge handy down below to wipe down the walls and floors afterwards. That solves the mildew problem.

The real question is not whether to shower topsides or below, or to flush toilet paper or not. The real question is how much battery/charging power is needed to support one's lifestyle choices. If 'camping' is okay, the requirements are minimal. If pressure water, hot water, electric heads, a watermaker and refrigeration are preferred, those systems require more thought. Either way is fine.

If someone is a long-term cruiser, their boat is their home. Although you're traveling abroad, you're not staying in hotels or in the homes of others. You are in your own home, which can conveniently carry you across the Seven Seas to wonderful places, some of which are at the edges of the earth, others of which, like the Med, are smack in the center of civilization. You are only limited by your budget and imagination. Sailing, above all, is about making choices. I was surprised that your response was so one-sided.

Charles Paul

Bird of Paradise, Schooner
Long Beach

Charles — Perhaps we're wrong, but we didn't think our response was that one-sided. Anonymous asked what the toilet procedures were on *Profligate*, so we explained Doña de Mallorca's rules, and said that we "didn't have a problem with them." Then, after noting that there were other options, such as electric toilets, we wrote: "The approach to heads is usually a philosophical one. There are cruisers 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." Isn't that pretty close to what you're saying?

We admit, however, that we've been surprised at how many sailors have written to say they have, and like, their electric heads, and that in most cases the heads have been trouble-free. We'd heard quite a few complaints about these

heads in previous years — there is another in this month's *Changes from Lazy Daze* — but maybe only those who had problems thought they were worth mentioning. Anyway, we're happy for them.



LATITUDE / RICHARD

To us, there's nothing better than an outdoor shower aboard 'Profligate'.

As for the notion that those of us who prefer more simple boats and don't have problem with putting TP in lined waste-baskets and showering outdoors are "camping," or in some other sense living a second-class lifestyle, we think that's silly. Over the years we've had occasion to shower in some spectacular places, including some showers that had a dozen nozzles for maximum sensual pleasure. But not a single one of them could begin to compare to the sheer pleasure of a bath in the warm, blue waters of the Caribbean followed by a freshwater washdown on the transom of 'ti Profligate. Besides sex and surfing down a wave at 17



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LETTERS

knots, we're not sure what could be more pleasurable than that kind of outdoor shower experience.

We are, however, going to stand by our comment that the very squeamish just might not like cruising. There's just no way around it; from time to time there are going to be some funny body smells and noises. Of course, almost any kind of traveling is not for the squeamish. You'll read in next month's Changes that Andrew Vik of Geja notes with dismay how many restaurant toilets in countries such as Greece and Italy not only don't provide toilet paper, but don't even have seats on the bowls.

⇓ CHANGE COMES — SLOWLY — TO THE ALA WAI

First, Jim and I want to thank you and the *Profligate* crew for all your efforts to make the '09 Baja Ha-Ha memorable. We had a great time! Our original plan was to winter in Mexico, but prior to leaving for Southern California we received word that after 5+ years on the waiting list, our name had come up for a slip at the Ala Wai Yacht Harbor in Honolulu. Since the policy at the Ala Wai is that you must occupy the slip within 120 days of accepting it, we changed our plans and turned west three days after completing the Ha-Ha. Our passage to Hawaii is a story in itself, but I wanted to use this opportunity to update you on the changes going on here at the Ala Wai.

First, the docks. Some time in '08, F Dock was replaced with new floating docks. In '09 — and just in time for the TransPac — A, B and C docks were replaced with floating docks. Most of these slips are now occupied by what must be considered 'appropriate vessels' — sail and power boats that actually leave the harbor and are used for their intended purposes.

It's true that there are still problems with docks — especially as you move seaward from the 600 Row of slips. I don't know what the plans are for these deteriorating slips, but for now we love our spot. In fact, we can park a car right in front of our berth!

Second, the derelict boats. There still are a few, but far fewer than in years past. Starting in fall '09, renewing a mooring permit requires three things annually: A Coast Guard inspection; proof of a \$300K liability policy naming the Ala Wai as co-insured; and a buoy test that proves a boat can move under her own power to the entrance buoy and back. Needless to say the 'garages' of years past are gone.

Third, the slip fees. While the Ala Wai rates are still below the market rate for the mainland, after a great deal of turmoil, they are going up and should reach parity with other public marinas within a few years.

Fourth, the staff and facilities. We've never been treated with anything but respect and consideration at the Harbor-master's Office. They have a difficult job, and I think they do it well. We occasionally have friends sailing in from the mainland who get all in an uproar over this or that rule, but we mention that a positive attitude and the loss of the 'chip on your shoulder' go a long way in most places, in Hawaii as well as Mexico.

As for the buildings, no design awards for sure, but they are clean and maintained. In addition, over the last several years a major clean-up of the Ala Wai Canal has been accomplished, and as a result the marina is no longer filled with debris. I still wouldn't swim here, but the difference over several years ago is remarkable.

Fifth, future development. There's a lot happening around here, although we are not keeping up with the possibilities or the politics. When we are here, we go sailing — we just completed the Lahaina Return over Labor Day weekend — or



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Easter Island - Puerto Montt - Nov 24 - Dec 13, 2010

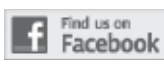
FEATURED LEG Famous for Polynesian culture and giant Moai statues, Easter Island is a place most sailors only dream about. Sailing from the open anchorage, *Eagle* will head toward Puerto Montt, "the Gateway to Patagonia." The Humbolt current and weather systems will dictate the route *Alaska Eagle* will take as she moves toward the South American mainland and some remote little coves.



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Newport Beach - Easter Island	Oct 30 - Nov 23, 2010
Easter Island - Puerto Montt.	Nov 24 - Dec 13, 2010
Puerto Montt - Ushuaia	Dec 19 - Jan 11, 2011
Ushuaia - S. Georgia - Buenos Aires . . .	Feb 4 - Mar 7, 2011
Buenos Aires - Rio de Janeiro	Mar 14 - Mar 28, 2011
Rio - Antigua	Apr 1 - Apr 29, 2011
Antigua - Panama	May 3 - May 20, 2011



LETTERS

work on the boat, just enjoying being in our own slip at the Ala Wai where we can walk to just about everything and bike to the rest. The small boatyard under the bridge is closed, and there has been talk of commercial use such as a wedding chapel. I know there are efforts to bring commercial boating activity into the harbor. I know the Waikiki and Hawaii YCs are working hard to make sure that no matter what development takes place, they will still have priority use of the turning basin for small craft and their youth sailing programs. The Magic Island Fuel Dock is indeed a little bit Robert Louis Stevenson with the birds, cats, local grinds, and general laid back, aloha vibe. We'd hate to see that upgraded.

So maybe it's time for a visit. There's still a long way to go, but the Ala Wai is not the place you remember.

Diana Freeland
Prufrock, SC52

Ala Wai Marina, Honolulu

Diana — Thank you very much for the kind words. We're delighted you're enjoying your boat's new digs at the Ala Wai, and while we know there have been a few improvements, the pace of change has been glacial. And there is no certainty that it will continue. After all, taking 35 years to replace just some of the dilapidated docks at what should be one of the world's great marinas is preposterous. Remember, we're talking about a marina that has been running a hefty surplus all along, despite ridiculously low slip fees. Yet it once had to condemn a large number of income-generating slips because it allowed them to literally fall apart. Why shouldn't taxpayers and boatowners demand basic competence in marina management?


Based on reports from others who have just been to the Ala Wai, we're not sure that much has changed. As Pete and Susan Wolcott of Kiapa reported in last month's Letters, when they arrived at the Ala Wai, nobody at the Harbormaster's Office answered their five phone calls between 12:30 and 3 p.m. on a Saturday afternoon — in an office that wasn't going to open again until the following Tuesday. But as soon as they tied up at the Loading Dock — where they report the water is still littered with engine intake-clogging plastic bags — both the Harbormaster and his assistant where there in a flash to tell them they had to leave. If that ain't classic Ala Wai marina management, we don't know what is.

Here's another: A few years ago we stopped at the Harbormaster's Office, identified ourselves, and asked for a copy of the harbor's slip rates. The woman at the counter said she couldn't give that information to us, and that it would have to come from the Harbormaster. That seemed a little strange. About five minutes later, the Harbormaster came out and — we're not making this up — told us we'd have to get that public information from the official spokesperson for the Department of Land and Natural Resources, a state employee who wasn't going to return from vacation for a week or two.

The question is whether a private marina operator could have done a much better job of running the Ala Wai for taxpayers and boatowners than the State of Hawaii. When the Wolcotts went over to the newly privatized marina at Kewalo Basin, they had a good opportunity to make a comparison. Their conclusion? "The new team from Almar 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!"

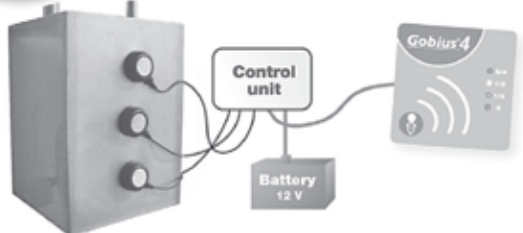
What a concept, indeed.

Mind you, Pete and Susan are not whingers and don't have




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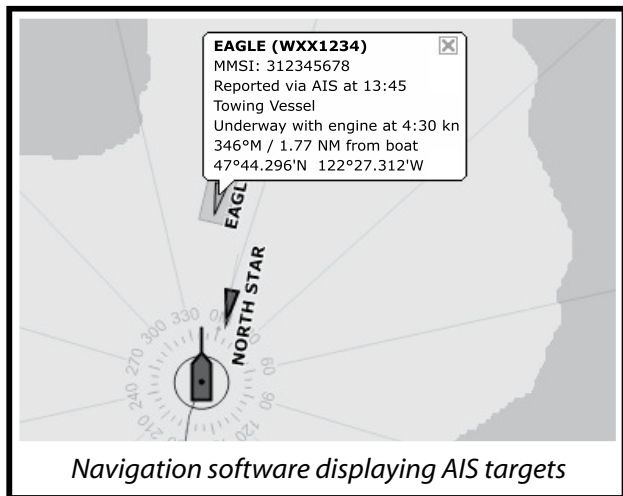
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LETTERS

a chip on their shoulders. They've cruised the Pacific in their Farr 44, and in their Santa Cruz 52 Kiapa, and this summer they cruised Mexico and Hawaii with their M&M 52 cat Kiapa. They know the drill of dealing with officials and harbor masters from Acapulco to Auckland, from Hong Kong to Hanalei Bay. And they both even did summer stints at Two Harbors, Pete as a harbor patrolman in Cat Harbor and Sue in the office at Two Harbors. So they're familiar with marina management from both sides of the counter.

But, as we say, we're thrilled that you like your boat's new home, and we're glad that there has been at least some progress at the ever-ailing Ala Wai.

Next month we'll have a letter providing a unique historical perspective on the Ala Wai by a fellow who was commodore of the Honolulu YC 55 years ago and commodore of the Hawaii YC 40 years ago.

↑↓ 'AS LONG AS MARRIAGE WAS FUN'

I'm a writer looking to do a black comedy noir about an 'as long as it's fun' personal ad. The rough plot would be a man seeks a sailing partner, finds her, and falls in love. But it turns into an insurance scam orchestrated by the woman's real-life husband. She becomes torn, however, as she falls for the cruising life and the man she sailed with, and decides she doesn't necessarily want to kill him.

Do you know of any stories like this? I remember a letter in *Latitude* where a new couple's relationship fell apart in Mexico when the man started drinking again, and he pushed the woman in the water, telling her to "cool off."

Would *Letters* be a good place to start fishing for real-life coloring for such an endeavor? I have a pretty good idea of my story, but would love to have authentic coloring.

P.S. I've enjoyed *Latitude* for many, many years.

Josh Gardner
Camden, ME

Josh — Sounds as if you're working on a nautical version of *Double Indemnity*, Billy Wilder's brilliant film noir from '44 that starred the sultry Barbara Stanwyck, who was willing to have her husband murdered for money; the lustful Fred McMurray, who was seduced into doing the dirty deed on a train; and the shrewd Edward G. Robinson, the insurance investigator who broke the case. And you somehow want to try to meld it with aspects of Stanley Kubrick's equally brilliant '64 black comedy *Dr. Strangelove*, in which Peter Sellers starred in three roles, and in which the prospect of the destruction of all humanity



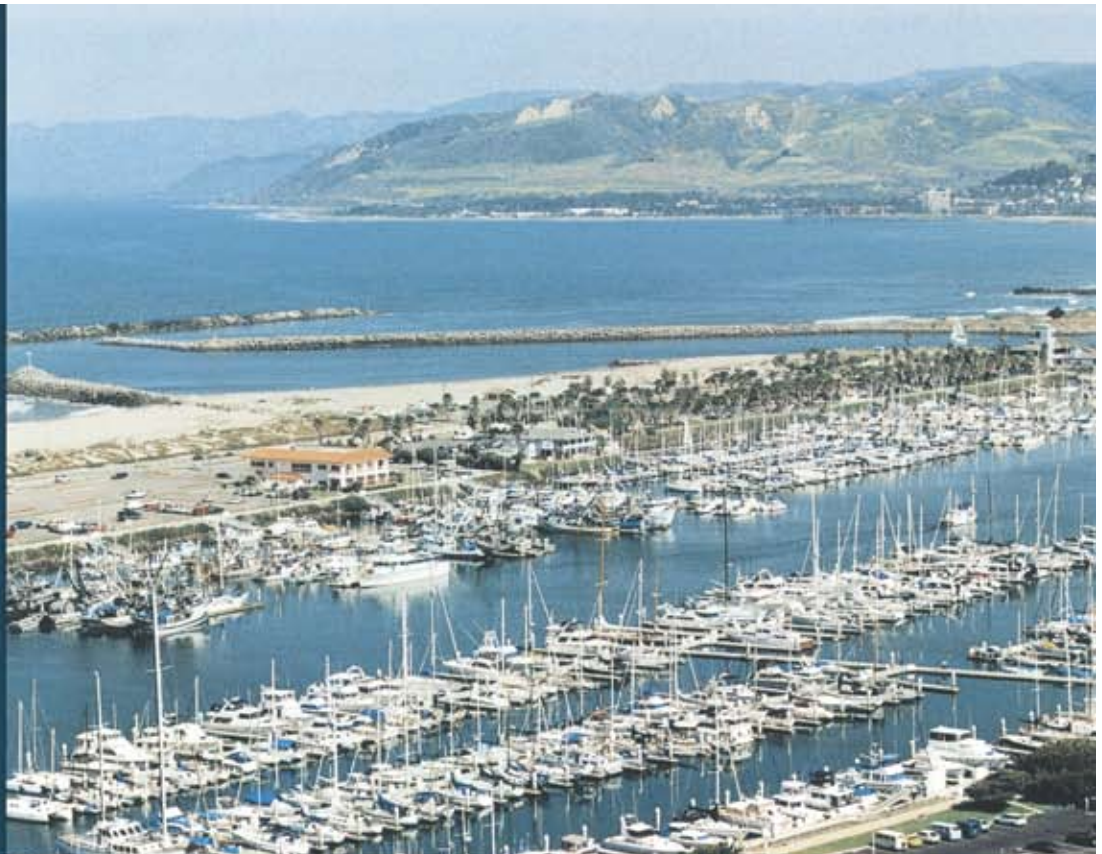
MATT DILLON

Denise did the wild thing in the pool with Neve in *'Wild Things'*. Shocking.

was made hilarious by the fact that the very safeguards designed to prevent nuclear holocaust become the cause of it. A black comedy noir? Sounds like you've got your work cut out for you.

We like your plot in the sense that the main crime is an insurance scam rather than another horrific murder of a child, which seems so common these days. Why can't authors come up with more intelligent villainy? While we know that boats have been scuttled for insurance money in Mexico, and there have been rocky relationships on cruising

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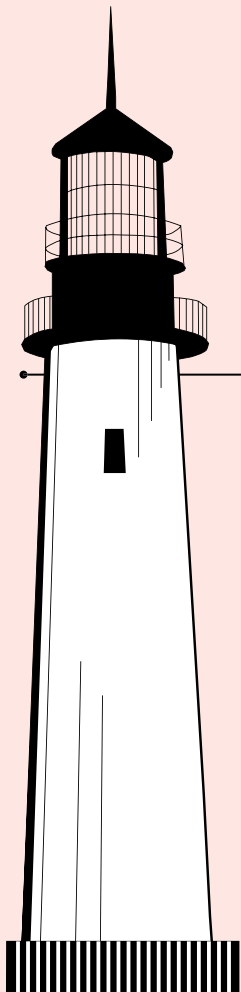


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LETTERS

boats, we're not aware of any insurance scams that led to love triangles and resulted in conflicted feelings about murder. Of course, there is a lot we don't know about what happens in the cruising world. On the other hand, if you hang around cruisers in Mexico long enough, there will be no shortage of unusual characters and wacky incidents to inspire colorful background for your work.

Another movie to add to your research is *Wild Things*, John McNaughton's terrific '98 movie starring Kevin Bacon, Matt Dillon, Neve Campbell, Denise Richards — and Bill Murray in one of the all-time great cameos. It's about a high school counselor/sailing instructor who gets accused of rape by a manipulative, rich, sex-bomb student and her trailer-trash goth girlfriend, and comes complete with great suspense, plot twists, and a stimulating lesbo scene featuring Campbell and Richards, and includes a murder by 'booming' on an Irwin 65 ketch with a woman at the helm. Well done, everyone!

↑↓ "WHAT A COMPLETE NUT-BAG"

Publishing that wacky diatribe by Norm Goldie in the October 8 edition of *Lectronic Latitude* is the most damaging thing you could have done to him. What a complete nut-bag! I loved the part where he calls you names, then says he wants to "re-establish his friendship" with *Latitude*.

Dan Weyant
The Shark, Sonoma 30
Waikiki YC, Honolulu, HI

Dan — We've had a bunch of anti-Norm letters that we haven't run because it would have seemed like flogging a dead horse. But then Norm decided to start the season by insisting we publish his long and rambling letter — and exactly as he wrote it. We warned him not to do it to himself. "In all honesty, your letter presents you in a very unfavorable, not favorable, light. You sound angry, full of yourself, and looking for a fight." But Norm, being Norm, insisted, saying that he has "big shoulders."

Norm's letter can be read at www.latitude38.com. So having given Norm his shot for the year, we're now printing a selection of readers' responses — every single one of which received by deadline was negative.

↑↓ TRUST, BUT VERIFY

When *Latitude* asked Norm Goldie for some kind of documentation to verify his suspicious claim that he's an official representative of the Mexican government, the American's reply was right out of the great Humphrey Bogart Mexican movie *Treasure of the Sierra Madre*. "Badges? What badges? We don't have to show you no stinkin' badges!" I almost wet my pants.

Cathy Anson
Fairfield

↑↓ SEEMS SUSPICIOUS

In his letter in *Lectronic*, Norm Goldie claims that he is very proud to have "personally saved the lives of numerous hundreds of fishermen and boaters." If he could provide *Latitude* with the names of just the first 100, I would be inclined to put more credence in his other claims.

Jason Watson
X-It, Cal 25
Alameda

↑↓ NOW THAT HURT!

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Snipe — US Women's Nationals — 1st

Snipe North Americans — 1st

Snipe US Nationals — 1st, 3rd, 5th, 6th

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LETTERS

Latitude's distribution strategy. But now, after reading Norm Goldie's whistle-blowing missive, I learn that the publisher of *Latitude* has apparently aged to resemble Rosie O'Donnell — and spews misinformation at a rate that can only be matched by our favorite politicians. I guess we were misinformed.

Geoff Eisenberg
CEO, West Marine
Watsonville

Geoff — Rosie O'Donnell. Ouch!

↑↓ "I ENJOY MEETING CONTROVERSIAL PEOPLE"

When I approached San Blas from Isla Isabella, conditions for entering the estuary at San Blas weren't safe, so I continued a couple of miles down the coast and dropped the hook at Matanchen Bay. Since I enjoy meeting interesting and sometimes controversial people, I figured that I would give Norm Goldie the benefit of the doubt.

When I got on the net the next morning, I listened to the way Norm spoke to cruisers. 'Overbearing' was the first adjective that came to my mind. As I continued to listen over the next few days, and during my next visit, my opinion of Norm continued to plummet. The most striking thing was that Norm is apparently unable to accept the fact that some cruisers just don't want his help.

Because Norm was almost ubiquitous on the radio in San Blas and Matanchen Bay, I formed the impression that it would be very difficult to visit San Blas without coming into contact with him. Believing that no good could come from my meeting Norm Goldie, I've twice now avoided San Blas. There are too many other beautiful places in Mexico to waste time at one spoiled by someone like him.

Glenn Twitchell
Beach Access, Lagoon 380
Newport Beach

↑↓ PLEASE DON'T AVOID WONDERFUL SAN BLAS

Wow! Based on his letter in *Lectronic*, Norm Goldie is nuts. Most likely dangerous. I will avoid San Blas. Thanks for the heads up.

Liam Wald
Itzayana,
Beneteau 331
Santa Cruz



LATITUDE / RICHARD

In San Blas, you can moor at the new Singlar marina or anchor out across the estuary.

the no-see-ums in the morning and late afternoon, San Blas is a wonderful historic place, the locals are great, and there's terrific surf just outside town. As for Norm, he's all bluster. If you don't want his help, tell him that nicely but firmly. If he continues to annoy you, report him to the Port Captain and Department of Tourism. You won't be the first.

↑↓ "RICH WAS DEVASTATED"

I have been cruising Mexico for the last three years, and also cruised Mexico in '98. I have dealt with Norm each of those years. I met Rich Boren of *Third Day* in San Blas two



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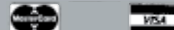
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— Herman Melville, 'Moby Dick', Chapter XXVI



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LETTERS

years ago. When I told him I prefer to not deal with Norm, Boren defended him. Boren told me that too many people malign Norm, and that Norm was trying to do good for the San Blas area.

I bumped into Boren last year, and he was devastated by the way Norm treated him. Rich said it all started when he was guiding a good cruising friend into the estuary at San Blas. Goldie went ballistic, apparently thinking that Boren was trying to cut him out of the loop.

When I entered the San Blas estuary three years ago, Norm wanted a donation so he could upgrade his handheld VHF. After reading Norm's post on *Lectronic*, I truly believe Norm needs the kind of help only a doctor could provide.

Phil Perkins
Mannasea, Piver 36AA
San Diego / Guaymas, Mexico

↑ ↓ RICH BOREN RESPONDS

Despite the negative comments about me by Norm Goldie, the crew of *Third Day* wish Capt. Norm and his wife Jan all the best — something we have communicated to them both in person and in writing. If our enthusiastic approach to passing on information to both our friends and fellow cruisers has caused Norm heartburn and potentially taken away tips he hoped to earn for his advice, we're sorry about it.

That said, San Blas was our hands-down favorite destination in Mexico during our last two seasons of cruising, and it would be a shame for cruisers skip San Blas. Despite the bugs that have rightly given the town the nickname of 'Bug Blas', and Capt. Norm's unfortunate and misplaced anger toward us, we are looking forward to returning to the flat calm estuary anchorage that provides an easy walk to some of Mexico's best and lowest priced taco stands.

For those cruisers who are interested, you can download the *San Blas Cruisers Guide*, which was put together by a group of cruisers to help others best appreciate the great town of San Blas, directly from *Latitude's* site at www.latitude38.com/features/sanblasguide.html. The guide does contain a Google satellite photo of the estuary entrance with over-laid GPS waypoints, but since the guide was put together as a non-commercial, promotional project, and proper credit was given to the good folks at Google Earth, there's no need to worry about being caught with a pirated map if you're boarded by the Mexican Navy.

Rich Boren & Family
Third Day, Hudson 51
Morro Bay / Mexico

Richard — As we're sure you and the others who put the guide together will agree — and perhaps as noted in the guide itself — Google satellite images are good for giving overall views of an estuary entrance or anchorage, but because they are not real-time, they can be misleading in the case of the location and depth of things such as shoals and bars. That being the case, the satellite images are just one of many tools in the navigator's arsenal, and their limitations have to be understood and heeded. As in the case of all bars, when in doubt, don't cross. And even when conditions look pretty good, it pays to observe for 15 minutes before making your move. But we know that you know all this.

You seem to have missed Goldie's point about satellite images. He doesn't care about copyrights, he wants people to think they can't be used so people would be more inclined to use his services.

By the way, Toast Conger of the Seattle-based *Don Quixote*

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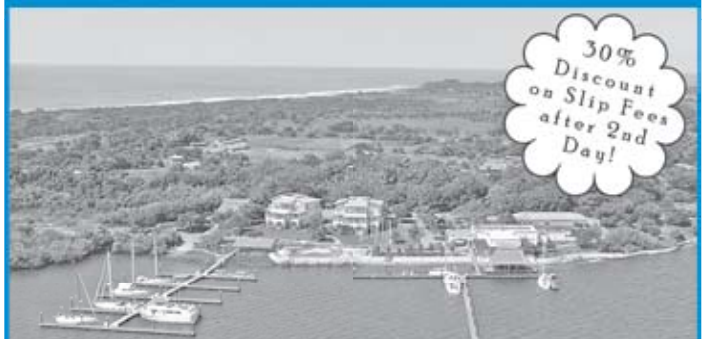
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LETTERS

— currently in New Zealand but getting ready to do the Puddle Jump next spring — is jealous of both of us. It's not penis envy or anything like that. She says she's thinking of changing her first name to Richard, as only people with the first name Richard — you and the publisher of this magazine — were singled out for a full paragraph of Norm's wrath. Toast feels diminished by not getting her own paragraph.

↑↓ DAVE BENJAMIN RESPONDS

I got a chuckle out of Norm's rants, but since I was personally attacked, I'd like to issue a brief rebuttal. Goldie claims Jane and I were only in San Blas for a few days, but we stayed in Matanchen Bay and the San Blas Estuary from January 9 until February 4. I never stated that Goldie "stole donated funds," but we have been quick to point out over the radio that the money he gets from his guiding boats into the estuary are used for his living expenses.

I'm mostly saddened to read Norm's vicious attack on Rich Boren of *Third Day*. Anyone who knows Rich will quickly realize how untrue such accusations are. On many occasions, Rich has gone out of his way to help fellow cruisers — and out of the goodness of his heart, not for money. For example, one day Rich was using his scuba gear to clean the bottom of his boat. When he finished, he generously offered to help us clean the bottom of our 52-footer, knowing we had no scuba gear at the time. Rich later refused any compensation, even though he had to spend money to refill his scuba tanks.

Rich and a bunch of other cruisers spent a lot of time putting together a free cruising guide/town map for cruisers that would follow in their path. People found it to be a much better guide than Norm's guide, one he was charging for.

Goldie continues to make allegations that Americans are working illegally and stealing jobs from locals. I know some of the people he's accused of doing this. They were simply good-hearted cruisers helping other cruisers. For instance, one of those gentlemen gave us a demodulator and software package, and refused anything in return. This cruiser didn't limit his help to cruisers, as he spent part of his time helping one of the locals repair his boat.

Jean and I sent the following letter — in Spanish — to the port captain, tourism officials, and the Governor of Nayarit:

"We have been in San Blas for nearly three weeks. Our time here has been a delight. We have met so many warm



ARJAN BOK

Norm, still learning how to win friends and influence people.

and accommodating San Blasenos while visiting the town. We visited the fascinating historically significant Contaduria, and learned a lot about local and Mexican history. The jungle tour gave us the opportunity to see wildlife and birds we have never seen before. The Municipal Mercado and several other stores have provided all the groceries we needed. We feel very fortunate to be here during the migratory bird festival, and have enjoyed some of the cultural activities surrounding the event. We are encouraging our friends and family to visit San Blas by sharing our experiences on the internet. San Blas has been our favorite cruising destination in Mexico.

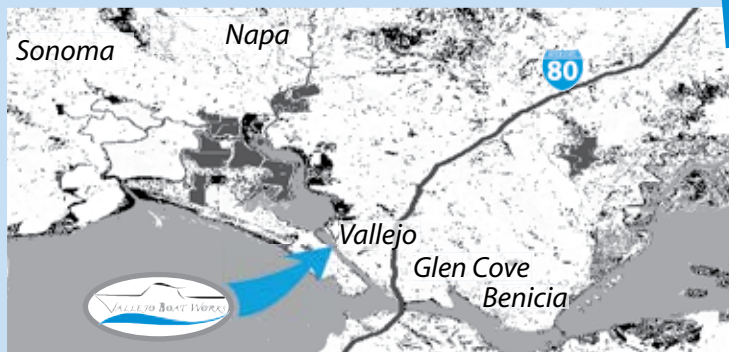
"Sadly, the only negative experience we have had involves another American, Capt. Norman Goldie. While Capt. Goldie purports to help visiting cruisers and fishermen, we believe he is mainly interested in making money for himself and re-

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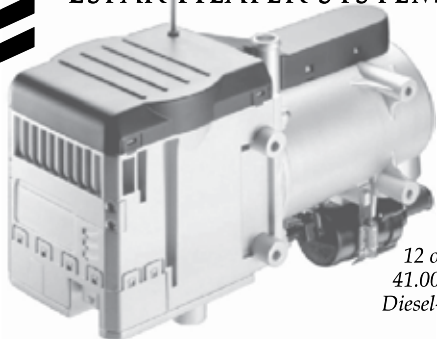
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LETTERS

stricting the free flow of information between visiting cruisers. Before we entered the estuary, we received excellent advice over the radio from a knowledgeable fellow cruiser. Capt. Goldie verbally abused the cruiser on the radio for sharing his knowledge rather than referring us to him so he could collect \$20 for arranging a *panga* to guide us in. It should be noted that there is a long-time tradition in the cruising community of sailors helping fellow sailors without expectation of compensation.

"We listened to Capt. Goldie threaten and harass cruisers on the radio on a near-daily basis during our stay. We know of other cruisers who have chosen not to visit San Blas due to the actions of Capt. Goldie, which is truly a shame.

"Capt. Goldie has made repeated claims on the radio that he has been asked by 'two governmental agencies' to provide services to 'visiting cruisers and fishermen.' If this is true, perhaps these arrangements should be reconsidered."

Dave Benjamin

Exit Strategy, Amel Maramu
San Francisco

Readers — Now that everyone from Norm, to Latitude, to the readers, have had their say, we're done with this topic. At least for this year, but hopefully for good.

↑↓ NUKU HIVA HOSPITALS BEAT U.S. HOSPITALS

I'd like to share my experience regarding health care while cruising. Upon arriving at Nuku Hiva as part of the '07 Puddle Jump, we had several staph-related infections on our skin, and we think we may have picked them up in Mexico. Staph and other infections are not uncommon in tropical environments and, in most cases, can be treated effectively.

Prior to leaving the States, we'd purchased a quality medical kit. We paid \$1,300 for the medicines alone. We used some of the antibiotics from our kit while en route. However, we still had staph sores on our legs when we arrived Nuku Hiva, so we immediately went to the hospital. As we've told many others at cruiser get-togethers ever since, it turned out to be a life-changing experience.

Despite the fact that we are Americans and not members of the European Union, we were seen immediately without any



COURTESY MIST

Susan was pleasantly surprised by the \$180 medical bill she got in Nuku Hiva.

questions, and we were treated with kindness and concern. I had to have surgery to remove one of the infections, as it had gotten deep and painful. Without wasting a moment of time, I was whisked off to surgery! I was amazed at the state-of-the-art facilities, and the competent and kind surgeon and anesthesiologist.

The surgical room had a view of the most beautiful tropical garden.

After surgery, I was placed in a recovery room and served the most delicious and healthful meal — a flavorful curry, fluffy couscous, fresh tropical fruit, and melon. When I was finished with this delicious meal, I was asked if I wanted more! Once released from the hospital, I returned every day for a week, when they would change my bandages. They also supplied me with several boxes of antibiotics and dressings.

When I finally asked for the bill — I have health insurance

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back in the U.S. — I was obviously nervous at having gotten all this first-class treatment. Would it eat up most of my cruising kitty? Well, get this: The bill for my surgery, medications, and a week's worth of aftercare came to a whopping \$180 U.S.! Just \$180. In the States it would have cost at least \$2,000 and probably \$5,000 — and that wouldn't have included the medications.

But that's not the end of the story. While I was back in the States for a few months, I got a skin infection similar to the one I had battled in the South Pacific. I walked into the emergency room of a well-known hospital in the United States, and was left sitting for five hours. I was finally shown to a room, where I waited for another three hours without a doctor's ever coming to see me. I finally walked out of the hospital after nine hours — and was later charged \$800 for "treatment." Fortunately, I eventually found a doctor in another hospital — a friend of a friend — who would see me. I was treated and have been fine ever since.

I'm back in the tropics on my sailboat again, and am happy to be able to report that I haven't had any health issues since. I still carry my own medical kit onboard for emergencies at sea; however, I'm now aware that the treatment many of us 'out cruising' would get if we needed it would be far beyond our expectations. My belief has been reinforced time and time again in discussions with other cruisers.

So yes, there are excellent facilities and treatment available in many of the most unexpected corners of our globe. I know from personal experience.

Susan Travers
Mist, Cape George 40
San Francisco / Currently in Hawaii

Readers — While there certainly are exceptions, many long-term cruisers have told us that the last place they would want to need medical care is the United States. One issue is cost. A woman doing this year's Ha-Ha told us that her late mother, who was in her 90s at the time, had to be hospitalized for 10 days to get her electrolyte levels back to normal. The tab for 10 days — and there was no surgery or complicated treatment involved — came to \$250,000. And no, that's not a typo. The other big issue with medical care in the United States is access. Who doesn't have shocking tales of hours spent untreated in U.S. emergency rooms, or needing weeks, if not months, to get an appointment with an appropriate doctor? It's pathetic and disgraceful.

↑↓ **SO DO FRANCE'S**

On the first day of a month-long stay in France, my wife Leslie, who was wearing lightweight sandals, broke a bone in her foot by accidentally kicking the rear wheel of a cart she was pushing. So we have some insight on healthcare costs in France.

The office visit with a village physician — no appointment necessary — cost \$30. Leslie was referred to an x-ray clinic — again, no appointment necessary — where the x-rays were taken, a physician interpreted the result, and he consulted with her to discuss options. That cost \$42. As she was diagnosed with a hairline break, she returned to the first physician for a telephone conference with an orthopedic specialist — at no charge. She purchased a special shoe and wraps at a local pharmacy for \$73.

So the total cost was about \$145. Everyone in the system apologized that we had to pay "so much money." The time Leslie walked into the first doctor's waiting room until the whole affair was over was 2.5 hours.



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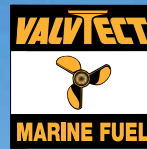
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LETTERS

This was not the first time that we've used the French health-care system, and I could go on. But, you get the picture.

Ron Sherwin
Manouche, Tartan 4100
Monterey

Ron — Like almost everybody else in this country, we certainly do get the picture. And it's not a pretty one.

↑↓ DO YOUR HOMEWORK NO MATTER WHERE YOU ARE

I read *Latitude's* piece and letters from readers about much lower health and dental care costs south of the border. While I agree that health care costs north of the border have gotten completely out of control, I would suggest some caveats. I speak as an oral and maxillofacial surgeon who has made five trips to Guatemala to provide my services.

My observations are that many of the practitioners in the region are well-trained and competent. But if I were in the area and needed care, I would definitely look for someone who had trained in the States. I also think that primary health care would more likely result in similar results south of the border as in the States. Surgical procedures might be a little more risky. I routinely see Americans in my stateside practice who received care south of the border and who have experienced complications or gotten substandard treatment. So all is not perfect — nor is it all perfect in the States!

I guess what I'm saying is that folks should be careful, try to research the doctor or dentist, and be careful if something seems to be 'too good to be true'.

Kipp Hammon, DMD
Snowflake, Island Packet 440
Eugene, OR / St. Thomas, USVI

Kipp — We think all of your suggestions make good sense. The other thing to remember is that in Mexico — and we suspect many other Third World countries — there are often different levels of health care. For example, when Eric Sorensen of the Half Moon Bay-based Ericson 29 Nanu was rushed ashore at 3 a.m. in need of emergency medical care near Manzanillo, he and his lady Rachael were told there were two hospitals. One hospital was very inexpensive, but didn't give very good care. The other cost more money, but offered much better doctors and facilities. They opted for the latter, which still cost a fraction of what it would have cost Eric for treatment in the States. As is the case everywhere else in the world, the bigger the city and the more money you've got, the better the care that's available.

↑↓ LOOKING FOR ONLINE FEEDBACK

I'm hoping to take a year off some time in the next few years to go cruising, and maybe even do the Puddle Jump. I'm wondering if there are cruiser forums/e-groups/discussion lists that you might recommend. I'm thinking of places where they discuss boats, equipment, books, resources, destinations and other issues of concern to cruising sailors. I have many friends who sail, but hardly any who have done long distance cruising, and I would very much like to learn, share, and ask among like-minded folks.

An immediate specific question I have is to invite thoughts on a Challenger 40 being a suitable boat to both live aboard during the outfitting/preparation phase, and also to be a safe enough boat for bluewater sailing, some of which will likely be singlehanded.

When I was younger and crazier, I sailed an Irwin 28 from Burlington, Vermont to St. John, U.S. Virgin Islands and back,

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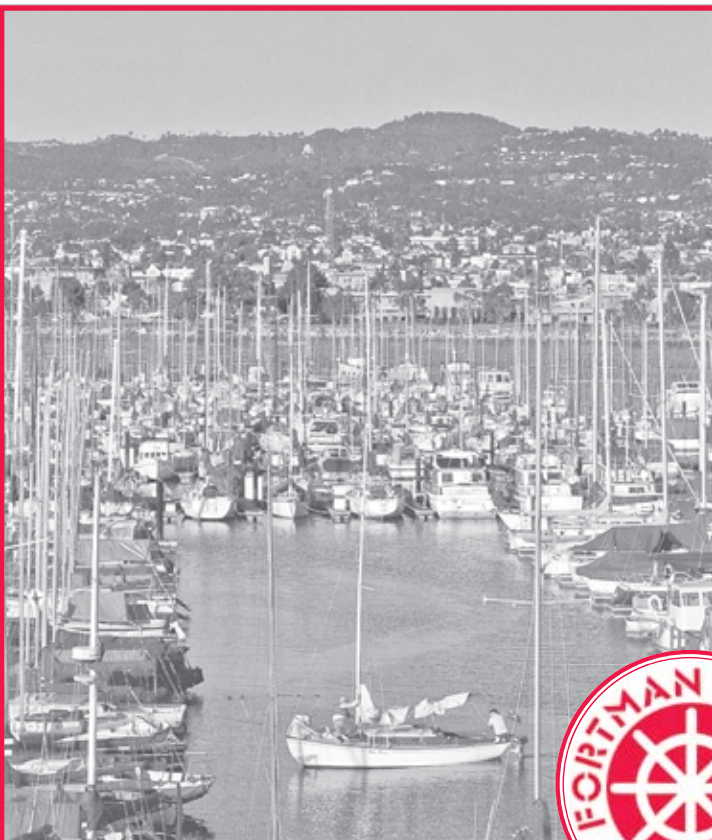
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LETTERS

so I have a few miles under my belt. But I spent most of that time in varying degrees of fear, as the boat — according to 8 out of the 10 sailors who knew more than me — was a bad choice to take offshore, especially as a singlehander with no offshore experience. But I lived to tell the tale.

Now I'm older, richer — at least a little bit — and feeling ready to have another go at the deep ocean and far away places, and to follow the calling of the sea. But I'd love to find some cruising community. Alas, my work does not, at least this year, allow me to crew for the Ha-Ha.

Jan Passion
East Bay

Jan — *It's unfortunate that you can't do a Ha-Ha, because with the stops at Turtle Bay, Bahia Santa Maria, and Cabo San Lucas, you'd not only get to see about 175 different cruising boats in cruising mode in one place at one time, but you'd also get countless opportunities to talk with the owners, most of whom would be glad to give you a quick tour and evaluation of their boat. We can't think of another 'used boat show' quite like it.*

We don't like to be critical, but some of the 'cruising forums' have posters who don't have any idea what they are talking about. This is particularly true when somebody asks if 'Boat X' would be a good bluewater cruiser. One poster on such a forum wrote in and said, "Well, I checked on another forum, and some people there said X would be 'pretty good'." It's nice that the person wants to be helpful, but "pretty good" is no help at all.

Then you get the self-appointed 'experts', for whom the rule seems to be 'the less you know, the more you pontificate'. Recently we looked up some posts about whether a Beneteau 473 would be a good boat for a circumnavigation. There were all kinds of opinions by people who, of course, had never seen, let alone sailed on, a 473 before. It's sort of like a guy who had never seen Lady Gaga telling everybody else what it would be like to have sex with her — assuming, of course, she was still having sex. And there was one guy who said he would highly recommend adding running backstays to the 473 rig. We're talking about a Grupo Finot design that sports only a moderately tall double spreader rig — with swept-back spreaders! It would be like Homer Simpson saying that Leonardo da Vinci should have put a third nipple on his statue of David.


Nonetheless, we've got four sites to recommend to you, three of them being Yahoo Groups (groups.yahoo.com). The first is the Southbound Group, where most of the postings are by people who are in the process of sailing south or have sailed south. That being the case, they actually have factual information or have formed opinions based on firsthand experience. Imagine that! The same is true for the Pacific Puddle Jump Group. You might also check out Cruisers Network Online Group. Finally, there is Noonsite.com, which was started by our old friend Jimmy Cornell, who also started the Atlantic Rally for Cruisers, the granddaddy of all cruising rallies.

The 'what boat' question is a tricky one, because it's too much like asking what kind of woman a man should marry. So much depends on your subjective tastes, and what you hope to do. Take the Challenger 40. This is one of the heavier and stronger Southern California boats of the '70s, and at least one has done a circumnavigation. While this boat can go anywhere you want, there are two issues. First, the interior is pretty big, but the cockpit is pretty small. That is generally not what people like in the tropics. Second, she's a heavy design with a relatively short rig, which explains her PHRF rating of 192 — quite slow for a boat of her length. A lot of sailors might prefer a Cal 40, which has a small interior, a large cockpit, and

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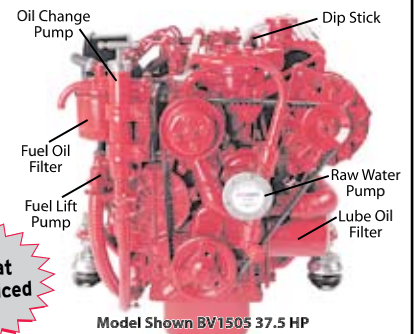
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LETTERS

rates a minute per mile faster — which is a lot faster. But once again, it's all personal preference. We know one guy from San Francisco who has sailed his Challenger 40 from San Francisco to the Eastern Caribbean twice, and absolutely loved living on the hook there.

It would also help a great deal if you knew whether you wanted to go farther south than Panama or do the Puddle Jump to the South Pacific. If you're just going to do coastal stuff, can only take off a year, and don't want to spend a lot of money on a boat, you could have a grand time on one of the ubiquitous Catalina 30s. In fact, if you didn't load her down with tons of gear, she'd probably sail as fast as or faster than most 35- to 40-ft cruising boats — including the Challenger 40. But if you want to take all that gear, and do a Puddle Jump, you'd be better off with the Challenger — or another, perhaps faster, late '70s racer/cruiser.

We also want to remind you that the sailor is always more important than the boat. If you look at our list of West Coast circumnavigators, you'll see that folks went around in just about every kind of boat that could float, many of them no bigger than your old Irwin.

↑↓ HOW DO YOU SPELL 'RELIEF'?

I can't tell you how relieved I was to see a gay couple in the September issue of *Latitude*. But can you answer a couple of questions for me? First, how acceptable are gay couples in Mexico? Second, how about on the Puddle Jump?

I'd also like to thank you for the information on what to do with toilet paper in the head. Do you have any more delicate but necessary subjects to touch on?

Lastly, is there any good source for studying the 'cons' of buying a cat? I obviously don't have any internet access where I am, so do you have any suggestions where I should go and what I should read?

P.S. Thanks for all your effort, I love the magazine.

Sean Bradley

ex-Bel Ami, 30-ft custom sloop

Currently in Chuckawalla Valley State Prison

Sean — Thanks for the kind words and all the puns. Our favorite is the one about a guy in prison asking if there are any 'cons' in buying a cat. Only if they are buying the cat with stolen money, we suppose. As for where to go to read more about cats, we guess you're looking for a wisecrack along the lines of, 'Go straight, and once out of prison head to a marine bookstore.'



**Probably a Tahitian woman
... but you can't be sure
from a distance.**

But seriously, there have been a number of gay couples in *Latitude* over the years, but either nobody noticed or nobody cared. As for Mexico, the LGBT community has gained a lot of rights in the last 10 years. In fact, they have more rights than does the LGBT community here in the States. For example, in '03 it became a federal crime in Mexico to discriminate against anyone on the basis of their sexual orientation, and earlier this year it became legal for same-sex couples to marry and to adopt children. Pretty interesting for such a macho and Catholic country, no?

Of course, just because LGBT rights are recognized by law doesn't mean that they are necessarily recognized by all of Mexican society. But to be honest, we have no insight into the dynamic between straights and gays, other than to know every

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LETTERS

decent-sized Mexican city seems to have a gay community. And who can forget the two big transvestites who used to run the beauty salon in dusty Turtle Bay about 10 years ago? Nobody seemed to care about them either. But again, we really don't know anything about that aspect of life in Mexico.

As for the Puddle Jump, we suppose that a few participants may harbor an inherent dislike for anyone who isn't straight, but since everybody is 'in the same boat' at sea, people are usually judged by their character rather than by their sexual orientation.

Of course, once you get to French Polynesia, everything changes, as the rae rae — meaning cross-dressers, drag queens, female impersonators, and transsexuals — are widely accepted and hold many respected jobs, particularly in the service industry. The biggest problem for a lot of single straight guy cruisers arriving in Tahiti is that so many of the best looking women are actually guys.

THE LAW OF THE JUNGLE PREVAILS

The Fleet Week '10 Air Show over San Francisco Bay was great! The boaters who came out to watch it were not!

I've been sailing on San Francisco Bay for over 15 years, and before that grew up boating on Lake Michigan. I look forward to Fleet Week each year, so this year my wife and I left Marina Bay Yacht Harbor to get a good viewing spot by Alcatraz. While on the way over, I monitored VHF 16, as any good mariner should. The radio traffic gave a hint of what kind of day it was going to be.

Right off the bat, I heard a person hailing the Coast Guard over and over again asking about the security zone that was set up for the parade of ships and the air show. In about 30 minutes, over 15 others called the Coast Guard asking for the same information — even though the Coast Guard repeated the answer five or six times. With each request, the Coasties told the person calling to switch to VHF 22 for the information rather than taking up time on VHF 16, the hailing channel. I know some of the people had just turned on their radios and had not have gotten the announcement, but if they would have waited a few minutes, they would have heard the Coasties give the information. While this was going on, I heard two *maydays*, one from a sailboat that had lost a crewmember overboard, and another where a boat had lost her motors and was drifting toward the rocks by Angel Island. There was also a *pan pan* call.

Then I heard something on 16 that blew me away. Somebody got on and called another boater an "asshole" and demanded to know if he was going to pay for the damage that had just been done to his boat. The conversation between the two upset boaters went on for a few minutes, and finally there was a request for a Sheriff's boat to respond to the area. I'm sure the FCC did not appreciate most of the words that were used.

While heading to Alcatraz, I noticed a large cargo ship coming under the Gate. I thought it was a bad day to be coming into the Bay with all the small boats on the water. Then I heard it, the horn from the cargo ship going on and off quickly. I looked over and could not believe my eyes — several small sailboats and powerboats had cut in front of the ship! As any good boater knows, such a ship is not going to stop or turn in time to avoid hitting anything that cuts across its bow. Surprisingly, the ship made it from the Gate to between Angel Island and Alcatraz without hitting any boats. But it did have to use its horn several more times before making it past the east side of Treasure Island.

We finally arrived at the east side of Alcatraz, and I dropped anchor in 45 feet of water about 250 yards from the security



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LETTERS

zone. I wanted to make sure I was far enough away since this is where most of the boaters appeared to have anchored on top of one another. With that many boats so close together, I knew there were going to be problems. The year before, I'd seen boats hit each other as a result of being too close or dragging their anchors. And even from where we were anchored, I saw some boats playing tag.

There were several other boats around us, the nearest about 40 yards away. As the time for the air show neared, more boats showed up. A few dropped their anchors as I had



DEAN BECKER

Going out for the Blue Angels means taking your boat into your own hands.

done, but most just kept sailing or powering around the boats that had anchored. Once the air show started, it went nuts out there. I had several boats cut across my anchor line, and two missed our boat by only a few feet. A 15-ft powerboat passed our sailboat by only four feet while operating at full throttle. The wake from the boat splashed into our cockpit! The powerboat continued to weave between the other nearby boats at that same speed with the same result from its wake.

About halfway through the show, I noticed a sailboat under power going between anchored boats with a 10-year-old boy standing by himself on the bow. The child was wearing a PFD, but there were no lifelines and no adult near in case he started to fall. It was stupid of the adults to let the child up there, and if he had fallen over, there was no way the sailboat could have stopped or, because of the other boats in the area, turned around.

Our plan for the end of the air show was to wait until most of the other boats had left as we expected boats to take off in all directions at all speeds, and God help you if you didn't get out of their way. One person got on 16 and asked if the air show was over. Someone answered by saying it was going to last for another two hours. A third person said the same thing. Somebody finally told them the show had ended.

With the show over, we were passed by large boats that came to within three feet of us. I could have reached out and touched them! And our 26-ft boat was knocked from side to side by the wakes.

The one thing I noticed with all the bad mariners we had contact with was that no matter how loud you yelled at them to slow down or watch out, it didn't make any difference. Maybe it had to do with the brown glass bottles they were holding. Or maybe they just couldn't care less about others. For some, common sense means nothing when it comes to safe boating. Maybe it's time that the state comes out with a boating license for anyone to own or drive a boat.

Dean Becker
Will Travel III, MacGregor 26X
Marina Bay Yacht Harbor

Dean — On the one hand, we sympathize with you. Whenever there is some big public event on the Bay, it truly becomes Amateur Hour. On the other hand, we can't help wondering what you were expecting.

Licensing? We're not sure that's any kind of solution. After all, everybody who drives on California freeways is supposed to have a license, and a few even do. But has that resulted in

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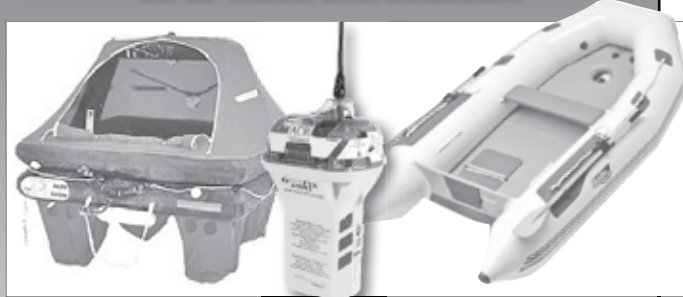
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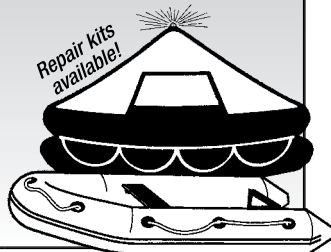


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LETTERS

people using common sense when driving or looking out for the safety of others? Of course not.

Let's face it, whenever there is a group, the Law of the Jungle prevails.

↑↓BOY, ARE THEIR WRISTS SORE

It looks as though Clay and Teresa Prescott, the former owners of ABC Yachts, were released from jail recently. This means they served about 3.5 months — less than half their 8-month sentence — as a result of embezzling more than \$300,000 from clients' trust accounts. Maybe they will do the right thing and work to pay restitution to the victims — such as my family. Selling our boat through the now-defunct ABC Yachts cost my wife, two children, and me nearly \$150,000 of hard-earned money. Rather than ABC's forwarding the proceeds of the sale of our boat to our bank account, all but about \$5,000 was used to pay ABC bills, as well as for other purposes.

Jeff Drake
Southern California

↑↓CONGRATULATIONS ON YOUR 400TH ISSUE!

I've been reading *Latitude* since the '80s and enjoy the bit of sanity it provides. I've read about your exploits of a blown disc in Mexico, your ex who married a green card, the *Big O* sailing adventures in the Caribbean and Med, the beginning



ERIC SIMONSON / WWW.H2OSHOTS.COM

of a small cruiser rally/race to Mexico that became the Ha-Ha, an upstart sailing rag with no comparison for content that copied your logo font, your great editorial responses to letters, and your unwavering advice to 'just get out there'.

Like thousands of readers, I look forward to *Latitude* each month. It keeps me in touch with how the cruising world is changing and what works out there, and helps me keep the faith that my turn will come with the '13 Ha-Ha.

After 400 issues, we still love what we do.

Lani Schroeder
Balance, Endeavour 43
Seattle

Lani — Thank you for the very kind words. One correction. *Ex-Two*, the *Wanderette*, didn't marry the publisher for a green card. It was love on both sides, but it just didn't work out.

Readers — Because the Letters editor is also the Grand Poobah of the Ha-Ha, and the Ha-Ha started on October 25, he had an early deadline. Due to this, a number of letters that would have run in the November edition will be running in the December edition. Thank you for understanding.

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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On October 23, the Angel Island Company focused one of their Living History Events on a war that took place in the East Asian



LATITUDE / LADONNA

Camp Reynolds, on the west side of Angel Island, was established in 1863.

jungles a long time ago. No, not Viet Nam, or even Korea. We're talking about the Philippine-American War of 1899-1902. Virtually forgotten now, this 'offshoot' of the Spanish American War cost 10,000 American lives and the lives of more than 200,000 Filipinos. It also transformed San

Francisco from a coastal lumber port into an international port — and begat its longtime role as a bastion of anti-war sentiment.

Thousands of young soldiers departed the Bay from their staging area at Camp Reynolds. And no less a figure than former Bay resident Mark Twain embarked on a series of articles and commentary against the war. His suggestion for a new flag for the "Philippine Province": "Our usual flag, but with the white stripes painted black and the stars replaced by the skull and crossbones." All that and more was remembered with re-enactments, 'soldiers' in period uniforms, and a series of oral histories that offered a glimpse of what life was like and how the United States public would come to face international challenges.

(Considering our present situation, some would say we haven't learned much.)

For more information on island activities and events — including the annual Victorian Christmas celebration in November (the date had yet to be set when this issue went to press) — go to www.angelisland.org.

— jr

That sinking feeling.

French artist Julien Berthier likes to catch people's attention with his work. Berthier created 'Love-Love' — a 21-ft abandoned boat that appears to be in the process of sinking — in 2007 to "fix an object at the moment of its deregulation."

In order to create the illusion of a perpetually sinking sailboat, Berthier cut the bow off and replaced it with a unique keel —



COURTESY JULIEN BERTHIER

a saildrive was also installed — that allows the boat to motor around in calm water at a 45-degree angle. To see more photos of this amazing — and slightly disconcerting

Could this new boat design catch on in the Bay?

— creation, go to the artist's website at www.julienberthier.org/Love-love.html. But don't get your hopes up — 'Love-Love' has since been sold to a London banker. Darn.

— ladonna

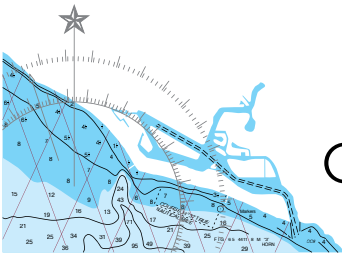
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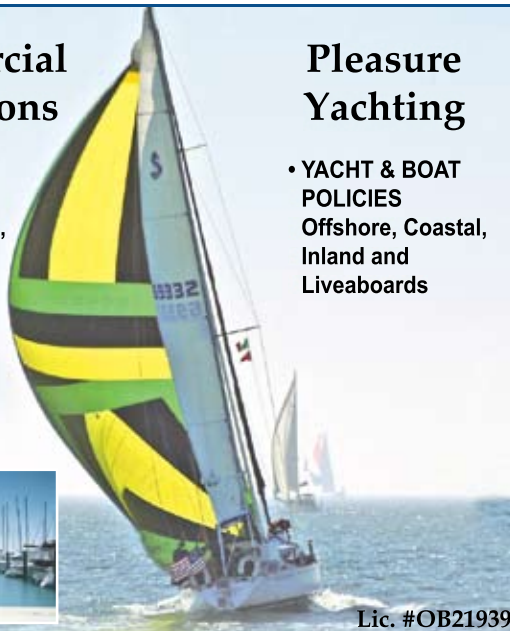
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SIGHTINGS

america's cup pre-announcement

In the last hours prior to this issue of *Latitude 38* going to the printer, we'd been staring at our inbox, waiting for a (hopefully happy) email to arrive from BMW Oracle Racing. Although we wouldn't decline, if invited, to sail on the first AC 45, that's not the message we

were waiting for. Rather we were expecting one that, by the time you've read this, has since announced where the heck the next America's Cup will be held. Alas, it didn't come by the time these pages were wrested from our desktops. Why were we waiting for that announcement when the team said their deadline was the end of the year?

On October 18, BMW Oracle Racing CEO Russell Coutts was quoted in an interview on *TheDailySail.com* as saying that the host city would be selected by the end of the month — not the end of the year, as the team had been hedging since announcing their timeline for AC 34 in Rome back on May 6.

However there is still some very exciting news to report. Terry Hutchinson will be taking the multihull plunge with Swede

Torben Tornquist's *Artemis* Team under CEO Paul Cayard. French multihull masters (and brothers) Loïck and Bruno Peyron also announced they're game, signing up with a French/German team. Depending on who you talk to, its either fortunate or unfortunate that the UK's *Team Origin* has decided that multihulls aren't worth the bother and turned up its nose toward the event with a transparent provincialism, suggesting they were just one Cup cycle too late in life. Let this be our pre-after-the-fact prayer that, indeed, by the time you read this we will be recovering from our celebration hangover.

— rob

leukemia cup gives back

Following two record-breaking years in decidedly rosier economic zeitgeists, the San Francisco Bay's Leukemia Cup Regatta had a high bar to clear to improve on the amazing fundraising it's done in its five-year history. Held October 1-2, this year's event eclipsed last year's staggering fundraising total by almost \$34,000 dollars, a feat in itself, but even more so when you consider that last year's raised \$655,000. And by the time you read this, it might have cracked the \$700,000 mark!

While the San Francisco YC-hosted event is, of course, a regatta, the highlight of the weekend has traditionally been Saturday night's VIP dinner, and this year was no exception. Although he followed on the heels of some pretty heavy-hitters — Rupert Murdoch in '08 and Al Gore in '09 — BMW Oracle Racing CEO Russell Coutts proved to be just as big a draw.

"Russell was amazing," said dynamo event organizer Robin Reynolds. "I think all the women have a new crush, and all the guys have a tremendous amount of respect for him."

In his address, Coutts — speaking at the behest of US Sailing President and leukemia survivor Gary Jobson — didn't drop any hints about what everyone wanted to hear, namely that the next Cup match would be held on the Bay. But given that the evening wasn't just about sailing, he did attempt to put the sport in context.

"I don't think it's any exaggeration to say it's a fantastic idea to combine the sport we share with support for the people you care about so much," he said. "You hear the word 'hero' a lot in connection with

continued on outside column of next sightings page

a guide to

Whether you're a new cruiser heading south of the border for the first time or an old salt who's been cruising Mexico for a decade, cruiser nets are essential for staying up-to-date on weather, local events, and other news. Here are a few that you should plan on tuning in to:

- In San Diego, the local cruisers' net is run by Downwind Marine on VHF Channel 68, daily 8:30-8:45 a.m.



You probably already know if San Francisco is hosting the next Cup.

Foiled again! Though Russell Coutts said the AC34 host city would be announced before the end of the month, he didn't promise the announcement would come before the end of our editorial cycle.



mexico nets

- The popular Sonrisa Net for the Sea of Cortez is found on frequency 3.968 MHz (3968 LSB) at 7:30 a.m. PDT/8:30 a.m. MDT. Note that the UTC time changes after Daylight Saving Time ends on November 7 so the local times remain the same.

- The Chubasco Net has recently changed to 7.192 MHz (1792 LSB). Check-in starts at 7:45 a.m. PDT/8:45 a.m. MDT, followed by a weather report

leukemia cup — cont'd

sport. But to me, it's those who look illness square in the eye and take it on who have my total respect."

Coutts also dropped a surprise on the crowd that no one was expecting. In addition to offering young honorary skippers Campbell Nolan and Chris Laub autographed BMW Oracle Racing hats and the promise of a ride with him on an AC 72 catamaran, he also announced a once-in-a-lifetime ride on an RC44 that generated a huge amount of buzz during the live auction. Honorary skipper Chris Kostanecki ended up winning the spot on the RC44 with Coutts and team owner Larry Ellison at the Oracle RC44 Cup Miami December 7-12.

continued on outside column of next sightings page



PHOTOS GILLES MARTIN-RAGET / BMW ORACLE RACING

SIGHTINGS

leukemia cup — cont'd

Community support for the event came from not just the sailors but also marine and non-marine businesses. Local West Marine stores raised a combined \$10,000 with the Sausalito store coming in first overall in this year's store challenge. For the third consecutive year, the Leukemia Cup's Sail for a Cure program, in partnership with Club Nautique Sailing School, offered would-be sailors the chance to learn sailing skills while raising funds and racing in the Leukemia Cup Regatta on the school's Colgate 26s. There were multiple levels of sponsorship with the top being the 'Spinnaker Sponsors', which included the Banford Foundation/Hannig Law Firm LLP, the Belvedere Cove Foundation/The Cromar Foundation, Credit Suisse, Genentech, Merrill Lynch Wealth Management/Bank of America Corporation, Passport Capital, Sutter Health, and UCSF Medical Center. At the 'Local Sponsor' level were companies and individuals such as Blue Shield, Jeff Burch, Forward Management, and PricewaterhouseCoopers. At

continued on outside column of next sightings page

mexico nets

for Baja and the west coast of Mexico. Local times remain the same after Daylight Saving Time ends.

- The Baja Net is found on 7233.5 LSB at 8 a.m. PDT/9 a.m. MDT. Local times remain the same after Daylight Saving Time ends.

- The Mañana Net is on 14340 USB at 1900 UTC (12 p.m. PDT/1 p.m. MDT, then 11 a.m. PST/12 p.m. MST).

- The Pacific Maritime Net is on 21402 USB at 2200 UTC (3 p.m. PDT/4 p.m. MDT, then 2 p.m. PST/3 p.m. MST).

- The Southbound SSB Net can be found on 8122 USB for check-in at 0055 UTC (5:55 p.m. PDT/6:55 p.m. MDT,



Spread, 'Sea Level' was willingly pressed into SAR service. Inset, Jim Milski transported one survivor to shore.

SPREAD: LATITUDE / RICHARD; ALL OTHERS: KENT MILSKI

— cont'd

then 4:55 p.m. PST/5:55 MST), and then switches to 4054 for traffic.

- The Amigo SSB Net is on 8122 USB at 1400 UTC (7 a.m. PDT/8 a.m. MDT, then 6 a.m. PST/7 a.m. MST).

- The Picante Net can be found on 6212 USB at 1330 UTC (6:30 a.m. PDT/7:30 a.m. MDT, then 5:30 a.m. PST/6:30 a.m. MST).

VHF nets are run daily in almost every popular cruiser destination so check with a friendly neighbor when you pull into a new anchorage for the time and channel. There's no better way to find out what's going on in your new neighborhood.

— ladonna



Above, the author poses with the man who asked for 'Sea Level's assistance, Stanley. Below, Nelson prepares to save an exhausted Chuck.



leukemia cup — cont'd

the 'Local Partner' level were companies such as Capital Pacific, Nude Skin Care, Frank Howard Allen Realtors, Pacific Union International & Christie's Great Estates, and Stroub Construction. There were also media sponsors Green 960 AM, Star 101.3 FM, and The Band 103.7 FM. Of course in-kind sponsors help with things such as beverages and regatta prizes, and fulfilling that need were Decker Bullock/Sotheby's, Club Nautique, GYRO:HSR, Hart's Desire Wine, KINeSYS, LaMarca, Landfall Navigation, Lost Coast Brewery, The Moorings, Offshore Sailing School, Realm Cellars, Restoration Hardware, Sea Bags, Sean Cope and Top Productions. National level sponsors included Ken Gardiner, Jobson Sailing, John Mecray, Mount Gay Rum, North Sails, Sailing World, Vineyard Vines, and West Marine.

The top individual fundraisers were Bill Smith, who raised a whopping \$27,000, followed by David Joyner at \$20,657 and Bill Nolan at \$20,425. San Francisco YC Opti sailor Dylan Meade was this year's top junior fundraiser for the third consecutive year.

Of course, there was a regatta also, and we wrap up the racing portion of the event, including the results, in this month's *Racing Sheet*, which starts on page 114. For all the info, as well as bios on this year's honorary skippers, check out www.leukemicup.org/sf/.

—rob



ELLEN HOKE

Russell Coutts was the keynote speaker for the Leukemia Cup.

pleasure cruise to rescue operation

I joined Jim and Kent Milski aboard their self-built 48-ft catamaran, *Sea Level*, after they'd reached the Fiji Islands last month. The passage to Vanuatu was fairly rough, with beam seas up to 12 feet and winds to 22 knots, so we were ready for some real sleep when we dropped anchor in Port Resolution on the southeastern tip of Tanna Island just after dawn on October 15.

But no sooner had the rattle of the anchor chain ceased than a local named Stanley appeared in a dugout to ask for our help in searching for survivors from a *panga* that had capsized the previous morning off Aniwa, 10 miles to the east. The 12 adults and one baby aboard were heading home to three villages near Port Resolution.

Without hesitating, Jim offered our help, as well as that of our friends Steve May and Manjula Dean aboard *Endless Summer*, who were following us aboard their Farrier 41 catamaran. Stanley and six other men from the village joined our boat and we pulled anchor. The seas were still rough, and we wondered if we would find anyone.

We joined a search and rescue mission that involved Vanuatu's only navy boat, a search plane, a helicopter, the cruise ship *Pacific Dawn*, and two other cruising yachts, *Peggy West* and *Sea Tropaz*, which had started the search the day before. *Endless Summer* turned and began a search pattern heading north off the west side of Aniwa.

As we approached Aniwa, Steve on *Endless Summer* reported that a local fisherman had picked up the captain of the *panga* east of where it had turned over, south of the island, at around 4:30 that morning. We were searching in the wrong area! During our passage, the prevailing current had been to the northwest, but our chartplotter had begun to show a strong southeastern current as we approached the island. Jim and Steve, both surfers, were aware that the current often could override both wind and waves. So we headed south and east.

Then Charlie, one of the local elders, got Jim's attention. He went

continued on outside column of next sightings page

rescue — cont'd

forward, quietly began to chant, and threw something in the water. He came back and told Jim, "I have seen them floating in the current," then pointed in the direction he wanted to go. It was a mystical moment. Jim decided to believe him and, from then on, steered exactly where Charlie pointed, which was to the northeast — the other side of the island.

Not long after, we spotted the overturned *panga* with a man lying on it. Getting him aboard *Sea Level* was not easy because of the rolling



Charlie — a real visionary.

seas, but we managed. The man's name was Chuck, and he told us that he'd stayed with the boat because he couldn't swim. He said they'd righted the boat after the initial capsize, but the heavy seas had overturned it again. The captain and four men decided to swim for the island and survived. But the others — four men, two women, and the baby — drifted away.

Chuck appeared to be okay, so we gave him water, hot tea, crackers and cheese, and some chocolate. Once dry and in warm clothes, he fell asleep in the salon.

Charlie kept pointing northeast, so we again followed his directions. Soon after we reported finding the *panga* and rescuing Chuck, the

search plane appeared. Chuck said he'd seen the plane twice, but it didn't see him. In short order, the plane began circling an area northeast of us to signal that something was in the water. The Vanuatu navy boat passed us going in the same direction, and found two more survivors. The navy boat lowered a dinghy to retrieve the men, but could not get them aboard due to the rough condition, so we took them aboard.

The last two survivors had been in the water for more than 34 hours. It became clear that the *panga* had had no life jackets. The men were hypothermic and barely conscious. Their friends got them into dry clothing, and began giving them water, holding their heads up for them. Then *Mahina Tiare III*, John and Amanda Neal's Hallberg-Rassy 46, came on the radio with two doctors from Australia onboard. The doctors told us not to give the survivors hot tea because it's a diuretic. We could not board the doctors because of the high seas, so we made for Port Resolution, arriving just at sunset. The survivors did not have a measurable pulse, but appeared to rally when we transferred them to shore, where they were then taken to a medical clinic.

The following day *Sea Level*, *Endless Summer*, and *Mahina Tiare* returned to the area east of Aniwa to continue the search, but finally gave it up near the end of the day. The official search and rescue mission was terminated, and the baby and four adults were declared dead. It was a heart-wrenching experience for all of us, but we were grateful to have rescued three survivors.

Two days later the crews of *Sea Level* and *Endless Summer* were taken to the survivors' villages to be publicly thanked. The chiefs and elders shook each person's hand and bestowed many gifts, including one live pig, three live chickens, feathers, beads, carved walking sticks, grass mats, and baskets. The crews were also given the equivalent of \$450US in vatu — Vanuatu's currency — which they gave back to buy life-saving gear and radios. Finally, the two skippers, Jim and Steve, were taken to a kava ceremony.

I missed the ceremonies as I'd left Port Resolution for the States the day before. As I was leaving, I noticed a sign in English along the road that said: "Without a vision, people perish." I thought of Charlie and his vision, and how Jim had believed in Charlie's vision, which then led to our finding three survivors. None of us will forget this experience, the people of Vanuatu, or their extraordinary culture that we were privileged to witness.

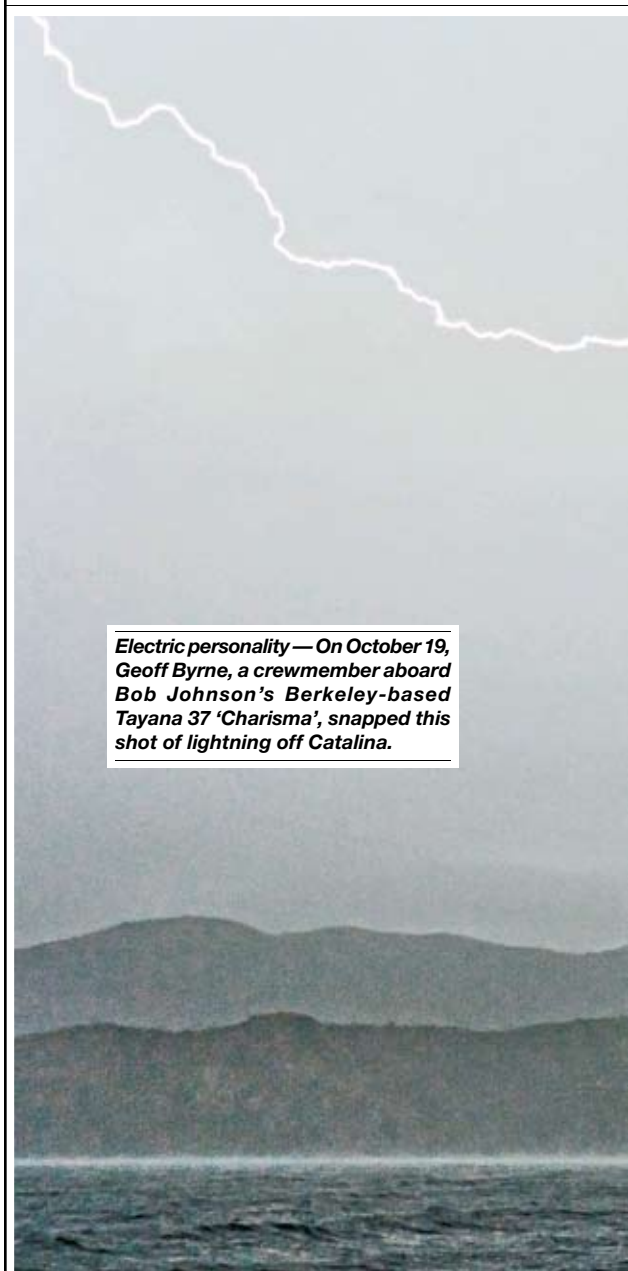
— larry mosher

short

SAN DIEGO — Last month, the National Transportation Safety Board announced that they'd made an error in an August report claiming that a Coast Guard crewmember was texting moments before his vessel struck a recreational boat, killing 8-year-old Anthony DeWeese, last December. The confusion was a result of time zone variations on the phone bill.

"The error has had no impact on our investigation of the accident," said NTSB spokesperson Peter Knudson. "We have never indicated that the use of the mobile devices contributed to the accident."

The NTSB maintains that reports of the



Electric personality — On October 19, Geoff Byrne, a crewmember aboard Bob Johnson's Berkeley-based *Tayana 37 'Charisma'*, snapped this shot of lightning off Catalina.

sightings

pilot and another crewmember's having made cell phone calls and texted before the boat left the dock were accurate.

POs Paul Ramos — the boat's pilot — Ian Howell, and Brittany Rasmussen have pleaded not guilty to military charges, blaming mechanical defects, poor training, and lax leadership. Ramos faces 10 years in prison if convicted of involuntary manslaughter, while Howell and Rasmussen face one year for negligent homicide. A fourth crewmember, Technician Lavelle Teague, is facing lesser charges that could net him 30 days.

continued in middle column of next sightings page

a downwind wedding

Romantic weddings can come in many forms. For some, a sunset ceremony on the beach in Hanalei Bay is ideal; for others, it's a walk down a garland-festooned aisle. For Kristen Sierra and Ned Kohlhauff, it was a walk down the aisle, all right — the aisle between liferafts and anchors.

On October 16, Kristen and Ned took the plunge at San Diego's Downwind Marine. "Going to Downwind is a daily activity for us," said the bride when asked why they had chosen such an unusual wedding venue. "We've been incredibly lucky to bond with the staff."

Some readers may be thinking that getting hitched at a marine chandlery doesn't sound like the most romantic way to start a new life with one another, but Ned and Kristen have been together for more than 13 years and have been married before — to each other.

"We were together for eight years before we got married," explained

continued on outside column of next sightings page



GEOFF BYRNE

SIGHTINGS

wedding — cont'd

Kristen. "We were married for a year and then I lost my mind. We were apart for 18 months, but then Ned became very ill. I was there when the ambulance took him to the hospital and have never left."

For 11 of those years, Ned and Kristen have lived aboard their Seattle, WA-based Passport 42 *Bristol Blue*. "This will be our third year of cruising California and Mexico since I retired from being a race car mechanic," said Ned. (As a copper artist, Kristen can work wherever she goes.) "We still call Seattle home so, after this season in Mexico, we'll probably return next spring. I don't think we'll stay, though. It's too bloody nice down here!"

So after all those years together, what prompted the couple to get rehitched? "Last year, Ned had a serious health scare," Kristen said. "It was clear that we needed to make some decisions. We actually decided to get married again while we were in the marina's hot tub!"

Once the decision was made, things just clicked. "We'd been trying to figure out where to have the wedding," Kristen recalled. "One day we

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shorts

BOSTON, MA — Torrey Browne, 35 was convicted of rape and assault and battery in a 2008 attack on a coworker at the Dorchester YC. Prosecutors say Browne invited the woman to check out his new boat, and once aboard, suggested they become romantically involved. After she turned him down, Browne left the boat but allowed her to spend the night aboard. The DA's office convinced the jury that the woman's claim that she woke up early the following morning with Browne on top of her — hushing her when she cried out — were true. Browne faces up to 20 years in prison at his November 17 sentencing.

PUERTO DE MOGÁN, LAS PALMAS —

COURTESY BRISTOL BLUE



ALL PHOTOS JIM NEFF UNLESS NOTED



— cont'd

Life has been pretty easy lately for Dutch 14-year-old Laura Dekker, who hopes to become the youngest solo circumnavigator. Having officially started her trip from Gibraltar on August 21, Dekker has been cruising around Gran Canaria for the last two months, waiting for the end of hurricane season. "After crossing the Atlantic in December," she wrote on her blog, "I will not be staying in one place for such a long time, as I have done here. I'll be hurrying up a little then."

In a twist that no one saw coming, Laura's paternal grandmother, Riek Dekker, released a book titled *My Story* on October 7. In it, Granny relates Laura's story prior

continued in middle column of next sightings page



Love at the chandlery — Clockwise from below, Kristen and Ned chose Downwind Marine for their wedding; Kristen walking down Aisle 4; the wedding party included Jim and Diane Neff as Best Man and Matron of Honor; 'Bristol Blue' is headed back to Mexico for the season; "With this ring..."; Lee Neher, minister of the Universal Life Church, pronounced them husband and wife; the getaway car.



wedding — cont'd

were in Downwind, and I asked the manager, Kitty, if we could hold it in the store. She asked Chris, the 'Wizard of Downwind', and he said 'I don't see why not.'" The entire staff became excited and really stepped up to help plan the service. As a licensed minister, employee Lee Neher even performed the ceremony. Talk about outstanding customer service!

After a wedding like that, there's really only one option for a honeymoon: "We spent it in the boatyard painting the bottom of our boat," laughed Kristen. It doesn't get much more romantic than that!

— *ladonna*

m.o.b. scene

After a summer of dreary weather, most of the West Coast saw a respite from the gloom last month. Sunny skies, of course, mean more boats on the water, and more boats on the water mean more crew overboard reports. Unfortunately, they didn't all end happily.

The body of Hermosa Beach resident Richard Barras, 59, was found floating about two miles offshore the evening of September 23 after his 24-ft sailboat *Seeya* beached itself near the Redondo Beach pier. Around 5:30 p.m., *Seeya* came ashore with her sails up and tiller lashed. A search was launched, and a Coast Guard helo crew found the man's body three hours later. He was not wearing a PFD. Harbor Patrol retrieved the body and administered CPR but Barras was pronounced dead at an area hospital. The coroner found he'd drowned, and authorities presume he fell or was knocked overboard. Barras was separated from his wife, and living part-time with his elderly mother, part-time on his boat.

Then on October 6, an unidentified solo boater was plucked from the chilly waters of the Bay after having fallen overboard. Though technically retrieved by the Alameda County Sheriff's Department Marine Patrol, it was Tom Hunt, a volunteer crewmember aboard the historic scow schooner *Alma*, who first spotted the man.

"We were sailing southeast of Alcatraz around 11:30 a.m.," Tom recalled, "when I thought I heard someone yell 'Help' twice. I spotted what looked like a swimmer in distress about 200 yards away." The crew of the *Alma* notified the Coast Guard about a possible person in the water as they motored toward their target. "As we approached, I told him we'd have him aboard quickly," said Tom. "His response was 'Pardon me, do you have any Grey Poupon?'" The man, who was wearing an inflatable PFD, told Tom that he'd tripped on a coiled line and fallen off his trawler, which was making five knots in the general direction of the Estuary.

As the *Alma* crew were readying to pull the man aboard, the Marine Patrol arrived on scene. "They started questioning him about what happened," Tom said, "while he was still in the water! We suggested that, since they were a rescue entity, they take him aboard, which they finally did."

The boater, who'd reportedly been in the water for 25 minutes, was examined by EMTs and found to be in good condition. About 30 minutes after his rescue, his 36-ft boat ran into Pier 70, where authorities secured it until the owner arrived later in the day to take

continued on outside column of next sightings page



The 119-year-old 'Alma' came to the rescue of a solo MOB in October.

COURTESY ALMA

m.o.b.s — cont'd

it back to its South Beach berth.

A few days later, on October 10, 46-year-old Arlie Hoefling was sailing down the Columbia River to Astoria, Oregon with his three kids — ages 13, 16, and 18 — aboard his MacGregor 65 *Bad Dog*, when a gust of wind caused the boat to suddenly heel. The bolted-down skipper's chair in which Hoefling was sitting ripped out of the cockpit sole, throwing the man into the water. The three teens, who were all wearing PFDs, quickly called a *mayday*, took down the sails, and turned around, all the while trying to keep an eye on their dad — who was not wearing a PFD — but he soon drifted out of sight. His body was found 10 days later.

On the same day Hoefling fell overboard, hundreds of boaters took to the Bay to watch the Blue Angels Air Show as Fleet Week's finale. Of course, hordes of wake-producing boats can cause problems for others a little lower in the water. "After watching the fantastic Blue Angels aboard our Hunter 33 *Concord*, we were headed back to Brisbane Marina," said Frank Solinsky. "We'd been passed by the mass exodus of powerboats when we noticed a kayak and two people in the water under the Bay Bridge. We stopped to help them and discovered they'd been swamped in the huge wakes of the stampede. We got them out of the water — they'd been in 10 minutes or so and were pretty cold — and called for their rescue on channel 16. The SFPD came out and picked up 'two wet souls and all the parts' — including their life jackets — and took them back to Pier 40."

If sobering stories such as these don't get you to 'suit up' when you go sailing, we're not sure what will. But we won't give up encouraging you to don your PFD — we kinda like having you around.

— *ladonna*

route du rhum kicks off

One of the world's preeminent singlehanded offshore races — the La Banque Postale Route du Rhum — got underway October 31. The 3,510 mile transatlantic sprint from St. Malo, France, to Point à Pitre,

Guadeloupe, in the Caribbean, is in its 32nd year and in that time has made the reputations of some of France's top solo offshore sailors. The race record of 7d, 17h, 19m — a staggering average of 19.11 knots — set by Lionel Lemonchois aboard the ORMA 60 *Gitana 11* in '06, will surely come under pressure from the first-ever participation of the G-class multihulls.

Headlining that nine-boat class will be Franck Cammas, who will be sailing the same 105-ft, VPLP-deisgned trimaran, *Groupama 3*, that set the Jules Verne record earlier this year at 48d, 7h, 45 m. What makes Cammas' effort in this RDR noteworthy is that *Groupama 3* was designed to be a fully-crewed boat. So Cammas — sailing with a new rig that's only 12 feet shorter and with a new bicycle-style pedestal — will

be likely working much harder to keep the same pace on a boat that sailed aaround the world with nine crew. Cammas will have to battle not only his beast of a boat, but also current solo 'round the world record holder Francis Joyon in his *IDEC II* and Thomas Coville in his similar *Sodeb'O*. *Gitana 11* — a light-air threat — is also back, having been lengthened by 12 feet, and now under the command of Yann Guichard.

The new Multi 50 class will be represented by 12 skippers, among them Lemonchois aboard the brand new Irens/Cabaret-designed *Prince de Bretagne*. The Imoca 60 division has nine entries and a slew

continued on outside column of next sightings page

shorts

to her departure from The Netherlands — which, admittedly, was quite a soap opera — from Laura's perspective using her diaries and letters. One of the more disturbing factoids to come out of the book is that Laura contemplated slashing her wrists when she was restricted by Dutch authorities from leaving on her journey. Instead, she skipped town to St. Maarten in search of a boat (and was later picked up by local authorities and returned home). If you're interested in her



Spread, Franck Cammas will be sailing his 105-ft tri 'Groupama 3' in the Route du Rhum. Inset, Cammas can grind winches via a custom-designed bicycle-style pedestal.



Michel Desjoyeaux.

YVAN ZEDDA

— cont'd

pre-trip story — and can read Dutch — the book can be purchased at www.alk.nl/titels/088_0.htm.

QUEPOS, COSTA RICA — On the evening of October 12, Clark Nicholson and Bruce Stevens' Dana Point-based Gulfstar 50 *Two Amigos* was boarded by at least six "heavily armed bandits carrying shotguns and pistols." Nicholson believes the pirates had been observing *Two Amigos* for a couple days before making

continued in middle column of next sightings page

route du rhum — cont'd

of new boats being developed for the next Vendée globe in '12. All eyes are on Michel Desjoyeaux's just-launched *Foncia* in that division. The Class 40s are bringing out a staggering 46 boats with some of Europe's most established and up-and-coming skippers taking a shot at what will likely resemble a 46-boat buoy race across the ocean.

Sailing in the class's Rhum Division — for everything that doesn't fit anywhere else — will be the only American in the race. French-American skipper Etienne Giroire, will be sailing his 40-ft Walter Greene-designed trimaran under the banner of his Florida company ATN, which makes things such as spinnaker socks. You can follow his progress at www.routedurhum.com.

—rob



Current solo round-the-world record holder Francis Joyon will go up against the skipper of the current Jules Verne trophy holder, Cammas.

SIGHTINGS

jeanne socrates goes for record

When last we checked in with Jeanne Socrates, she'd just sailed her Najad 380 *Nereida* nonstop from New Zealand to Hawaii for the finish of this summer's Singlehanded TransPac. Jeanne had left the Canary Islands last October in an attempted nonstop circumnavigation, but unexpected engine troubles forced her into Cape Town — and kept her there for three months — before she could continue on. Since her goal of a nonstop trip around was already thwarted, she decided to take a detour and say hi to her Singlehanded pals. (Jeanne competed in the '06 Solo TransPac, and was on her way to the start of the '08 race when her previous *Nereida* was lost on a Mexican beach just 85 miles from finishing a 15-month circumnavigation.)

Now the determined 68-year-old British grandmother, currently in Victoria, B.C., is setting off again on a nonstop attempt. But this time, she's going for a record: the first woman to circumnavigate nonstop from North America. Renowned solo sailor Tony Gooch, who holds the record for the first person to circumnavigate nonstop from the West

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shorts

their move. The cruisers were duct taped, and about \$12,000 worth of electronics, as well as a dinghy, were stolen. Luckily no one was injured, and the dinghy was later recovered.

Nicholson says they'll get by with a handheld VHF and GPS until they get to Panama, where they'll work on replacing the stolen items, as well as effect other repairs. "And from now on, we'll move at least every two days in case we're surveilled again. To say we're disappointed in Costa Rica is to put it mildly." They plan to cross to the South Pacific next year.

AMARA, SOMALIA — In other pirate news, October 23 marked the one-year anniversary of the abduction of Britons Paul



Free bird — Spread, an unplanned stop in Cape Town ended 'Nereida's previous nonstop attempt. Above, Jeanne says that, in addition to emails from friends, visits from albatross help ease loneliness.

— cont'd

and Rachel Chandler after they sailed from the Seychelles bound for Tanzania the day before on their Rival 38 *Lynn Rival*. Friends and family reportedly handed over half of the \$1 million ransom, but the pirate clan holding the Chandlers has yet to release either of them. After several months of being held in separate locations, the couple has been reunited, though no end to their captivity is in sight.

ATLANTIC OCEAN — *Pinta*, an unmanned three-meter, solar-powered robotic sailboat, made it 350 miles into a transatlantic passage from Ireland before it stopped transmitting data on September 30. It was likely capsized in heavy seas.

— *ladonna*



The first 'Nereida' spent quite a bit of time traversing the globe before her untimely demise.

socrates — cont'd

Coast in '04 aboard his 42-ft custom aluminum boat *Taonui*, is the official World Speed Sailing Record Council representative for Socrates' attempt. "He's my 'starter'," said Jeanne. "He's installed a 'black box' to track my voyage, and has wired my gear cable so only neutral and reverse are possible."

In the past, Jeanne has been reluctant to share her age. "When people know how old you are, they sometimes look at you — and what you're trying to do — differently," she explained. But a recent press release announced her age to the world, so it seems she may also have her eye on an 'oldest woman to circumnavigate nonstop' record as well — although no organization officially ratifies age-based records. Of course that hasn't stopped the horde of teens out for the 'youngest around' record, so why should it stop an experienced and very fit granny?

Jeanne left Victoria on October 25 and beat her way through heavy winds and seas to reach the Pacific Ocean. She'd originally planned to leave a week earlier but a series of systems kept her dockbound. On the morning of her departure, PassageWeather.com showed several more North Pacific doozies swirling up off Russia. "I need to get away from here since the weather won't be improving," she said before she left. "It would be great to get out of the Strait as it's often difficult to do that."

We wish Jeanne a safe and speedy trip, and will keep you updated on her progress over the next seven months or so. In the meantime, you can stay up-to-date on her website, www.svneraida.com.

— *ladonna*



Jeanne Socrates.

five for the velux 5 oceans

As a career-maker, the Velux 5 Oceans Race — which started on October 17 — has few peers in the world of ocean racing, having launched the likes of Christophe Augin, Philippe Jeantot and Alain Gautier, to name just a few. This five-leg, 30,000-mile test of endurance only comes around every four years, and while this year's field is certainly smaller than in years past, the five skippers in sailing organizer Sir Robin Knox-Johnston's 'Eco 60' class will no doubt earn every hard-earned point. Begun as the BOC Challenge, the Velux 5 Oceans was the first singlehanded race around the world, predating the non-stop Vendée Globe by nearly a decade, although the latter has since surpassed it in terms of influence. But none of that matters for Brad Van Liew, who's back after an eight-year absence from the race.

The lone American in this year's race, Van Liew is a 42-year-old Southern California product who now calls Charleston, SC, home. This will be his third race, but the first in an Open 60 (both of his previous efforts were in Class 2). In '98, he sailed the Open 50 *Balance Bar*, and in '02 he sailed the Finot Open 50 *Tommy Hilfiger* to a wire-to-wire race win. Seven days into this edition, Van Liew is already setting the pace. Despite having to battle a cold, a knockdown, a powerful boat, and a determined competitor, Van Liew clung to a 32-mile lead over his nearest competitor, Polish sailor Gutek Gutkowski aboard *Operon*. Van Liew's *Le Pingouin* has so far managed to average a hair under nine knots over the 6,540-mile leg.



Brad Van Liew's 'Le Pingouin'.

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SIGHTINGS

velux — cont'd

Le Pingouin is one of the fastest of the new re-purposed class of Open 60s that are required to be at least two generations old, and he's put the speed to good use in building his lead. An essential part of the Eco 60 class is using less fossil fuel to round the globe, and since the start, Van Liew has had a headache of a reminder of the many different forms petroleum can take.

"Ironically, my super-duper, eco-friendly hydro-generator picked up a trash bag which got wrapped around it and broke the system holding it down," he said. "So I've been trying to find a new way to hold it down, and you'll be pleased to know that I did manage to retrieve the trash bag."

But the biggest headache occurred when *Le Pingouin* did a flying gybe on its own while the skipper was down below getting a rare 20-minute nap. A loose autopilot wire — which Van Liew copped to having wired himself — caused the autopilot to go on strike and the result was the loss of about 20 miles, to *Operon*.

Canadian Derek Hatfield, sailing *Active House* — which took American Rich Wilson around the world in the last Vendée Globe as *Great American III* — said he's looking forward to the temperature getting warmer, and is frustrated with his speed as he sits in third, 140 miles behind Van Liew. Belgian Skipper Christophe Bullens left La Rochelle a week after the rest of the pack, aboard *Five Oceans of Smiles Too* — formerly *Artech* — having completed a 48-hour mini-qualification sail to test the new boat, which was sourced just a week before the start after his original boat was dismantled.

As of this writing, Van Liew was about 4,600 miles from Cape Town, and, if all goes well, by the time you read this he should be close to arriving. Check www.velux5oceans.com for updates.

—rob

she's as sweet as she is tough

"I never singlehand by choice," says Evi Nemeth. But when there's no able-bodied crew around to recruit, this salty Coloradan doesn't hesitate to go it alone — even on long, lonely ocean passages.

We first met Evi last March in Panama, when she attended our Pacific Puddle Jump Kickoff Party at the Balboa YC. At that time, she had already completed an Atlantic circuit from Florida through the Med, on to Brazil and across the Caribbean. What really got our attention, though, was the fact that she'd only learned to sail in 2002, after buying her Nordic 40 *Wonderland* the previous year. She began cruising — which had been a dream for four decades — after only a year of near-shore practice.

As Evi enters her 70s, many fellow cruisers marvel at her independence

and stamina. But folks from Colorado tend to be pretty tough. Besides, Evi is a retired school teacher, and as a popular bumper sticker states, "You can't scare me, I'm a school teacher."

When we caught up with Evi recently in Vava'u, Tonga, she shared some of her cruising tales. But so far the hardest thing she's had to

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midwinter

As of November 7, Daylight Saving Time will be just a memory, which means the '10 beer can season is too. But before you shed a tear, remember that the end of beer can racing means the beginning of midwinters!

Often representing some of the warmest sailing days you'll have all year on the Bay, midwinters are a great reason to get the boat out of the slip or off the trailer for some fun, low-key turns around the buoys. They range in format from Corinthian YC's ever-popular two-day event to once-a-month series that run through March, such as the Encinal, Berkeley or

Californians are lucky to be able to sail in beautiful weather all year long — take advantage of it by going out for some midwinter racing.



Still smiling after crossing thousands of miles single- or shorthanded, Evi strikes a pose in front of Lawrence's pizza oven in Neiafu.

fun begins

Sausalito YCs' events. And there's a mid's for just about everyone: from the biggest keelboats to the smallest dinghies, you'll find one that works for you.

Interested in starting to race, but not sure where to start? Midwinters are the perfect place for relaxed sailing.

You can find schedules for many of these events in our *Calendar* section, which starts on page 8. And stay tuned to the *Racing Sheet* and *Electronic Latitude* at www.latitude38.com for updates about different series, schedules, and any changes or cancellations.

— rob

sweet and tough — cont'd

deal with has been the loss of her two small houses near Boulder, which recently succumbed to the massive Fourmile Canyon wildfire. After crossing to New Zealand, she'll fly home to deal with the mess, and begin a battle with the local planning department, which won't allow her to rebuild replacement houses that are less than 2,000 sq feet — hers were substantially smaller. "I'm one person," she says, "and I'm living comfortably on a 40-ft sailboat. What would I do with a 2,000-sq-ft home?"

Goes to show that some challenges of the cruising life can't be anticipated. Still, Evi is determined not to get hung up in Colorado. In fact, she's already bought a return ticket to Kiwiland, proving that nothing — including hell, high water, or a 7,000-acre forest fire — is going to stop this white-haired sweetheart from completing her cruising dreams. You go, girl!

— andy

