

Latitude 38

# Latitude 38

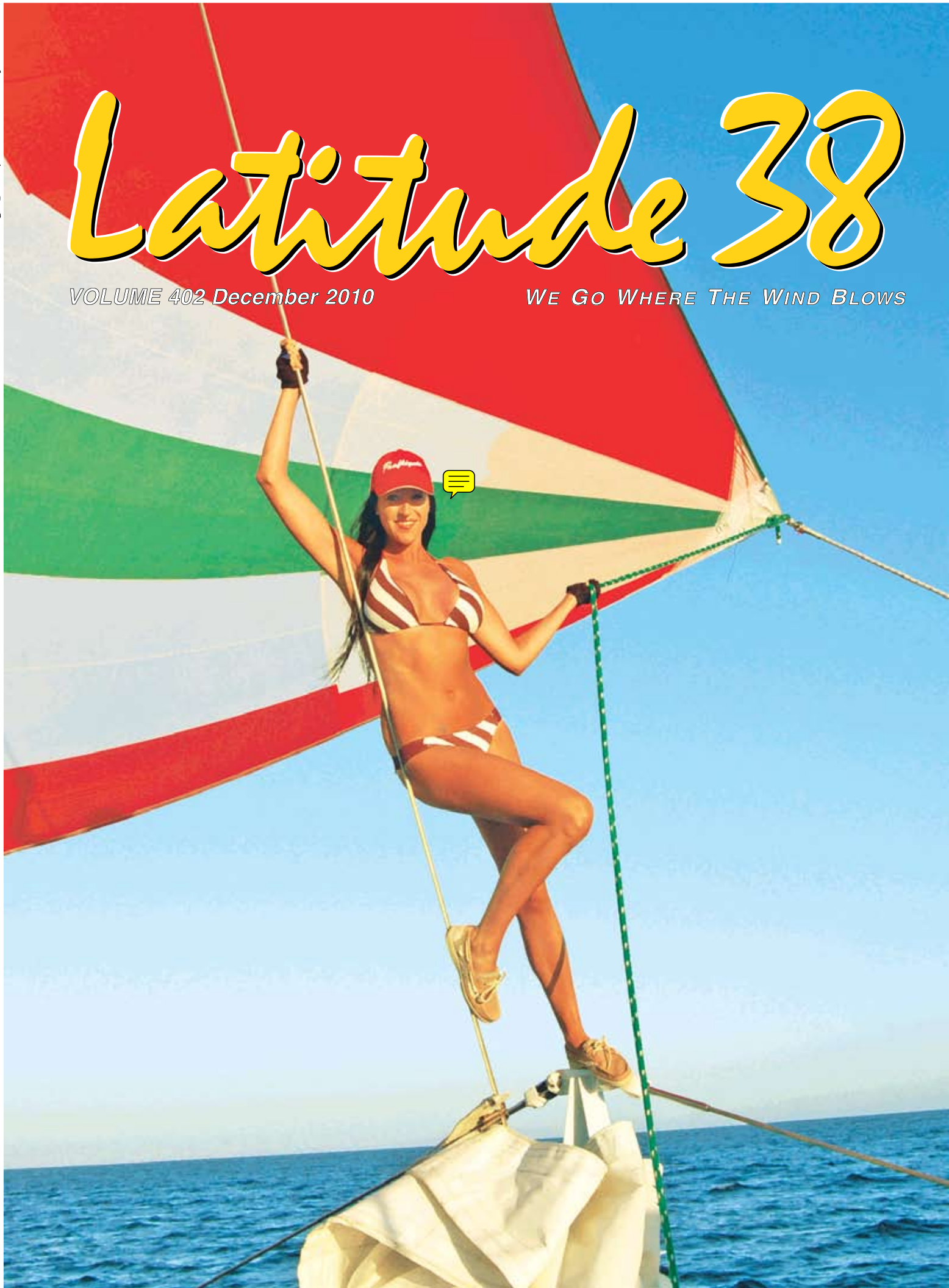
VOLUME 402 December 2010

WE GO WHERE THE WIND BLOWS



DECEMBER 2010

VOLUME 402



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Cover: The afternoon of the last leg of the Ha-Ha is always a melancholy one, as the sailing is almost over, and in a couple of days you'll be saying goodbye to the shipmates you've shared such good times with. But spirits were brightened aboard *Profligate* on the occasion this year, as crewmember Lindsay put on her smallest striped bikini, climbed onto the seagull striker, grabbed a lazy sheet of the Spinnaker Italiano, and struck a spirit-raising pose or two. Yeah, we know she's not wearing a PFD, so if you're not a professional on a closed course, do not imitate her.

Photo: *Latitude 38*/Richard

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



## Special Year-End Featured Models from Passage Yachts



### Beneteau 37

An ideal family cruiser that is easy to sail and offers a spacious, well appointed interior. Big skylight windows flood the saloon with light, a large head features ample space to take a shower, good headroom and ample storage make weekends and coastal cruising a true pleasure.



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### Oceanis 50

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Beneteau 473  
2004  
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J/105  
1999  
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Beneteau 361  
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2 from \$109,500

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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
46'	Amel Maramu	1985	124,000
45'	Beneteau 45.5	1991	119,900
42'	Beneteau 423	2005	199,500
42'	Cascade	1971	47,500
40'	Island Packet	1998	225,000
40'	Hardin Seawolf ketch	1970	70,000
39'	Carroll CM 1200	1995	SOLD
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/105	1999	94,000
34'	Aloha sloop	1984	49,500
31'	Beneteau First 310	1993	44,900
30'	Juno, classic wood	1960	38,000

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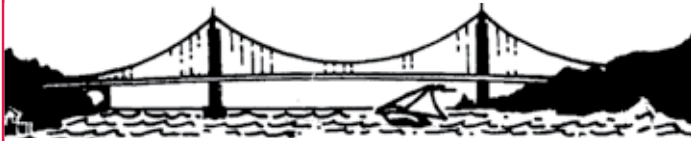
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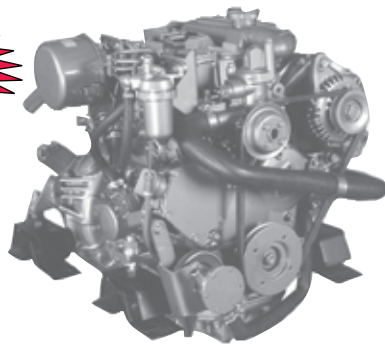
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Ranger 29 Tug, 2011 .....	\$224,937
Ranger 27 Tug, 2011 .....	<b>NEW MODEL!</b> 149,937
Ranger 25-SC Tug, 2010.....	<b>NEW MODEL!</b> 129,937
Ranger 21-EC Tug, 2011 .....	49,937

### Preowned Ranger Tugs at Our Docks

Ranger 25 Tug, 2010 .....	145,000
Ranger 25 Tug, 2009 .....	125,000
Ranger 25 Tug, 2008 .....	110,000



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# CALENDAR

## Non-Race

**Dec. 1** — Hanukkah begins at sundown.

**Dec. 1** — Club Nautique's Winter Wednesdays Seminar Series continues with 'Handheld Navigation Apps', at Club Nautique in Sausalito, 6-8 p.m. Seminars run at the same time at alternating locations (A=Alameda, S=Sausalito) and are free. **12/15:** 'Five Things to Know about Radar' by instructor Richard Foregger (A); **1/5:** 'Don't Get Hit by a Supertanker' by instructor Peter Leib (S); **1/19:** 'From a Newbie to New Zealand in Six Years' by members Allan and Rina Alexopoulos (A); **2/2:** 'Sailing to Catalina' by Rod Witel (S); **2/16:** 'Singlehanded Sailing in the TransPac' by instructor and SHTP vet Max Crittenden (A); **3/2:** 'Understanding Your Electrical Panel' (S); **3/16:** 'Understanding San Francisco Tides & Currents' by Kame Richards (A); **3/30:** 'Cruise Planning for North of the San Rafael Bridge' by owners Don Durant and Dave Moore (S). Info, (510) 865-4700 or [www.clubnautique.net](http://www.clubnautique.net).

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

**Dec. 2** — 'Coastal Navigation Simplified' by Club Nautique's Bryan Chavez at San Carlos West Marine, 6-8 p.m. Free. Info, (650) 593-2070.

**Dec. 2** — UCSC Sailing Club outreach program at Santa Cruz West Marine, 6:30 p.m. Info, (831) 476-1800.

**Dec. 3, 1972** — Famed yacht designer L. Francis Herreshoff died in Boston after undergoing surgery for a broken hip.

**Dec. 4** — 34th Annual Lighted Yacht Parade on the Oakland/Alameda Estuary. Starts at 5:30 p.m. Presented by



FRED FAGO

'Tis the season for holiday reveling on the water with various yacht clubs' lighted boat parades.

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](http://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](http://www.southbeachyc.org).

**Dec. 4** — Vallejo YC Harbor Lighted Boat Parade. Info, [www.vyc.org](http://www.vyc.org) or (707) 643-1254.

**Dec. 4** — Stockton SC Lighted Boat Parade. Info, [www.stocktonsc.org](http://www.stocktonsc.org).

**Dec. 4** — Delta Reflections Lighted Boat Parade, starting in Stockton at 5 p.m. Info, [www.mwyc.org](http://www.mwyc.org).

**Dec. 4** — Santa Cruz YC Lighted Boat Parade in the south harbor, 5:30 p.m. Info, [www.scyc.org](http://www.scyc.org).

**Dec. 4** — Vallarta YC Cruisers Chili Cook-Off, 4-8 p.m. Info, [docampb@aol.com](mailto:docampb@aol.com).



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**New Catalina Yachts in Stock**

Catalina 445, 2010

Catalina 375, 2010

**Preowned Catalina Yachts at Our Docks**

Catalina 440, 2005.....	\$250,000
Catalina 42, 1993 .....	124,500
Catalina 42 MkII, 1996.....	149,900
Catalina 400, 2004 .....	220,000
Catalina 400, 1997.....	139,500
Catalina 36 MkII, 2005.....	129,000
Catalina 36 MkII, 2004.....	127,777
Catalina 36 MkII, 1999.....	93,750
Catalina 36, 1987 .....	49,000

Catalina 36, 1986 .....	44,000
Catalina 350 MkII, 2004.....	144,500
Catalina 350 MkII, 2004.....	125,663
Catalina 350 MkII, 2008.....	169,500
Catalina 34, 2007 .....	134,500
Catalina 34, 2004 .....	109,500
Catalina 34, 1988 .....	49,900
Catalina 320, 2000 .....	74,900
Catalina 310, 2007 .....	94,500
<b>Preowned Sailing Yachts at Our Docks</b>	
Hunter 37, 1987 .....	61,500
Hunter 36, 2004 .....	119,000
Hunter 31, 2007 .....	84,900

Nonsuch 30, 1981 .....	49,000
<b>New Ranger Tugs in Stock (base price)</b>	
Ranger 29 Tug, 2011 .....	\$224,937
Ranger 27 Tug, 2011 .....	<b>NEW MODEL!</b> 149,937
Ranger 25-SC Tug, 2010.....	<b>NEW MODEL!</b> 129,937
Ranger 21-EC Tug, 2011 .....	49,937

**Preowned Ranger Tugs at Our Docks**

Ranger 25 Tug, 2010 .....	145,000
Ranger 25 Tug, 2009 .....	125,000
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## CALENDAR

**Dec. 5** — Subasta Auction at Marina de La Paz, 9 a.m.-4 p.m. This fundraiser for needy kids in La Paz is hosted by Fundación Ayuda Niños La Paz and sponsored by Club Cruceros. Info, [www.clubcruceros.org](http://www.clubcruceros.org).

**Dec. 5-26** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Dec. 9** — Sea Scout outreach program for youth 13-21 at Santa Cruz West Marine, 6:30 p.m. Info, (831) 476-1800.

**Dec. 11** — Sausalito Lighted Yacht Parade along the waterfront, 6 p.m. Info, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

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

**Dec. 11** — San Rafael Lighted Boat Parade, 5 p.m. Info, [www.sanrafaelyachtclub.org](http://www.sanrafaelyachtclub.org) or (415) 300-4510.

**Dec. 11** — 23rd Annual Holiday Boat Lighting Contest at Pillar Point, starting at 6 p.m., with a party following at Half Moon Bay YC. Info, [www.hmbyc.org](http://www.hmbyc.org) or (650) 725-2120.

**Dec. 11** — Holiday celebration at Hyde St. Pier with live music, activities and a visit from the Big Guy himself, 3-4:45 p.m. Tour historic vessels from 6-9 p.m. RSVP for tour. Kids under 16 free, adults \$5. Info, (415) 447-5000.

**Dec. 11-12** — 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](http://www.carquinez.org/public_courses.html) or (707) 55-BOATS.

**Dec. 12** — 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. Postponed from November. Info, (510) 333-8846.

**Dec. 16** — Learn the correct way to use the VHF with USCGA at Santa Cruz West Marine, 6:30 p.m. Info, (831) 476-1800.

**Dec. 17** — St. Francis YC Lighted Boat Parade, from Pier 39 to Ft. Mason, 6 p.m. Info, [www.stfyc.com](http://www.stfyc.com).

**Dec. 18** — Get Your Captain's License talk by CQuest Marine at San Jose West Marine, 3 p.m. RSVP, (408) 246-1147.

**Dec. 21** — Summer Sailstice for those in the southern hemisphere. It's still six months away for the rest of us.

**Dec. 21** — Howl at the full moon on a Tuesday night.

**Dec. 25, 1859** — The clipper ship *Andrew Jackson* set sail from NYC bound for San Francisco, a trip that took just 89 days, 4 hours, setting a record.

**Dec. 25** — Shop our online chandlery for the perfect gift for your favorite sailor. Go to [www.latitude38.com](http://www.latitude38.com) and be sure to order by 12/13 for delivery in time for Christmas.

**December, 1980** — It Was Thirty Years Ago from the article 'The Newport Bird Beat' in *Sightings*:

Every year the swallows return to San Juan Capistrano; but those damn cormorants and pigeons just won't leave Newport Beach.

Last month, as we motored across Newport Harbor with Mike Kane on the way out to his tri, *Crusader*, which he sailed to victory in the Singlehanded TransPac, we noticed brooms and stuff sticking out of the tops of the masts, and these crazy toy owls 'lynched' above the booms. These, we were told, are just a few of the measures Newport Beach sailors employ in a futile effort to keep *caca de la cormorants* off their boats.

As you can imagine, the frustration sometimes becomes too great. Although discharging firearms in the city is illegal, the occasional boater can't resist a shot. But there are other ways. We spotted an arrow — as in 'bow and arrow' — stuck into the bottom of the spreader of one boat.

But the cormorants aren't the only winged warriors encountering the wrath of humanoids in Newport Beach. Pity



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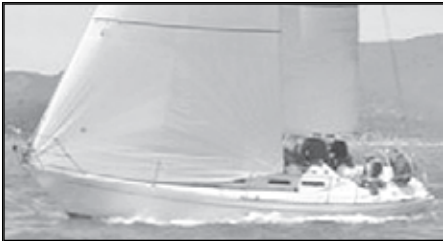
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77' Andrews, '03*.....\$799,000	40' J/120, '04, <i>Mad Max</i> .....\$229,000	35' 1D35, '00, <i>Sweet Sensation</i> .....\$69,000
53' J/160, '00, <i>Novakane</i> ..... Reduced \$560,000	40' Summit, '08, <i>Soozal</i> .....\$599,000	34' J/34, '85, <i>The Zoo</i> *.....\$29,900
52' Santa Cruz, '00, <i>Isis</i> ..... SOLD	40' Avance, '85, <i>Caribou</i> *.....\$119,000	34' MJM 34z, '05*.....\$334,000
52' Santa Cruz, '99, <i>Renegade</i> .....\$595,000	40' Olson, '83, <i>Elka</i> ..... Reduced \$69,900	33' J/100, Hull #9, '05.....\$106,000
52' Santa Cruz, '98, <i>Hula</i> ..... Reduced \$449,000	39' Schumacher, '96, <i>Recidivist</i> .....\$129,000	33' J/100, '05, <i>Hattie</i> ..... SOLD
52' Santa Cruz, '96, <i>Madusa</i> ..... SOLD	38' Sabre 386, '08, <i>Kuai</i> .....\$289,000	33' Back Cove, '08.....\$279,000
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....\$499,000	36' J/109, '03*.....\$189,000	32' J/32, '02, <i>Tango</i> .....\$119,000
48' J/145, Hull #9, '03*.....\$675,000	36' Islander 36, '72, <i>Absolute</i> .....\$45,000	32' Catalina 320*.....\$61,000
48' 1D48, '96, <i>Chaya</i> ..... New Listing	35' J/105, '92, Hull #44, <i>Orion</i> .....\$75,000	30' Peterson Half Ton*.....\$27,500
47' Valiant, '81, <i>Sunchase</i> .....\$125,000	35' J/105, '99, <i>Life Is Good</i> *.....\$82,500	30' Knarr, '80.....\$20,000
44' Kernan, <i>Wasabi</i> .....\$429,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i> .....\$109,000	29' MJM 29z, '07*.....\$269,000
44' J/44, '93, <i>Halcyon Days</i> *.....\$285,000	35' J/105, '00, Hull #343, <i>Nirvana</i> .....\$109,000	28' Alerion Express, '06*.....\$99,000
44' Wauquiez 43 Pilot Station*.....\$319,000	35' J/105, '01, Hull #469, <i>Streaker</i> .....\$115,000	28' Alerion Express, '02*.....\$72,500
43' J/130, '96*.....\$209,000	35' J/105, '02, Hull #520, <i>Sea Room</i> .....\$109,000	28' Islander, '79*.....\$16,900
42' Custom Wylie, <i>Scorpio</i> .....\$169,000	35' J/105, '04, Hull #634, <i>Flying Dutchman</i> ..... SOLD	26' J/80, '04, <i>Heart Attack</i> .....\$34,900
41' J/124, '07, <i>Sea Wolf</i> .....\$329,000	35' J/35, '84, <i>The Boss</i> *.....\$34,000	26' Aquapro Raider, '02, enclosed hard top.....\$59,000
40' J/122, '07, <i>TKO</i> ..... Reduced \$429,000	35' J/35C, '93.....\$89,000	

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## CALENDAR

the lowly pigeon, if you will, that has the misfortune of pecking around the Newport Harbor YC.

The fellow who ferried us out to *Crusader* told us that pigeons have become such a nuisance that they had to try to get rid of them. As he understood it, a guy comes over to the club and picks up five of the pigeons. He takes them away for a few days and stuffs them full of psychedelic drugs, then returns them to the club. The drugs make their behavior so bizarre — they do back flips and all kinds of crazy stuff — that all the other pigeons freak out and clear the area. (Sort of like the upper-middle class leaving Berkeley in the '60s.) This treatment works for about four months, at which time the pigeon dooper comes back and loops a few more pigeons.

**Jan. 1** — Cure that hangover with a head-clearing sail!

**Jan. 1** — 'Round the Island circumnavigation of Alameda. Starts at Island YC, then on to Aeolian and Ballena Bay YCs, finishing at Encinal YC. Info, [IslandYCEvents@yahoo.com](mailto:IslandYCEvents@yahoo.com).

**Jan. 12-16** — 51st Annual Portland Boat Show at the Expo Center. Info, [www.otshows.com](http://www.otshows.com).

### Racing

**Nov. 30-Dec. 3** — Banderas Bay Blast & Pirates for Pupils Spinnaker Run. Info, [www.vallartayachtclub.org](http://www.vallartayachtclub.org).

**Dec. 4** — Fall Series #4. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Jan. 1** — Master Mariners New Year's Day Race and Chili Potluck at Pt. San Pablo YC in Pt. Richmond. Info, (415) 364-1656 or [www.mastermariners.org](http://www.mastermariners.org).

**Jan. 1** — Brrrr Rabbit. CPYC, [regatta@cpyc.com](mailto:regatta@cpyc.com).

**Jan. 1** — Frostbite Regatta on Lake Yosemite. LYSA, [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org).

**Jan. 15** — Richmond YC Little Daddy Regatta. Big Daddy will follow in March. Info, [www.richmondyc.org](http://www.richmondyc.org).

**Jan. 17-21** — Key West Race Week by Nautica, the best regatta in the country. Info, [www.premiere-racing.com](http://www.premiere-racing.com).

**Jan. 26-29** — The Superyacht Cup Antigua. Watch beautiful people sail beautiful boats in a beautiful venue. Info, [www.thesuperyachtcup.com](http://www.thesuperyachtcup.com).

**Jan. 29** — Three Bridge Fiasco, one of the oddest and most entertaining races ever invented, and the first SSS event of the season. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

### Midwinter Regattas

**BERKELEY YC** — Midwinters: 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, intracub only, typically in Laser Bahias and JY15s. Email Gary and Alistair at [racing\\_chair@cal-sailing.org](mailto:racing_chair@cal-sailing.org).

**CORINTHIAN YC** — Midwinters: 1/15-16, 2/19-20, 3/19 (bonus). Michael, [racing@cyc.org](mailto:racing@cyc.org).

**ENCINAL YC** — Jack Frost Series: 1/22, 2/26, 3/26. Info, [rearcommodore@encinal.org](mailto:rearcommodore@encinal.org).

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

**ISLAND YC** — Estuary Midwinters: 12/12, 1/9, 2/13, 3/13. John, (510) 521-2980 or [iycracing@yahoo.com](mailto: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](mailto:j_tuma@comcast.net).

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

**RICHMOND YC** — Small Boat Midwinters: 12/5, 1/2, 2/6, 3/6. Opti Midwinters: 12/4, 1/1, 2/5, 3/5. Tony, (925)





SOTO 40



STAR



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J/22 World Championship — 1st, 2nd,  
4th, 5th, 8th

J/24 European Championship — 1st, 3rd

J/24 Italian Nationals — 1st

J/24 World Championship — 1st, 3rd, 5th

J/80 World Championship — 1st, 2nd, 6th

Lake Garda Optimist Meeting,  
Cadet and Junior — 1st

Melges 20 Nationals — 1st, 2nd, 3rd

Melges 24 US Nationals — 2nd

Melges 32 US Nationals — 1st

Nordic Youth Championship, Optimist —  
Boys - 1st; Girls - 1st, 3rd

Optimist Turkish Federation Cup — 1st

Rolex IRC Nationals (Combined) — 1st

Snipe — US Women's Nationals — 1st

Snipe North Americans — 1st

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

Star European Championship — 1st, 3rd,  
4th, 6th, 10th

Star North Americans — 1st, 2nd, 4th, 10th

Star Western Hemisphere Championships — 1st,  
2nd, 5th, 6th, 7th

The Henri Lloyd J22 Worlds — 1st, 2nd,  
4th, 5th, 7th 10th

X-35 Nationals — 1st

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# CALENDAR

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**SANTA CRUZ YC** — Midwinters: 12/18, 1/15, 2/19, 3/19. Info, (831) 425-0690.

**SAUSALITO YC** — Sunday Midwinters: 12/5, 1/2, 2/6, 3/6. John Mount, [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org).

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

**SOUTH BEACH YC** — Island Fever Midwinters: 12/18, 1/15, 2/19, 3/19. Info, [www.southbeachyc.org](http://www.southbeachyc.org).

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

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

### December Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
12/04Sat	0314/2.6	0933/6.8	1626/-1.3	2341/4.9
12/05Sun	0404/2.8	1015/6.8	1709/-1.4	
	HIGH	LOW	HIGH	LOW
12/11Sat	0409/4.9	0932/2.9	1448/4.6	2123/0.6
12/12Sun	0447/5.0	1043/2.6	1552/4.1	2209/1.1
	LOW	HIGH	LOW	HIGH
12/18Sat	0217/2.9	0830/6.1	1539/-0.4	2257/4.4
12/19Sun	0302/3.0	0911/6.4	1616/-0.8	2339/4.6
	HIGH	LOW	HIGH	LOW
12/24Fri	0217/5.2	0701/2.7	1259/6.1	1939/-0.8
12/25Sat	0258/5.4	0804/2.5	1355/5.5	2024/-0.3
12/26Sun	0341/5.6	0914/2.2	1501/4.9	2112/0.4
12/31Fri	0107/2.6	0740/6.6	1446/-0.6	2157/4.5

### December Weekend Currents

date/day	slack	max	slack	max
12/04Sat	0014	0230/2.3E	0535	0828/3.0F
	1116	1439/5.4E	1840	2149/4.2F
12/05Sun	0108	0320/2.2E	0624	0915/2.9F
	1201	1526/5.4E	1928	2237/4.2F
12/11Sat		0220/3.0F	0543	0801/2.1E
	1145	1413/1.7F	1656	2003/3.2E
	2359			
12/12Sun		0304/2.8F	0624	0851/2.3E
	1249	1516/1.6F	1801	2054/2.8E
12/18Sat		0127/1.7E	0437	0733/2.3F
	1022	1344/4.5E	1752	2055/3.2F
12/19Sun	0014	0216/1.8E	0520	0816/2.4F
	1102	1428/4.8E	1833	2136/3.5F
12/24Fri		0025/4.0F	0356	0612/2.6E
	0920	1211/2.6F	1454	1820/4.9E
	2206			
12/25Sat		0111/3.9F	0439	0703/2.8E
	1024	1310/2.5F	1555	1911/4.4E
	2252			
12/26Sun		0158/3.7F	0521	0756/3.1E
	1132	1413/2.5F	1705	2006/3.7E
	2342			
12/31Fri		0022/1.9E	0331	0629/2.7F
	0920	1244/4.8E	1650	2000/3.6F
	2308			



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# LETTERS

## ↑↓ AUSSIES LOVE THE HA-HA, TOO

We're from Australia, and sailed our new-to-us Moody 54 *Red Sky* in last month's Baja Ha-Ha. We truly loved every minute of it, and were blown away by how professional the organization was. The Poobah, Assistant Poobah Andy Turpin, and Chief of Security Doña de Mallorca showed genuine concern for all of the fleet, both the people and the boats, for the duration of the event. Nonetheless, you were always able to keep it light-hearted and fun. And we've loved the way the Poobah went out of his way to recognize the kids in the fleet and make sure they were included.

We have mounted our Ha-Ha 'trophy' in our boat's salon, as well as the trophy we won for being the most 'chataholic'! As time goes by, they will serve to remind us of the fantastic time we had in the company of so many wonderful people. Thank you Richard, Andy, Doña, and everyone else for making our Ha-Ha experience one that we'll remember for the rest of our days. We look forward to bumping into you in an anchorage somewhere, and know there will always be a cold one aboard *Red Sky* with your names on it.

John & Leanne Hembrow  
*Red Sky*, Moody 54

Mount Warren Park, Queensland, Australia

*John and Leanne — Thanks for the kind words. It was great to have some fun-loving Aussies in the fleet this year, and given that West Coast boats continue to be such bargains for you folks Down Under, we're hoping to see some of your mates in next year's Ha-Ha. Hopefully with the two of you as crew.*

## ↑↓ THE HEF HELPS ON THE HA-HA

Our take on the Ha-Ha? What a tremendous fleet of great boats, great sailors and great friends! We can't wait to regale our fellow Northwest multihullers with stories that will hopefully

inspire others to make the escape southward. Thanks for hosting such a wonderful event.

Those of us on 'Team *Tumbleweed*' — and our boat — have now safely returned to Seattle. In over 10 years of ownership, we'd never trailered our F-31

anywhere. So the Ha-Ha, which required that we trailer our tri to the start in San Diego and then from Cabo to Seattle, was quite an undertaking. Except for pressing our tri too hard



LATITUDE / ANDY

**Jack and Leanne are part of the growing group of Aussies who buy California boats.**



LATITUDE / JOHN A.

**Bill 'Hef' Lilly and his Bunnies strut their stuff in the Baja Ha-Ha starting parade.**

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## LETTERS

in Leg One — during which time we hit over 20 knots — and therefore breaking some stuff, we came out the better for the entire experience.

Matt Daniel  
Tumbleweed, F-31 tri  
Seattle

*Matt — De nada. But we can't believe you didn't mention that, when you needed a little help after breaking some stuff far out at sea on Leg One, you didn't get assistance from the Coast Guard, but rather 'Hef' and his catamaran full of Playmates. We've gotta believe that's unique.*

### ↑↓ TRACY WAS QUITE A FREE SPIRIT!

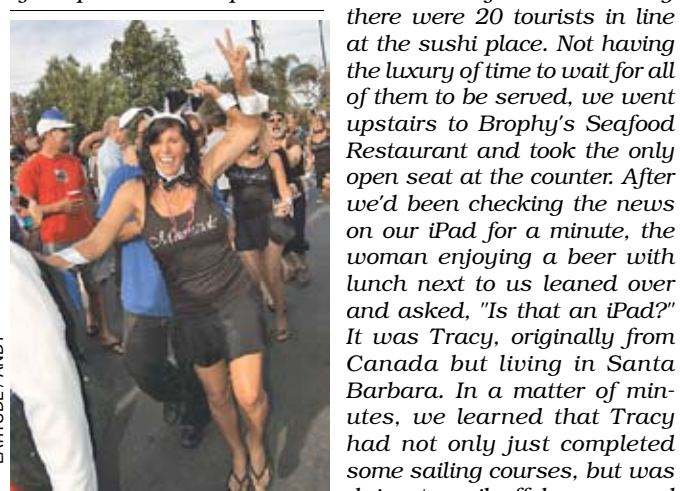
I was kind of a hired hand on *Sirocco*, and I want to let you know that I thought the Ha-Ha was fantastic!

By the way, while returning to the States via a flight to Tijuana, I ran into Tracy, one of the 'Playmates' on Bill Lilly's Lagoon 470 *Moontide*. What a free spirit she is! Despite being by herself and not having any Spanish language skills or knowing how to get from the Tijuana Airport to San Diego, she was just happily making her way.

Matt Horn  
Oceanside

*Matt — Glad you had a good time.*

*It's funny how some people get a ride on the Ha-Ha. We had Profligate in Santa Barbara Harbor for a couple of weeks in September, so every day when we broke from work to get lunch, we'd take our iPad up to the little sushi place at the foot of the pier to catch up on the news and raw fish. But one day*



LATITUDE / ANDY

**Fun-loving Tracy had no trouble finding a ride for the Ha-Ha.**

*there were 20 tourists in line at the sushi place. Not having the luxury of time to wait for all of them to be served, we went upstairs to Brophy's Seafood Restaurant and took the only open seat at the counter. After we'd been checking the news on our iPad for a minute, the woman enjoying a beer with lunch next to us leaned over and asked, "Is that an iPad?" It was Tracy, originally from Canada but living in Santa Barbara. In a matter of minutes, we learned that Tracy had not only just completed some sailing courses, but was dying to sail offshore — and really wanted to do the Ha-Ha.*

*When we told her we were the Poobah and that the big cat visible from the restaurant was Profligate, she understandably gave us one of those, 'Do you really expect me to believe you?' looks. We laughed, and told her to swing by Profligate later, where she could be checked out by Doña de Mallorca.*

*Since Tracy fit the 'crew profile' for Ha-Ha vet Bill Lilly's Newport Beach-based Lagoon 470 *Moontide* in more ways than one — meaning she was female, bright-eyed, quick to smile, voluptuous, and adventurous — we knew whose phone number to give her. The rest is Ha-Ha history.*

### ↑↓ AT THE HONEYMOON STAGE AFTER 34 YEARS

Hi and hail, O Grand Poobah! We just completed Ha-Ha





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# LETTERS

17 on *Carina C*, and were one of the last contestants in the Here to Eternity Kissing Contest. You know, the one at the beach party in Cabo where the guy and the girl roll around in the surf in a passionate embrace trying to channel Burt Lancaster and Deborah Kerr.

We're presently aboard our boat in La Paz, and would love to see our 'Eternity' pics — before or after they go up on some porno site. Where can we see them?

We understand the couple who won this year's kissing contest had been married for 46 years. Having only been married for 34 years, we're still at the honeymoon stage. But Anita and I are determined to win the Eternity contest, so we'll practice regularly and diligently for the next 12 years. Once we get our Eternity kissing perfected, and have been married for 46 years, we'll enter the Ha-Ha kissing contest again, and win for sure!

By the way, as a former teacher and musician, I must say that what the Grand Poobah did with his voice after the P.A. system went out halfway through the Awards Party was nothing short of heroic.

We have the excellent magazine *Latitude 38* and the Grand Poobah to thank for our inspiration to head south from chilly Canada. It's been well worth the effort.

Jay & Anita Bigland (AKA Burt & Debbie)  
*Carina C*, Spencer 35  
 Nanaimo, B.C.

*Jay and Anita — Since all the Eternity participants were so passionate — and no doubt are still cleaning the sand out of their various orifices — we awarded first place to everyone who participated. But if you believe that length of marriage has something to do with winning that event, don't let us change your mind.*

*As for the Ha-Ha, thank you for all the kind comments, but it was truly a group effort, from all the participants to Andy 'Mr.*



*We can't be totally sure, but we think that's Jay's hand poking out of the Cabo surf. Check out more photos of the 'From Here To Eternity Kissing Contest' in Sightings.*

*Puddle Jump' Turpin, to Doña 'Chief of Security' de Mallorca, to all the many volunteers. Similarly, that we were able to finish the awards ceremony without a P.A. system had everything to do with a great crowd being so considerably quiet that our*

*voice could be heard. Thanks to all of you. By the way, the DJ later discovered that the P.A. system hadn't overheated after all, but rather a plug had come unplugged!*

*In order to see all the Ha-Ha photos that were contributed, as well as the Here To Eternity Kissing photos, please visit <http://bajahaha17.smugmug.com>. But please note that it may take awhile for everyone to get their photos up.*

## ↑↓ CIGUATERA FROM DORADO

I read with interest the October *Sightings* piece about Rob Tryon's mahi mahi and subsequent ciguatera poisoning during an attempted delivery of the Catalina 36 *Second Verse* from Hawaii to California following this year's Singlehanded TransPac. I had almost identical symptoms and illness in May of this year while aboard a friend's Grand Banks 42 for



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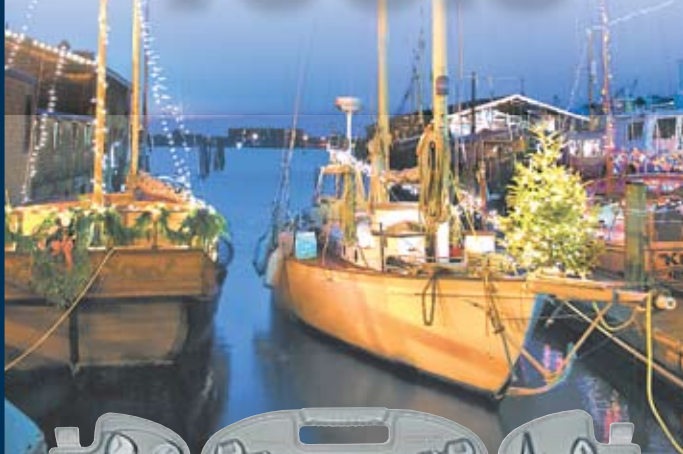
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## LETTERS

a wonderful four-week cruise of the Bahamas.

The owner of *Aurora* and I are, if I may say so, excellent fishermen, and every time we went out a pass to fish the deeper offshore waters, we'd catch a number of mahi. One time we caught the largest bull dorado of our lives, which we promptly filleted. We had fresh ceviche, barbecued dorado, eggs and dorado, and dorado (tuna fish) sandwiches.

It was after eating all the dorado that I began to have symptoms similar to those that Rob had — although without



SUZEE RITCHEY

**Jim (right) shows off the big boy that he believes gave him ciguatera.**

the weakness, headaches, and dizziness. I did, however, have the hot/cold temperature reversal — which is a signature symptom of ciguatera poisoning. The temperature reversal is hard to imagine or explain. But on one occasion it felt like somebody

was pouring molten lead onto my hand and foot. When I turned around, I saw that the captain had merely spilled most of his gin and tonic on my arm and leg because we were bouncing in the dinghy!

My wife is an emergency room nurse, who worked with Dr. Kent Benedict for 18 years. We have an extensive collection of material on various injuries and illnesses at sea, as well as poisonous and harmful things in and around the ocean. In the literature, there are a number of reported cases of ciguatera caused by eating large mahi mahi/dolphin/dorado. A few of the reported cases required hospitalization, and a few were nearly life-threatening.

Until I read your October *Sightings*, I was unaware that there was any scientific test — such as the one performed by Dr. Hasty at the Department of Health in Lihue — for ciguatera poisoning. I wonder how accurate it is.

While we will not stop eating mahi mahi, I nonetheless think that we'll target the smaller ones.

Jim Ritchey  
Crew, *Aurora*, Grand Banks 42  
Santa Cruz

### ↑↓WHO HAS GAS?

My 28-ft sailboat was built by S2 Yachts in '84, and is still powered by the original 13-hp Yanmar 2GM diesel. At 2,600 rpm — about 75% throttle — my boat does 5.5 knots through the water while burning .35 gal/hour. Mind you, she's a coastal cruiser that displaces nearly 8,000 lbs, so it would take quite a hefty outboard to push her around — not that I would ever consider such a conversion.

For the record, if I want to throttle up to hull speed, which is 6.2 knots at 3,200 rpm, my boat's burn rate shoots up to .5 gal/hour.

Lee Johnson  
*Sea-Curity*, S2 8.6  
San Diego

*Readers — As we've reported before, there is more energy in a gallon of diesel than a gallon of gas, and diesel engines burn fuel more efficiently than do gas engines. Combine that with the fact that a decently maintained diesel can last for well over 10,000 hours over a period of decades, and that diesel, unlike gas, can't explode, you can understand why gas inboards are*



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## LETTERS

rarely, if ever, an option on sailboats anymore.

Smaller and lighter sailboats — particularly those used for racing — are sometimes powered by gas outboards because they are less expensive in the short term, have fewer installation issues, and are lighter for better sailing performance.

### ↑↓ FUEL CONSUMPTION ON A FLICKA

You asked for factual information on the fuel consumption of small boats equipped with diesel engines. Last spring, I became the happy new owner of *Whisper*, an '81 Pacific Seacraft Flicka 20. In '00, she had been fitted with a Yanmar 10-hp single cylinder diesel.

After checking my logs, I can report that she uses about one quart of fuel per hour. I'm able to reach hull speed of 5.5 knots in flat water at a very reasonable 2,500 rpm. This gives me a fuel consumption of about 25 (statute) mpg. Since I have an 11.5 gallon fuel tank, in good weather I have a range of about 280 miles.

I live in Half Moon Bay and keep my Flicka in the harbor. I enjoy open ocean sailing.

Michael La Guardia  
*Whisper*, Flicka  
Half Moon Bay

### ↑↓ THIS CAT MAN SAYS IT'S BEEN 'OPERATOR ERROR'

Based on the limited information provided by the 'victims' of the last three multihull capsize that were reported in *Latitude 38* — the PDQ 32 *Catalyst* off Ft. Bragg on July 3, the Atlantic 57 *Anna Valdivia* off Niue on August 7, and the 108-ft *Spirit of Antigua* on the Bay of Biscay on October 27 — some sailors might start to believe that cats are fundamentally unsafe.

Nowhere did I read of anybody admitting they'd screwed up.

It's my view that none of the three capsize happened in conditions where, with proper — minimal? — vigilance, the capsize could not have been avoided.

The most recent capsizing, that of *Spirit of Antigua*, was to my thinking unbelievable. A 108-ft racing catamaran flipping in 15 knots of wind?! True, in 15 knots a cat like that could be doing close to 30 knots over the water. Call me old or timid, but if I were on any cat — even a 108-footer — I would be holding the sheets in my hands, ready to instantly release them if necessary.

Are there too many newbies sailing higher performance multihulls? I ask, because I think it's very unlikely that there is any sea state in the world that should be able to capsize a Chris White-designed Atlantic 57 such as *Anna Valdivia*, let alone the *Spirit of Antigua*. So is the concept at fault, or were the captains and crews carrying too much sail for the circum-



COURTESY WHISPER

Michael's Flicka uses about a quart an hour. Not bad!



CUSTOMS NANTES

The crew of Tony Bullimore's flipped cat says they couldn't release the sheet.



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## LETTERS

stances and not sufficiently ready for a dramatic increase in wind speed?

Rule #1 of multihull sailing is that sheets must be free and ready to run. Rule #2 of multihull sailing is that sheets must be free and ready to run. Rule #3? You know the answer.

In my opinion, the captains and crews of these cats need to put the blame where it rightly belongs — operator error. I would be humiliated to capsize my 45-ft, 14,000 lb *Pantera* in 15 knots of breeze, even with full sail while singlehanded. I could never blame my boat or the catamaran concept.

When cats such as these flip, I think they not only have to be reported, but the reports must include details about the



LATITUDE / RICHARD

circumstances of the capsize and what the captain/crew would have done differently to prevent it from happening again. Anything less does a disservice to the breed, as well as to current and future catamaran sailors.

**Although 'Pantera' is an ultralight performance cat, Bob Smith has frequently sailed her upwind in strong winds and big seas.**

On another subject, I shouldn't read *'Lectronic Latitude* when Ha-Ha time rolls around. It makes me too envious. As a consolation, I sailed from La Paz to Cabo San Lucas to make the Ha-Ha beach party in Cabo. What fun, even when anchored out with an easterly blowing right into the bay! I'm now en route to El Salvador. I realize that there are three other years in which I also told everyone I was finally leaving Mexico, but this wonderful county is a v-e-r-y difficult place to leave.

Meeowww!

Bob Smith  
*Pantera*, Custom 45-ft Cat  
Vancouver / Mexico

*Readers — It would be easy to dismiss Smith's opinions if he weren't such an accomplished multihull sailor. He built his all-carbon, rocket-fast 45-ft cat himself, and has been sailing her — not motoring her — relentlessly for 14 years. Most significantly, he singlehanded *Pantera*, without any motoring, upwind from Puerto Vallarta to Vancouver. That's a rumbline*



LATITUDE / RICHARD

*course of nearly 2,500 miles. And then he did it a second time a few years later. So Smith has extensive experience singlehanded his ultralight cat upwind in over 30 knots of wind and in big seas. As you might expect, the sheets on *Pantera* are always ready to run. In fact, when Smith sleeps in the cat's salon — the only place he can sleep — the sheets are led inside where he can throw them off without even getting out of his bunk.*

**The only time we've seen Bob Smith capsized was at the Banderas Bay Regatta award's party.**

*the cat's salon — the only place he can sleep — the sheets are led inside where he can throw them off without even getting out of his bunk.*

### ↑↓ THE HATCHET SOLUTION

The story about not getting the sheet off the winch fast



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## LETTERS

enough resulting in the cat flipping reminds me of the old days of the Whitney Series in Southern California when there was a multihull division. The series was sailed in the spring to take advantage of the fronts that came through, some of which had winds to 60 knots offshore.

There are lots of heavy weather stories we old-timers tell from those series, such as the time the great Alan Gurney designed 72-footer *Windward Passage* broached right in front of *Robon* as both were popping chutes in 50 knots of wind while rounding San Nicholas Island.

On another windy occasion, Vic Stern flipped *Ima Loa*, his racing cat, off Avalon. We were told that the wet sheet had become so tightly wrapped around the winch drum that they couldn't get it off when they were hit by a big gust. Once the boat was fixed up and racing again, Vic kept a hatchet next to the sheet winch when the wind came up.

Michael Kennedy  
 Conquest, Cal 40  
 Los Angeles

### ↑↓"I CAN'T FORGET THAT SHOWER IN BSM"

I can't believe that I'm sending you the accompanying photo, but I can't resist, as I still can't forget the outdoor shower I had in Bahia Santa Maria over Thanksgiving weekend in '02.



MICHAEL JOHNSON

**Sara enjoys a quick cockpit shower — minus a hair-washing — in Bahia Santa Maria.**

We were anchored there on our Alberg 35 *Pelican*, and some weather came through — including a deluge of warm rain. Not having had a proper shower in weeks, I grabbed my soap and sponge, and dashed out into the cockpit to relish the free warm shower! Okay, I obviously didn't have time to wash my hair, but it was fun anyway.

Sara Johnson  
 Wondertime, 38-ft Benford ketch  
 Seattle, WA

*Readers — Washing one's hair during a squall is always a dicey proposition, as they usually end abruptly — when your hair is still covered in suds.*

*Normally cruisers are dying for hot showers, but not always. When it's hot and humid in the Caribbean during the late spring and summer, few things are more welcome than a torrential downpour of cool rainwater. It's one of the great rewards of the natural life.*

### ↑↓"I CAN'T FORGET THAT SHOWER ON ST. HELENA"

Back in the early '80s, a crewmember and I sailed my *Miura 30* from East London, South Africa, to the Caribbean. As *Southern Comfort*, which had been designed and built in South Africa, was such a small boat, we didn't have the ability to take freshwater showers. We did stop at St. Helena, a small but historic island near the equator that is almost halfway between South Africa and South America.

After hurriedly clearing customs, my crew and I made for an open air shower we'd seen on the dock. The shower was as crude it could be, with no showerhead and no way of shutting



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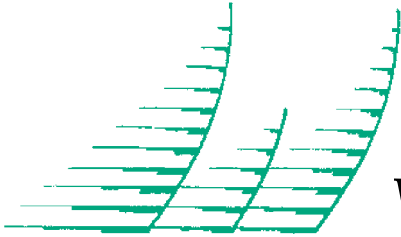
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*- Arron Pellarin,  
57' Symbol*



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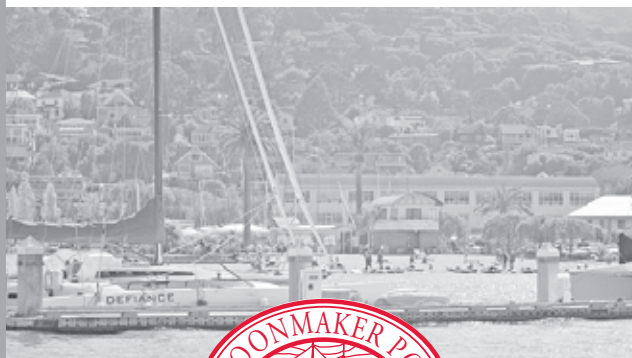
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## LETTERS

the water off. And the water was only lukewarm. But after 30 years, I've still not forgotten how wonderful that shower, our first in 17 days, felt. We kidded around under the stream of water like little boys. It was also probably the longest shower I've ever taken so, fortunately, it was free.

I now reside on Vancouver Island and sail a Swedish design called a Maxi 95. I look forward to every edition of *Latitude*, which I think is wonderful, and all the interesting stories from your readers.

Brian Dalbock  
Campbell River, B.C.

*Brian — Thanks for the kind words, and thanks for your shower story. Back in the '80s we had some good friends in the Caribbean who had sailed there from South Africa aboard their Miura 30. The difference is that they were a family of six on that little boat.*

### ↑↓ THE BENEFITS OF MODERATE DEPRIVATION

My wife and I departed Hawaii in April of '86 for an eight-month cruise of the South Pacific aboard *Eleu*, our Ranger 33. We spent two glorious months visiting Palmyra, Fanning, Penrhyn, Suvarrow, and Aitutaki before turning east for the Society Islands. Back then, Palmyra and Suvarrow were uninhabited, so we had each of the lovely islands to ourselves for two-week stays.

We were young and poor cruisers, so we didn't have many amenities aboard *Eleu*. For example, we only had a 20-gallon water tank, which was filled with water from a catchment system whenever it rained. In order to conserve water, our showers consisted of buckets of seawater we dumped over ourselves, with an occasional freshwater rinse during a squall.

When we got to Bora Bora, we grabbed a mooring at the Oa Oa Hotel, where we learned they offered not just free moorings, but also free fresh water and showers to all visiting yachts. All they expected in return was that we'd spend a little money in their restaurant and bar. To this day I remember that first hot shower after two months of cruising. And I can still feel the tension easing from my muscles, and my blood pressure dropping

Bill Leary  
ex-*Eleu*, Ranger 33  
Kaneohe, Hawaii

*Bill — It's long been our belief that when it comes to bodily desires, moderate deprivation is usually a very good thing. Being able to have all of life's pleasures and comforts whenever you want them — i.e. the Lindsay Lohan Syndrome — would be the ultimate hell.*

### ↑↓ "I THOUGHT MY NUDE WIFE WOULD BE EMBARRASSED"

About 33 years ago, my wife Elaine and I took our 24-ft Rhodes Meridian up the Delta for a two-week summer stay. We tied up to an island in Prospect Slough just a short distance from Liberty Farms, which is where I had spent 10 years of my childhood.

During the middle of the week, after all the other boats had left, my wife, who didn't like to swim off the boat, decided to try the new Sun Shower I'd purchased. When we figured the water in the Sun Shower was hot enough, we pulled a bucket of river water into the cockpit and she proceeded to soap up. Skinny dipping, as it were, without any dipping.

As Elaine was rinsing her gorgeous body off with the warm fresh water from the Sun Shower, we suddenly heard whooping, whistling and shouts from what sounded like many men.



**Key West Race Week**  
 IRC 1... 1, 2  
 Farr 40... 1, 3  
 Melges 32... 1, 2  
 IRC 2... 1, 3  
 Melges 24... 1, 2\*  
 J/105... 1\*, 2, 3\*  
 PHRF 1... 1, 2  
 PHRF 2... 3rd  
 PHRF 3... 3rd

**Miami Grand Prix**  
 IRC... 1, 2, 3  
 Farr 40... 1, 2, 3  
 Melges 32... 1, 2, 3

**Farr 40 NAs ...1, 2, 3**

**Milwaukee Bay Boat of the Year**  
 Section 1... 1, 2, 3\*  
 Section 2... 1, 2  
 Section 3... 2, 3  
 Tartan 10... 2, 3

**Chicago Verve Cup**  
 Farr 40... 1st  
 GL 70... 1, 3\*  
 PHRF 1... 2, 3  
 PHRF 2... 2nd\*  
 PHRF 3... 2nd  
 PHRF 4... 2nd  
 PHRF 5... 1, 2, 3  
 PHRF 6... 1st  
 PHRF 7... 1, 2, 3  
 Beneteau 36.7... 2nd  
 Beneteau 40.7... 2nd  
 J/105... 2nd  
 J/109... 2nd

**Melges 32 Worlds ...1, 2, 3**

**Boat of the Year (PIP)**  
 Beneteau 40.7... 1st  
 Beneteau 36.7... 1, 3  
 PHRF 3... 1st  
 PHRF 2... 2nd  
 PHRF 1... 1\*, 2

**Boat of the Year (BOUY)**  
 Beneteau 40.7... 1, 2  
 Beneteau 36.7... 1, 3\*  
 PHRF 3... 1st  
 PHRF 2... 1st  
 PHRF 1... 2, 3  
 Tartan 10... 2\*, 3

**Boat of the Year (Overall)**  
 Tartan 10... 2, 3  
 PHRF... 2, 3

**Int'l 8 Metre World Cup**  
 Moderns... 1, 2  
 Classics... 1, 2

**West Coast Farr 40 Champs...1, 2**

**Eggemoggin Reach**  
 Class B... 1st

**Rolex Maxi Regatta ...2nd**

**NYYC Leukemia Cup**  
 PHRF E... 1st

**Chicago NOOD**  
 Beneteau 40.7... 1, 3\*  
 GL 36... 1st  
 Farr 40... 1, 3  
 T/10... 1, 2  
 Level 35... 1, 3  
 PHRF 1... 2, 3  
 PHRF 2... 2, 3  
 PHRF 3... 1st  
 PHRF 4... 1, 2, 3

**NYYC Annual Regatta**  
 Swan 42... 1st  
 IRC 1... 1, 2, 3  
 IRC 2... 1, 2  
 IRC 6... 2nd  
 J/105... 3rd  
 CRF 1... 1, 2

**Canada's Cup**  
 Farr 40... 1, 2

**2010 PHRF NE Champs**  
 Class 1R... 1st  
 Class 2R... 2nd  
 Class 3R... 1st

**Bermuda Race**  
 Overall in Fleet... 1st  
 St. David's Class 3 ORR... 1st  
 St. David's Class 13 ORR... 1st  
 St. David's Class 3 IRC... 1st  
 St. David's Class 2 IRC... 3rd  
 St. David's Class 8 IRC... 3rd

**GLSS 2010 Chicago-Mackinac Is. Solo**  
 Michigan Division... 1, 3  
 Superior Division... 1st  
 Green Bay Division... 1st

**Racine Hook Race**  
 PHRF 1... 1, 2, 3\*  
 PHRF 3... 1\*, 3  
 PHRF 4... 1, 2\*

**M & M YC "100-Miller"**  
 Div. 1 Overall... 1, 2, 3  
 Div. 1, Section 1... 1, 2, 3  
 Div. 1, Section 2... 1\*, 2, 3  
 Div. 2, Section 1... 1\*, 2

**Newport-Cabo Race**  
 ORR 'D'... 3rd

**San Diego-Oceanside**  
 PHRF 3... 1st

**San Diego-Puerto Vallarta**  
 Div 1... 1st  
 Div 3... 3rd

**Chicago YC Race to Mackinac**  
 Mackinac Cup... 1, 2\*  
 Chicago-Mackinac Trophy... 1, 2\*, 3  
 Cruising Division... 1st  
 Turbo... 1, 2  
 GL 70... 1\*, 2\*  
 J/105... 3rd  
 Beneteau 36.7... 2, 3  
 Tartan 10... 1, 2  
 Multihull 1... 1, 2, 3  
 Section 2... 1, 2, 3  
 Section 3... 1st  
 Section 4... 1st\*  
 Section 5... 1, 2, 3  
 Section 6... 2, 3

**Chicago NOOD**  
 Beneteau 36.7... 1st  
 IRC 1... 1, 2, 3  
 IRC 2... 1, 2  
 IRC 3... 1, 3  
 IRC 4... 2, 3  
 IRC 5... 1, 2, 3  
 IRC 6... 2nd  
 IRC 7... 1, 2, 3  
 IRC 8... 1, 2, 3  
 IRC 9... 1, 2, 3  
 IRC 10... 1, 2, 3  
 IRC 11... 1, 2, 3  
 IRC 12... 1, 2, 3  
 IRC 13... 1, 2, 3  
 IRC 14... 1, 2, 3  
 IRC 15... 1, 2, 3  
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 IRC 97... 1, 2, 3  
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 IRC 99... 1, 2, 3  
 IRC 100... 1, 2, 3

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JH Peterson photo

\*partial inventory



# LETTERS

Looking to the east, we saw a large ship heading up the deep-water channel adjacent to Prospect Slough. All we could see above the levee was the ship's pilothouse and cranes — and up on the bridge, several sailors with binoculars!

I thought Elaine would be embarrassed and immediately head for cover. But she surprised me by giving them a big smile and a wave. Their response was tremendous. My reaction was, "Enjoy it for a few moments while you can, guys, she's mine for the rest of my life." Elaine and I are still married, and after 40 years she's as beautiful as ever!

Bob Johnson  
Motu, Islander 28  
San Rafael

Bob — Congratulations to you both!

## ↑↓ SLEIGHT OF HAND OR HONEST MISTAKE?

When we bought our boat about five years ago, there



SHELDON ERICKSON

was a quart can of Deft Marine Teakwood Finish in one of the lockers. After a couple years, I noticed that it looked like there was something beneath the label. So I peeled off the top label to discover a label beneath that identifying the product as Danish Oil Finish.

**The question remains: what's really in this can of oil?**

I did a quick internet search to see how prices of the two products compared, and found that the 'marine' product is \$2 more per quart than the regular Danish Oil Finish. I've no doubt they've reformulated the product since mine was produced — because what else would explain the difference in price?

Sheldon Erickson  
Polaris, Tayana 37  
Oakland

Sheldon — Sounds suspicious, but there could be several explanations. According to the company's website, the Marine Teakwood Finish is for exterior use, while the Danish Oil Finish is for interior use only. So we presume that the marine version is formulated with some more expensive ingredients to provide a more durable product. The fact that they seemed to use two labels interchangeably would argue against this, but we wouldn't be surprised if their supply of cans with Marine Teakwood Finish labels had run low, so they just used Danish Oil Finish cans but with a new label.

But if you're suggesting that some manufacturers/retailers try to charge more money for the same product under a different label and in different types of stores, you would most certainly be right. And it's certainly not limited to marine products.

## ↑↓ UNINTENTIONAL 'SINGLEHANDING'

I recently sent a slight variation of the following letter to Sheila Chandor, Harbormaster at Pier 39 in San Francisco, and hope that you'll run it:

"Several weeks ago, I left E dock for a quick trip to get fuel for my Gulfstar 37 *Wanderlust*. I didn't imagine that my short, singlehanded trip would end up with me unable to use one of my arms. About halfway back to my berth, I lost my balance and broke my arm!

"Thanks to your staff — Tom Mead and Chris Renois — as



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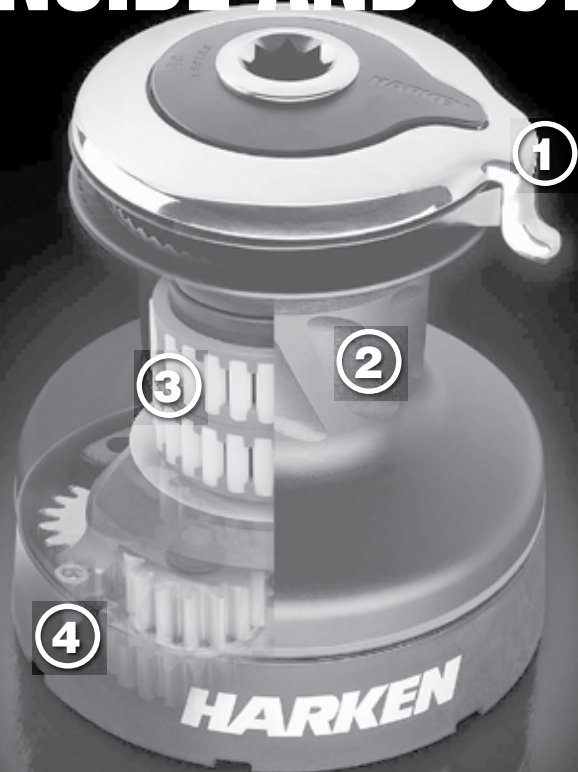


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## LETTERS

well as Tom, who keeps his boat *Kookaburra* in the slip next to mine — I received all the help I needed. After I broke my arm, I was fortunate to have my cell phone in the cockpit with me, and I was able to call your office and explain my situation. Tom Mead immediately got into the workboat and met me at the entrance to the marina, where he proceeded to follow me back to my slip at E dock. I could tell he was prepared to intervene if I had problems maneuvering the boat. Meanwhile, Chris and neighbor Tom had gathered at my slip and were waiting to guide *Wanderlust* into her home.

After a quick ride on the marina's electric cart, my wife met me at the passenger area in front of Pier 39. Once I got to the hospital, it was determined that I had indeed broken my arm. Thank you to everyone for their help."

Robert Larson  
*Wanderlust*, Gulfstar 37  
Pier 39, San Francisco

### ↑↓SEARCHING FOR CONNIE B.

I'm researching the disappearance of the 64-foot schooner *Connie B*. She was last seen departing Wilmington, CA, on November 9, 1997, bound for Sitka, Alaska. There were two people aboard: Jerold Robert Bock, the captain, and Jannie Roberta Chavez, his daughter. Neither they nor the boat were heard from again. Was this incident covered in *Latitude 38*?

Art Guy  
*True North*, Navigator 48  
Channel Islands Harbor

Art — We have no record of the boat or her disappearance. If you're looking for a boat, it would be helpful if you could provide some details, such as when she was built, what she was built of, what color her hull was, whether or not she had an EPIRB, her intended purpose in Alaska, what kind of experience her skipper had, whether there had been a Coast Guard search for her, and so forth.

Without any disrespect to the skipper, one can't help but question the wisdom of sailing to Alaska starting in November. Particularly on such a large boat with such a small crew.

### ↑↓THE POOP ON WAG BAGS

Although hiking is not a water sport, there are some fundamental similarities to boating: self-reliance, navigation, susceptibility to weather, limited resources, isolation — and a lack of restroom facilities. In fact, in some situations, even digging a hole is not an option. Think of *Avalon* — no discharge allowed — without the holding tank (or the head).

At 14,494 feet, Central California's Mt. Whitney is the highest point in the contiguous U.S. It can be reached by a 22-mile round-trip hike that is usually done in two days. But the hike is so popular that there are very stringent regulations to minimize damage to the environment.

Requirements include making reservations months in advance, carrying bear-proof food canisters, and packing out what you pack in. That means *everything* you pack in, including what you've digested. In the past, the Forest Service has tried various types of outhouses, but the area is just too remote for servicing them. Digging holes for human waste is not an option, as there are too many visitors and half of the terrain is hard granite.

The solution? Prior to starting the hike, each person is issued a Wag Bag, consisting of a double baggy (opaque) and some deodorizer. When the time comes, one must hike off the trail to find a large boulder for privacy. After use, the hiker must carry the Wag Bag until the end of the hike. It seems



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## LETTERS

that many hikers have no interest in putting the used Wag Bag inside their backpacks, so they are often tied to the outside of their packs. Those coming down the mountain at the end of the second day have quite an aroma!

Despite the inconvenience, the hike is a must-do for anyone even remotely interested. The views are spectacular, the experience extremely rewarding. It does require a reasonable amount of conditioning and preparation, but nothing extraordinary. For those interested, most of the information needed can be found at [www.whitneyportalstore.com](http://www.whitneyportalstore.com).

Don Murphy  
Catalina 250, but with no name yet  
Camarillo, California

*Don — Very interesting. We know of a number of sailors who have used Wag Bags on their boats when their holding tanks have broken down or become filled in no-discharge areas. Using them might not be any more ideal on a boat than on Mt. Whitney, but we should all be willing to make little sacrifices in order to protect sensitive natural areas, shouldn't we?*

*We wonder if the name 'Wag Bag' comes from similar bags for dog poop. One of the nice things about pulling into the harbor at Santa Barbara is that it's just a short distance to many wonderful hiking trails in the foothills of Santa Barbara and Montecito. The trails and views are spectacular — except, in our opinion, for the fact they get lined with Wag Bags full of dog poop. For better or worse, unleashed dogs are allowed on these trails. Their guardians seem to be very good about bagging their dogs' poop, but apparently don't believe a trail lined with such bags — presumably, to be picked up on the return trip — detracts from the natural experience. We beg to differ with them, and think a doggie backpack should be developed so dogs, like humans, can tote their own poop. Woof, woof!*

### ↑↓ TRIMMING PRODUCTION DURING THE RECESSION

Our Valiant Esprit Nordic 37 *Blade* was not able to make the Ha-Ha this year because we were unable to get her re-powered in time for the start of the event.

We ordered the new Yanmar engine and ZF transmission on January 15 of this year as the first step in a refit, figuring that would be ample time to get the engine installed and shake our boat down. That's why our boat was one of the earliest entries in the Ha-Ha.

After the boatyard pulled our engine, we waited seven months for Yanmar to ship us the engine. During this time we were given promises of the engine's imminent arrival through the distribution chain. These promises always proved to be false, until the engine arrived last month. The yard is still working on the re-power.

We find it rather ironic that we chose to re-power here in San Diego rather than risk having it done outside the country 'where parts may be hard to get'.

Folks in the distribution channel tell us that Yanmar simply cut its factory output during the recession, yet kept booking orders and promising delivery dates as though they were at full production.

Are there similar Yanmar stories that you're aware of?

Ed & Karen Lare  
*Blade*, Valiant Esprit Nordic 37  
San Diego

*Ed and Karen — Assuming that everything you tell us is true, we find it disturbing. It's one thing for a manufacturer to trim production because of a recession, but to be repeatedly*





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## LETTERS

*promised delivery of something that doesn't arrive would make us angry.*

*While we haven't had any similar reports about Yanmar, the owner of the Baltic 55 Wyspa took us aside at the Ha-Ha Kick-Off Party to tell us that he wouldn't be able to make the start of the Ha-Ha either. He said that he'd ordered some replacement rod rigging from Navtec months before, but hadn't received it. He was very, very unhappy.*

*As for us on Profligate, we were unable to get five gallons of a special water-based deck paint from Henderson Paint that we'd used previously and liked very much. They said they weren't going to make any more until they got enough orders. Great.*

*Manufacturers and distributors naturally want to carry as little inventory as possible during hard economic times. While it's good for their bottom line, we hope they understand that it's not good for consumer morale, particularly for those who can't use alternative products.*

### ↑↓ THE MEDIA GETS IT WRONG REGARDING MEXICO

Today I was riding the bus from La Cruz, where we keep our Catalina 42 at the Nayarit Riviera Marina, to Punta Mita, where my wife Gilly and I have a condo. For whatever reason, while riding on one of the cheap buses that comes by every 15 minutes, I was overwhelmed by how much I love Mexico. There are a few little annoyances down here, but overall Mexico is where I want to be. When I got home, I enthusiastically told Gilly that I never want to leave Mexico. It makes me sick that the U.S. media and the State Department do not provide an accurate picture of what's going on in Mexico outside of the drug wars.

John Foy  
Destiny, Catalina 42  
Alameda / Punta de Mita, Mexico

*John — If we were into conspiracy theories, we'd believe that the U.S. media and government attacks on Toyota, and the misinformation spread about Mexico, were part of a combined effort by the U.S. government, the auto industry, the United Auto Workers, and the U.S. tourism industry to keep U.S. dollars from leaving the country.*

### ↑↓ A MAN WHO ISN'T PARANOID TO CRUISE MEXICO

A quick note from someone who's *not* paranoid about going to Mexico. I honestly don't know whether the accounts of shoot-outs, kidnappings and mass murders reported in the press are as sensationalized as I think they are, but I'm way skeptical. We drove through Tijuana about two weeks ago, and there was nothing strange or terrible to see. Ensenada, our destination, was, well, like Ensenada, a modest, working-class city with a small tourist area down near the Embarcadero. We were looking at a boat berthed in Cruiseport Marina, which has been recently upgraded and looks great.

One thing people should know is that the marinas in Mexico have a regular security staff that patrol the docks and generally make sure all is well. We've had some outstanding help from them, and from the dockmasters, particularly one evening several years ago when our then-new-to-us Cherubini 44 dream boat started siphoning water in through the bilge pump discharge line. In the middle of the night, the marina staff rallied their people and equipment — including a fire pump — to take control of the leak and keep our boat afloat until we could figure out what was going on.

Maybe it's that kind of experience, along with the polite manners and genuine kindness we've experienced in Mexico,





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## LETTERS

that makes the scare-stories seem so unreal. Cruisers live closer to the culture than four-night-vacation hotel tourists, and even they are more informed than the people whose experience of Mexico is confined to some Phoenix Cultural Museum. (I don't actually know that there is one, since most people in Phoenix don't appear to be aware that there is a Mexican culture.) The only comfort we can take is that the people who believe the anti-Mexico propaganda won't go to Mexico, and will thus reduce the competition for space and services. Here's a thought — maybe we should make up a few rumors and keep the ignorant and bigoted up here in the States while we enjoy the good life in Mexico.

No place, of course, is completely safe, and anyone traveling anywhere — including the United States — is well-advised not to wander about where they don't know the neighborhood. I've spent most of my life in New York and Los Angeles, and there are places in both cities I would not go after dark — and a few I would fear to venture into during daylight. Hell, there are places in both cities that even the cops avoid during the day. But I'm not panicked in my home or on my boat, and I feel exactly the same way about Mexico. Except Mexico feels safer than the States.

Just thought you might like to hear from someone who likes *Latitude*, thinks the Ha-Ha is a great annual migration, and actually wants to sail to Mexico — hopefully next year.

Bob Schilling  
Tuckernuck, Cherubini 44  
Long Beach

*Bob — Thanks for the kind words. As soon as we got to Turtle Bay, the first stop in the Ha-Ha, we started feeling the love and warmth of the people of Mexico. It was like a gentle warm wave washing over us. And with subsequent stops at Bahia Santa Maria, Cabo San Lucas, and Punta Mita, the feeling of love has just gotten stronger. Until you've been to*



LATITUDE / RICHARD

***It sure doesn't look as if any of the sailors in this group — the Baja Ha-Ha Class of '10 — is fearful of cruising in Mexico.***

Mexico, it's hard to understand how almost universally nice a population can be to complete strangers. The unpleasant truth is that people with rotten dispositions are as common in the States as they are rare in Mexico.

Make no mistake, there is a narco war going on in Mexico between factions battling to supply the never-ending illicit drug needs of Americans. But as has been pointed out many times, this terrible violence has almost exclusively taken place away from tourist areas, and in particular, away from the Pacific Coast of Mexico. So we have no more fear about our personal safety in Mexico than when we drive past East Oakland or the Bayview District of San Francisco on our way to local airports. In fact, much less fear. But if the situation along the Pacific Coast of Mexico changes in any way, we'll make sure *Latitude*



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## LETTERS

readers are among the first to know.

We're not alone in feeling the way we do. The other night we stopped by former cruiser — aboard the Cal 36 Cherokee, to Mexico and the South Pacific — Philo Hayward's bar and music venue in La Cruz, where we laughed and danced with about 100 current and former cruisers. Everybody talked about how great it was to be beginning another season in Mexico, how delicious the street tacos are, how delightful the weather has been, and how wonderful the people are. None of these people — almost all of whom are retirees and therefore more vulnerable than others — expressed any concern about their personal safety. But for those in the States who are freaked out by sensationalized and inaccurate reports about the dangers faced by visitors to the Pacific Coast of Mexico, our advice is simple: stay home.

### ↑↓A WOMAN WHO ISN'T PARANOID TO CRUISE MEXICO

As a female singlehanded sailor, I have read with interest the various comments and questions regarding safety in Mexico. On occasion I've had to smile, and yes, I've even had to laugh out loud.

I have survived the '09 Ha-Ha and two seasons of cruising in Mexican waters, and I have never feared for my personal safety — except maybe from Mother Nature. Singlehanded from Mazatlan to Manzanillo, I have found the Mexican people to be more than helpful. I have been approached by *panganeros* who just wanted to let me know that the Coke bottle floats I'd been studiously avoiding were nets on the bottom and so I didn't have to worry about entangling lines in my prop. Boy, was that a relief.

When going to town to provision, my greatest fear was whether I would get on the correct bus to get back to my beached dinghy. When I mentioned it to the bus driver, he said, "No problema," and dropped me off directly across the street from my beached dinghy.

While anchored off La Cruz, I was approached by two men in a boat. As thoughts of pirates, rape, death and destruction flitted through my mind, they merely asked if I needed my boat bottom cleaned. Indeed, *Southwind's* bearded bottom did need a trim.

I practice common sense — what a concept — when it comes to personal safety. For example, I don't advertise on the radio that I'm traveling alone — which is why I sometimes mention 'Ray', my autopilot crew. I don't stay late in town when I'm alone. I don't wear flashy jewelry or carry loads of cash. I don't do drugs or get falling down drunk. I stay on the beaten path and don't wander into the more rundown neighborhoods. As anywhere in the world, there is always a criminal element, but I feel as though I could as easily be mugged in San Diego as in Mexico. I have never once been more afraid for my safety in Mexico than I have back in the States.

For those who are afraid they will be victims of personal violence along the Pacific Coast of Mexico, I recommend that you stay on your boat back in your berth in the States. You can always read *Latitude* and vicariously enjoy the grand adventures of others cruising in Mexico. I know I'll be reading *Latitude*, wishing and dreaming that I were back on the hook at Secret Spot #29, deciding whether to go snorkeling or just pop a beer and enjoy the view. Heck, I'd probably do both.

The one thing I know is that I'll be returning to Mexico. What a scary thought!

Jean Gregory  
*Southwind*, Islander 36  
 Oceanside



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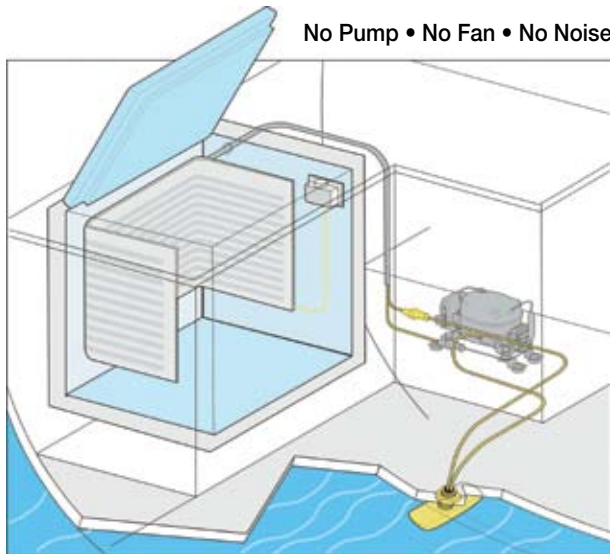
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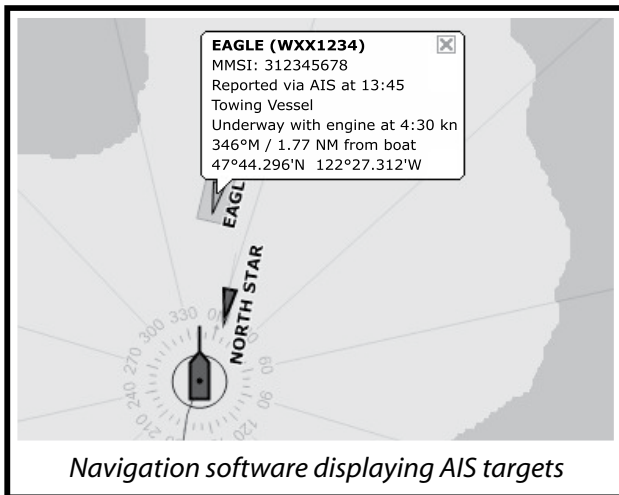


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## LETTERS

Readers — Jean is one of a number of women skippers who have cruised or are still cruising in Mexico. Some singlehand, others often take crew.

### ↑↓ A LIBERTARIAN-LEANING REALIST

Thanks for all the work you do, not only for *Latitude*, but also for the Ha-Ha. I thought about doing the Ha-Ha as crew in '94, but took a position on a boat in the '95 Tahiti Cup instead.

I also strongly agree with your characterization of the crime rate in Mexico compared to California or the U.S. in general — which is that you're more likely to be killed by gunfire in California or the rest of the United States than you are in Mexico.

However, I do take issue with your statement regarding potential 'crime' in Cabo San Lucas. "After midnight," you wrote, "there will no doubt be a few people offering to sell pot, as well as a few pickpockets and hookers." I thought you were a libertarian? Why demonize non-violent, victimless crimes like drugs and prostitution? If someone offers drugs or sex and you're not interested, you simply say, "No thanks" or "Gracias." That leaves the pickpockets, which can be found anywhere in the world.

Jeff Hoffman  
San Francisco

Jeff — Thanks for the kind words.

While our sentiments are generally libertarian, we're also realists. In the case of street drug dealers and street prostitutes, we're generally not talking about people making personal choices, but street crime. No matter where in the world people are selling drugs or sex on the street, they are invariably desperate people willing to do desperate things to get money or drugs



RICO SUAVE

for themselves. When sex is offered in a controlled environment, such as in parts of Amsterdam, or when drugs are sold in a controlled environment, as they are supposed to be at some dispensaries in California, a "No thanks" will suffice. But when dealing with desperate people on the street, particularly late

*This isn't the libertarian ideal.*

at night, a kindly "No thanks" is often not an answer they can accept. And the chance of violence escalates exponentially. It's not much different in the case of late night pickpockets. Avoiding places where desperate people gather is, in our opinion, a much better way to avoid trouble and violence than hoping a desperate person will accept a "No thanks" at 2 a.m.

### ↑↓ PIRATES AND THIEVES, OH MY

All of Costa Rica is a beehive of pirates and thieves. It's best to skip it.

Victor Manuel Guerra Ortiz  
Mexico

Victor — Do we detect a whiff of sarcasm in your letter? While there hasn't been a history of violent attacks on cruisers in Costa Rica, and countless cruisers have enjoyed the land of Pura Vida for years without being the victim of a crime, we can't ignore the fact that Bruce Stevens and Clark Nicholson were attacked and restrained on their Gulfstar 50 Two Amigos





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## LETTERS

at Quepos. We're not saying that this is a reason to avoid Costa Rica, but we think it's a reason for cruisers to exercise more caution by doing things like anchoring near other boats and keeping an eye on one another.

We don't have the statistics to back it up, but our impression is that, while violent crime against innocent foreigners has always been rare in Mexico and Costa Rica, there has been more of it in the latter than the former, and that robberies and petty theft have always been a much greater problem in Costa Rica. If anybody has an opposing opinion, we'd love to hear from you.

### ↑↓GOOD OR BAD, LATITUDE REPORTS IT ALL

I read with amusement the October 22 *Latitude* titled "How To NOT Win Friends," in which you reported about a couple of people who claimed that *Latitude* 'manages' the sailing news too, in some way, further your business.

It seems to me that neither of the two letters you describe could have possibly come from regular readers of your fine magazine. In fact, it was *Latitude*'s good record of reporting unfortunate events that befall cruisers that prompted me to call *Latitude*'s offices from my Iridium phone five years ago. I'd been attacked on my boat in Puerto Madera, Mexico, and I knew even back then that *Latitude* was the best venue for alerting other cruisers about a potential danger spot.

Good or bad, *Latitude* reports it all. Keep up the good work and know that most of us longtime readers know the incredible job that *Latitude* does.

Andy Kurtz  
Angelique, Columbia 57  
Sebastopol

Andy — Thanks for the kind words. When we started *Latitude* in '77, most boating publications, in the words of one editor, "didn't do death." Nor did they seem to want to report about other on-the-water misfortunes. We've always believed that the truth sets you free — or at least as free as you can be. As such, in any given situation, we want to know the facts, not have things sugar-coated or information withheld. Given the facts, we can then make our own decision about accepting the risks of following a course of action. We naturally assume that everybody thinks the way we do, so when sailors or boats are lost, we report it the best we can. We've always believed that this makes *Latitude* a better magazine, and in the long run more appealing to advertisers.

### ↑↓READING LATITUDE IN THE DESERT

When I used to go boating on the Sacramento Delta six years ago, I looked forward to each new issue of *Latitude*. Then I moved to the Arizona desert, and didn't see a *Latitude* for years. Since I found you online, I read it all the time, and it brings back many fond memories. Thanks.

Harrison Orr  
La Paz Valley, AZ

Harrison — You're welcome. Even folks who read the hard copy versions of *Latitude* should check out the online version, because the photos — which we take a lot of pride in — are much more smashing online. To get a good comparison, see how much better Lindsay, our cover girl, looks online than in newsprint.

### ↑↓PROXIMITY ALARM

If you follow the logic of your making Jerry Garcia a member of *Latitude*'s Missing Digit Club, then I should be inducted



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## LETTERS

into the Rock & Roll Hall of Fame.

Captain Chris Larsen  
USCG Master 25 Gross Tons Near Coastal  
Owner/Operator [PirateheadSailing.com](http://PirateheadSailing.com)

Chris — Not exactly. Jerry Garcia makes it into Latitude's Missing Digit Club by virtue of proximity. As we reported, he often blocked the driveway to Latitude's office in order to see the chiropractor next door or to grab a handful of candy bars at the 7-Eleven around the corner. If you frequently blocked the driveway of the Rock 'n Roll Hall of Fame, you could probably make the 'proximity' claim to them for induction, too.

### ↑↓ MEXICO IS GREAT FOR FAMILIES

We hope that everyone had the best Baja Ha-Ha ever.

For the record, for the past eight years my wife, Karen,



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and our crew of nine children lived aboard our 64-ft schooner Arctic Ark in Panama, Mexico, and many places in between. And for the last few years we've been based out of Guaymas. We've never had a problem anywhere. We've always treated people as we ourselves would like to be treated, and follow

the Golden Rule aboard our boat as well.

We want to thank you for your great interest in sailing, and for encouraging others to get into the wind.

Tom Williams  
Guaymas, Sonora, Mexico

Tom — On behalf of everyone who did the Ha-Ha, thank you for the kind welcome to Mexico. And thank you for the kind and reassuring words. We hope to cross paths with you and your family in the near future — perhaps when we're up in the Sea of Cortez in May.

### ↑↓ MEMBERS OF IPAD-AHOLICS ANONYMOUS

Luke, my shipmate aboard *El Tiburon* in the Ha-Ha, mentioned that you've been using your iPad on your boat. How do you like it? I was told to go with iNavX navigation program. Is that the one you use? I'm also wondering how to best integrate with our AIS and Furuno knotmeter-water temp-anemometer. Any suggestions?

Andrew McDonald, Ph.D.  
[www.lifesciadvisors.com](http://www.lifesciadvisors.com)

Andrew — People can mock us all they want, but our iPad has become a near-essential part of our lives. And we use it almost exclusively for news, knowledge and business. Two of the other 11 members of the Profligate crew for the Ha-Ha brought iPads, and they love theirs as much as we love ours.

Many of the iPad apps require being connected to the internet, of course, so you lose much of the product's capabilities offshore. It would be nice, for example, if Shipfinder worked offshore, but it doesn't. So thank goodness for AIS.

The iPad does have the built-in GPS, so you can use most of the navigation programs. We somehow stumbled onto the Navionics navigation program first, and have been using that exclusively. It's terrific, as you get tons of charts for almost nothing, it's rocket fast, it's super clear, and it's easy to use. We



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## LETTERS

primarily use it in our bunk to monitor the speed and course our boat is going while we're off watch. But sometimes we bring it up to the nav station because we find it easier to use than Doña de Mallorca's beloved Nobeltec on her computer. NavX has a history of great products, and we have it on our iPad, so before long we hope to become acquainted with it. If we're not mistaken, only iNavX has an anchor alarm, which is a great feature to have with you in your bunk when on the hook.

We enjoy being seat-of-the-pants sailors, so we don't even have our masthead windspeed and wind direction units hooked up. As such, we're the last people in the world to ask about how to integrate normal marine instruments — assuming it can be done — with the iPad. Can any experts out there help us?

As for those people who laugh at the iPad, trust us, before long you'll have some generation of an iPad or an iPad-like device, and you'll have a hard time believing that you lived without it.

### ↑↓ SAILFEST VOLUNTEERS WELCOME

We just spent a couple of great months in the San Blas, and are looking forward to getting back to Zihua for the February 1-6 cruiser SailFest. Is there anything we need to know or can offer in the way of assistance?

We hope you have another great Ha-Ha and Puddle Jump.

Jim, Emma, Phoebe & Drake Mather  
Blue Sky, Down East 45  
Rendondo Beach

Dear Folks — Zihua SailFest is perhaps the most successful cruiser fundraiser in Mexico, and serves a terrific cause, which is the education of kids in the Zihua area who wouldn't otherwise get one. However, it's almost entirely dependent on a new group of cruisers taking charge and making it happen each year. This being the case, it's very helpful if some folks can get to Zihua a month or so in advance and get the organizational ball rolling. It's important to note that all funds raised have gotten matching grants in the past, so every dollar raised really means two dollars have been raised.

Zihua SailFest was conceived as a lark by the Wanderer — "Hey, for something different this season, let's all sail down to Zihua and have a three-day regatta and make it a little fundraiser for some good cause." Based on that wisp of an idea, some very talented, dedicated, and altruistic cruisers created something terrific. And with each passing year, a mostly new group of cruisers took over and built it into an even greater event. If this is your year, your help will be greatly appreciated.

### ↑↓ NEXT YEAR'S HA-HA DATES REVEALED

I'm starting to plan for next year's Baja Ha-Ha, and am wondering if the dates for Number 18 have been set yet. If not, will you tell me when they'll be announced?

Zach Sherry  
El Cerrito

Zach — Just before heading off to hibernation until May 1, the Ha-Ha folks told us that Ha-Ha 18 will depart San Diego on October 24, 2011. We hope to see you there.

### ↑↓ MORE TO THE STORY THAN JUST THE FACTS

Oh, Wanderer, my friend, you are no expert on the topic of U.S. fisheries. Your October issue response to P. Meyerhof, who said world populations of shark have been decimated, left out a ton of pertinent information.



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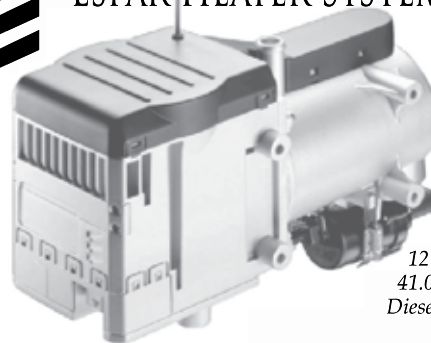
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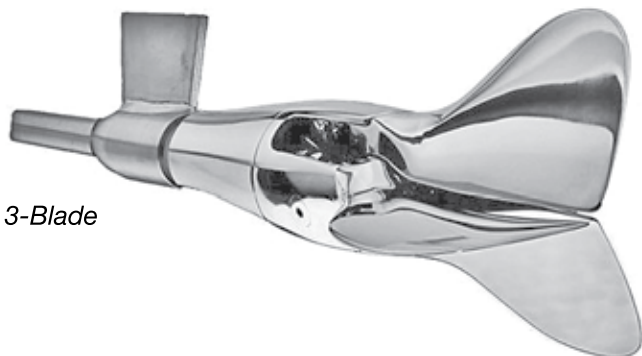
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## LETTERS

For instance, noting that only 25% of the amount of shark is being harvested now as compared with '01 leaves out the fact that there are now far fewer fishermen targeting shark, and far fewer commercial fishermen in California. It may be true that the greatest amount of shark was harvested in '82, but you have to remember that back then the season opened on May 1 and there were few restrictions. It was a decade later that all net fishing was banned in state waters, and California Fish & Game biologist Dennis Bedford banned all shark fishing within 75 miles of shore from May 1 to August 15, as this is when the thresher sharks come inshore to mate and bear their young.

Nowadays there is a huge sport fishery in Southern California that targets thresher sharks during, you guessed it, the May through August period when sharks come inshore to mate and bear their young.

You also need to note that in '00, shark fishing was closed from Pt. Sur to Newport, Oregon, effectively creating a pelagic fish reserve of tens of thousands of square miles.

Fisheries in California and the rest of U.S. are being managed under strict sustainable guidelines. But don't take my word for it, call an official at the Department of Fish & Game.

Tim Mulcahy  
F/V Calogera  
Encinitas

*Readers — Tim is right, after all these years we should have known that there would be much more to the story than just the basic facts. Our apologies. Tim is also right that he's an old friend. Although it's been more than 45 years, we can still remember paddling out on a big day at Rincon and seeing Tim charging down a steep face right at us. He's been fishing and we've been sailing almost ever since.*

### ↑↓ A YOGI-ISM ON HURRICANE SEASON

In the October 20 'Lectronic, you seemed to say that hurricane season was over. Well, it ain't over until it's over. In the first week of December of '82, there was a storm out of the southwest with 50 knots of wind and 18-ft seas at Cabo San Lucas that left two dozen boats on the beach, including Bernard Moistessier's famous *Joshua*. And, in October 30 of '84, the new Tule Bridge came down as a result of record wind and rain.

Anonymous  
Planet Earth

*Anonymous — We started that report by saying, "We're*



LATITUDE / LADONNA

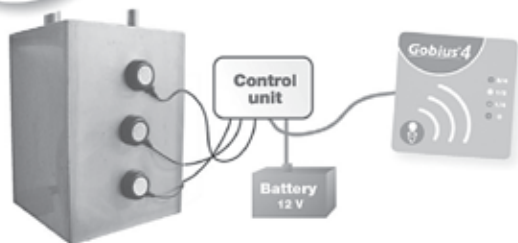
**The December '82 storm may have wreaked havoc, but it wasn't a hurricane.**

*not knowledgeable enough to know if cooler than normal water temperatures are the cause, but it sure has been a mild hurricane season for Mexico." To us, that meant the hurricane season was still on-going. It wasn't as if we wrote, "... it sure was a mild hurricane season." But we'll try to be clearer in the future.*

*For the record, neither the 'Storm of '82' that hit Cabo, nor the one in October of '84 that brought down the Tule Bridge, was a hurricane nor was either associated with a tropical*



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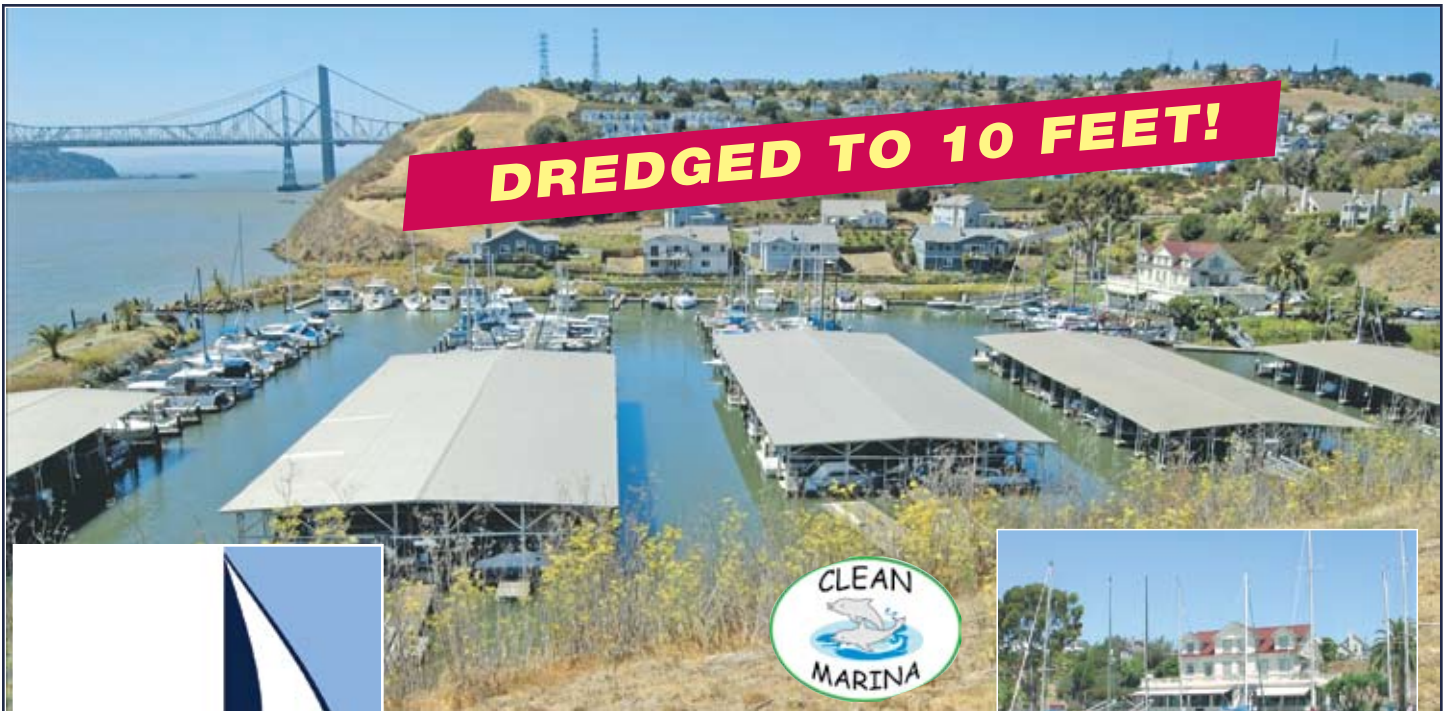
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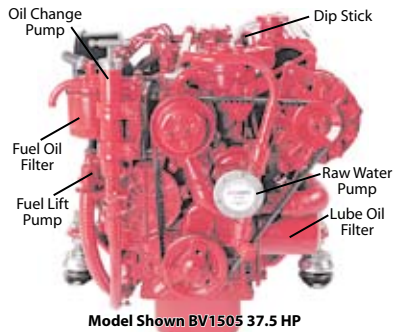
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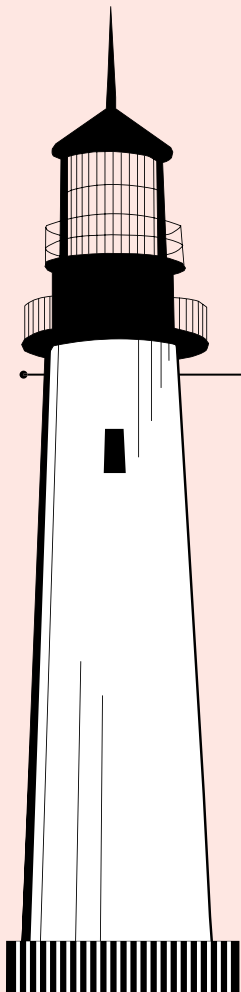
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## LETTERS

storm. In the case of the Cabo storm of '82, it came out of the east, not the southwest. Cabo — as folks who did this year's Ha-Ha can tell you — is wide open to the east but, as you can see from the accompanying chart, is reasonably well protected from winds from the southwest.

Easterly winds are rare at Cabo, which is why so many cruisers — including the great *Moitessier* — were caught with their pants down in '82. We arrived at Cabo two days after the storm, covered the disaster extensively for *Latitude*, and even helped Bernard shovel a little sand out of *Joshua* before he sold her to 'Rado the Swiss' for \$1. The consensus of those who had been on the hook was that the winds had topped out at about 45 knots during the 12 hours or so that it blew hard, and before it was over, well defined waves of 8 to 12 feet broke through the more shallow parts of the anchorage. Many of the boats that ended up on the beach did so only as a result of other boats dragging into them and/or pulling their anchors free.

Some people assume that tropical storms and hurricanes are the only wind dangers in the normally benign waters of the Pacific Coast of Mexico. That's not true, as storm cells — often very small ones — have come through with devastating effect even during the normally mild winter months. For example, at the height of last year's cruising season, Banderas Bay was hit by a brief storm cell that brought winds up to 70 knots. Fortunately no boats were lost, but heavy teak patio furniture at condos out at Punta Mita was blown off balconies and into swimming pools. And in the spring of '01, the anchored fleet at Zihua was hit by a brief storm cell with winds in excess of 50 knots. In neither case was there much warning of what was to come.

When we did the Long Beach YC Rally/Race to Cabo in '93, the fleet was briefly held up in Turtle Bay because a storm had devastated the Cape. It's believed that 600 people living in the flood plain next to San Jose del Cabo were killed, scores of cars were flushed into the marina at Cabo, and the sea was littered with huge cacti, dead cattle and the like. Once again, this was not a tropical storm or hurricane.

Hurricane season means different things to different people. In the case of insurance companies that insure cruising boats, the season in Mexico is over by November 1 — or a week earlier for the boats entered in the Ha-Ha. For sportfishing boats in the Bisbee Black & Blue tournament, insurance is available even earlier. On the other hand, some weather folks say hurricane season doesn't end until the middle or even the end of November. Of course, that doesn't mean that there haven't been hurricanes off the Pacific Coast of Mexico in December, just that they are very rare and haven't had much punch. The good news is that, thanks to modern weather forecasting and communications, few mariners get caught by surprise these days.

### ↑↓ AMY BOYER, ARE YOU OUT THERE?

Do you have contact info for Amy Boyer? Amy is my aunt and we lost touch after I moved to France 10 years ago. She skipped the Wilderness 21 *Little Rascal* in the '70s while she was still a teen. That would make her 51 years old now. If you don't know where she is, could you ask others if they do? Replies could be sent to me at [powersparis@hotmail.com](mailto:powersparis@hotmail.com).

Heather Powers  
Paris, France

Heather — The last we heard of Amy, she was involved in skiing, sailing, and other outdoor adventure activities in the Vancouver-Whistler area. It's our understanding that she still



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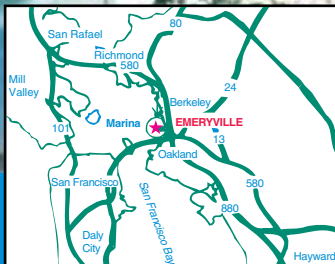
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## LETTERS

reads *Latitude* from time to time, so there's a decent chance you might hear from her.

For those not familiar with Amy, perhaps a little background is in order, as she was in the thick of the rapid evolution of Northern California sailing some 30+ years ago. In the spring of '77, former navy pilot, adventurer, and budding entrepreneur George Sigler started a sailing gear company of sorts in Oakland called *Survival & Safety*. In order to boost the outfit's profile, he and his partner started the Singlehanded Farallones Race. It might



LATITUDE / RICHARD

**Amy just before the '80 Singlehanded TransPac.**

seem laughable now, but this was in the early days of singlehanded, and many sailing experts thought the event represented the height of irresponsible seamanship and that many participants would die. As it turned out, the first fleet was a healthy one, but got creamed by winds to 45 knots and big seas. As we remember, there were about 70 entries, but only about a dozen of them — including *Latitude* columnist Max Ebb — finished. It was also noteworthy because Bill Lee, who had just launched the 67-ft *Merlin*, the first large ultralight sled, had the balls to singlehand his largely untested boat in such challenging conditions. Lee made the run home from the Farallones at an average of 14 knots while under greatly shortened white sails, and was first to finish by a large margin. In those days the race finished well down the Oakland Estuary because it was close to the *Survival & Safety* store.

Despite the fact that several boats were dismantled, at least one multihull flipped, and hardly anyone finished, the always enthusiastic Sigler thought the only logical next step was a singlehanded race to Hawaii. And thus the Singlehanded TransPac was born.

Always looking to generate publicity, Sigler arranged for the cute, shapely, and adventurous 19-year Amy Boyer to sail in the event on a *Freya 39* he had chartered. But just days before the start, Sigler chickened out, and gave the boat to Bill Collins, a school administrator from Berkeley. Seventeen or so days after the start, everyone but Collins had finished, and it was feared that he'd been lost at sea. In reality, in those pre-SatNav and pre-GPS days, Collins had sailed past Kauai, and needed several days to sail back upwind against the trades to the Hanalei Bay finish line. Collins, by the way, later moved to the U.S. Virgin Islands, where he became successful in a number of businesses, including a waterfront cart in *Charlotte Amalie* that served up the best damned BBQ in the Caribbean.

Having been yanked from the Singlehanded TransPac at the last minute, Boyer was as pissed as only a young woman of the '70s who felt she'd been discriminated against because of her gender could be. So when she learned that Norton Smith of Mill Valley, who had won the Singlehanded TransPac with his *Santa Cruz 27 Solitaire*, was having Tom Wylie design him the 20-ft *American Express* for the first ever *Mini-Transat*, from England to the Canary Islands and then from the Canary Islands to Antigua, she saw it as a way to prove herself and get the last laugh. Somehow she managed to scrape enough money together to buy the *Wilderness 20 Little Rascal* and ship her to the starting line in England.

Once again, it must be remembered that this was way back in the early days of singlehanded sailing, let alone singlehanded in very small boats from England to the Eastern Caribbean. By necessity, navigation was done with a sextant, and there

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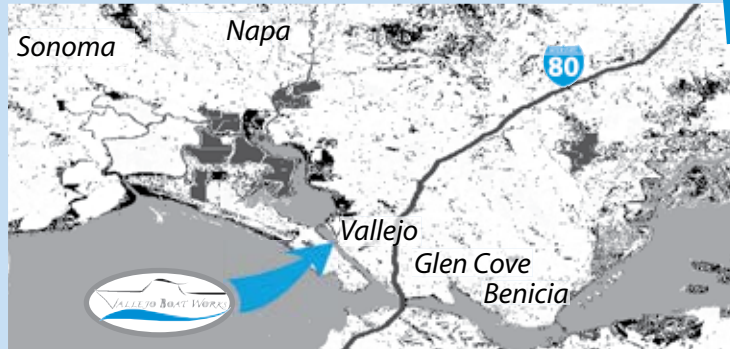


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## LETTERS

*was no radio communication with land or other competitors. Reliable EPIRBs didn't exist. Boyer did herself — as well as her youth and gender — proud with fine finishes in both legs. Smith, of course, won the whole dang thing.*

*Little Rascal was brought back to the West Coast so Boyer could compete in the '80 Singlehanded TransPac. She finished second in class and third overall, but was still too young to legally drink champagne to celebrate her finish. To our knowledge, that was the last time she was in the sailing spotlight.*

*Had Boyer been French and sailing out of France, she would have become a household name, if not a national hero. In the United States, she and her noteworthy achievements became known to only a few.*

### ↑↓"THANKS FOR PLAYING SUCH A HUGE ROLE"

I saw the report in the November 12 *Lectronic* that Lake County's Sheriff Rod Mitchell was ousted by voters last month after 16 years in office. Apparently a lot of Lake County residents believed he'd gone too far in protecting Deputy Russell Perdock, his number two man, after Perdock slammed his powerboat into a sailboat on a black night, resulting in the death of sailor Lynn Thornton.

*Latitude 38* played a huge role in overcoming the extreme prejudice and injustice of the case. As an old sailor, I want to thank you for your journalistic dedication to truth, justice and the American way. You guys and gals are super people.

Fred Frey  
San Mateo County

*Fred — Thank you so much for the compliments. It's not so much that we overcame prejudice and injustice, but rather we were instrumental in beating the drum so that the facts of the case became better and more widely known.*

*As most readers know, on the pitch black evening of April 29, 2006, on Clear Lake in Lake County, Deputy Sheriff Russell Perdock slammed his personal speedboat at a very high speed into the side of a near stationary O'Day 27, Beats Workin' II, with Bismarck Dinius at the helm, at very high speed. Fifty-one-year-old Lynn Thornton, a guest on the sailboat, suffered such severe injuries that she died three days later.*

*Defying all common sense, Dinius, who did nothing wrong and could have done nothing to prevent the accident, was charged with manslaughter by Lake County District Attorney Jon E. Hopkins, while Perdock, who admitted to driving blind, wasn't charged at all. Charges were later reduced to felony BUI resulting in death, and Dinius was ultimately acquitted last year, but the cost of his defense left him broke. It was, in our opinion, one of the most heinous travesties of justice, and has greatly diminished our confidence in the integrity of law enforcement and government.*

### ↑↓IT AIN'T NO BIG THANG

I laughed heartily at the 'Heads Up — No Paper in the Toilet' letter. We sail an '83 Catalina 38, which is roughly the same size and vintage that the anonymous author of the letter said he and his lady were thinking about buying and going cruising on. From the get-go, the rule on this, our first sailboat, has been, 'If you haven't eaten it or drunk it, it doesn't go in the head.' We reinforce this rule with a threat: anyone who clogs the head gets to help us dismantle and unclog it. The policy has worked for us.

We keep a small, opaque, lidded and plastic bag-lined garbage can in our head — exactly like the one in the photo of *Profligate's* head. And we make sure that everyone on board





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## LETTERS

knows they are to use it for toilet paper, seasick bags (plastic newspaper bags, on our boat) or personal hygiene products of any kind. It's emptied daily into the main garbage bin in the galley, and if we're nowhere near proper shoreside garbage disposal, it goes into the deep lazarette.

Perhaps Anonymous doesn't realize how small the head outlet hose is. It's about one-fourth the area — in cross-section — of a shoreside sewer line, and therefore correspondingly easier to clog — especially when you consider how many people regularly use enough TP per sitting to wipe a few dozen dirty bums.

We don't get grossed out putting TP in the basket. After all, whatever goes into the head garbage bin is something that just came out of us, and thus not likely to poison us — or even give us cooties. There's antibacterial soap in the head which, of course, we always use after a sitting on the throne.

Use the inside shower on a boat in the tropics? Why?! For us, one of great delights of being in the tropics is the daily ritual of jumping overboard into 80° water, lathering up on the swim step, jumping back overboard to rinse, and finishing with a freshwater rinse on the transom. We wouldn't have it any other way!

My spouse and I have been together for 17 years, and therefore know just about everything there is to know about each other's not-so-pretty animal functions that many Americans try to pretend don't exist. We're also familiar with the smells, noises, and visuals. It's called living together. And life is even more intimate on a sailboat — or indeed, on any boat smaller than *Maltese Falcon*.

Cruising on a boat the size of ours is very much like camping. We actually call it aqua-camping — and we love it! If Anonymous wants to buy a floating hotel, he will have to look a lot higher in the price range. A few mil should do it.

Peggy Droesch  
Poco Loco, Catalina 38  
Point Richmond

*Peggy — The 'camping' description reminds us of a comment in Latitude a few months back by Jane Pimentel, who is cruising the Med with her husband and two boys aboard their Leopard 47 Azure. The family also has a Cal 40 in California. Jane described cruising on the Cal 40 as camping on the water, and cruising aboard their catamaran as being like RV-ing on the water.*

### ↑↓ DAN'S THE MAN

There is a DAN (Diver's Alert Network) insurance plan that includes a clause for \$10,000 of coverage in the event of a non-diving accident. I use that policy while traveling, and even while living on our boat in Mexico. Just to make sure I was covered, I specifically told a DAN rep that I was seeking coverage for a possible non-diving accident while living/visiting out of the country. They confirmed that their policy covered it.

P.S. Love *Latitude!*

Kim Cordes  
Concord

*Kim — Thanks for the kind words and information. There are many places in the world where \$10,000 of health coverage would go a long way. For the record, DAN is a non-profit company that primarily provides 24/7 diving accident medical consultations, as well as low-cost medevac insurance. Several Latitude readers who are DAN members report very positive experiences with their coverage.*





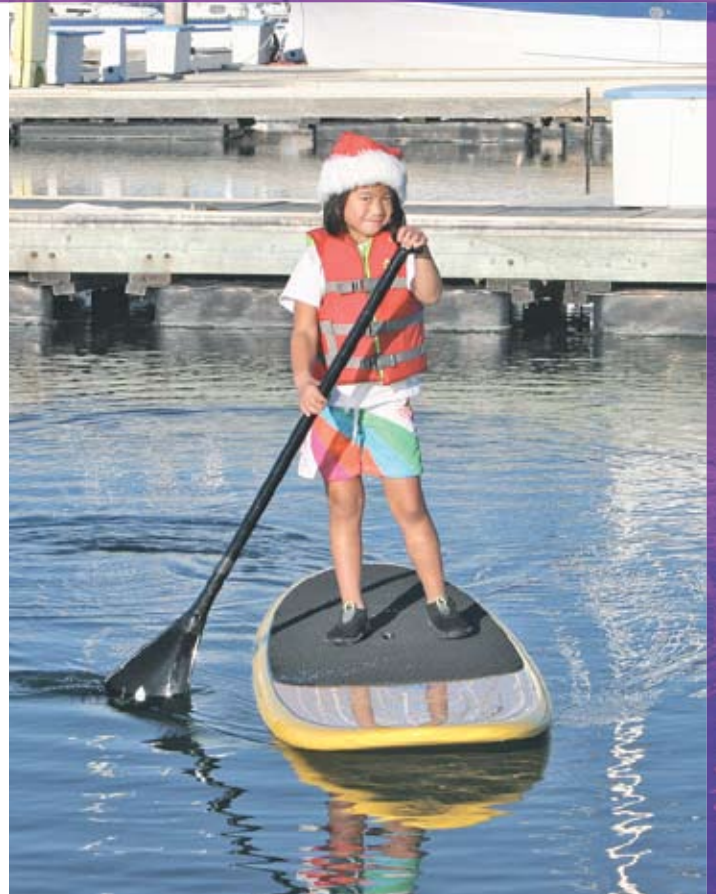
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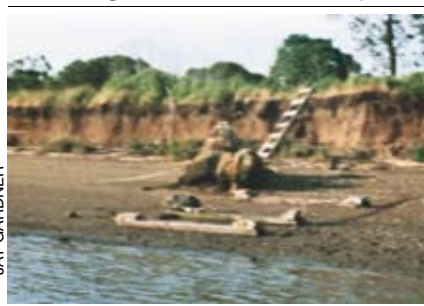


# LETTERS

## ↑↓ CAREENING IN CALI

For those who might be interested, I've enclosed some photos of a haulout technique we've used in both Mexico and Northern California.

The first photo shows some planks on the beach at low tide, weighted down and ready for the tide to come up.



JAY GARDNER

**The first step in 'Ingwe's haulout was to set planks as a sort of tidal grid.**

In the background are the anchor lines already run out approximately 300 feet to the port and starboard sides of *Ingwe*, a 38-ft wood Atkins Ingrid ketch. I dug the anchors into the sand and made sure they were firmly set. The anchor rode was connected to the hal-yards, then winched



JAY GARDNER

**Hal-yards led to firmly stuck anchors helped stabilize the boat — the plank really did nothing — while the crew gave the bottom a coat of paint.**

up very tight. Before the water level dropped too far, we tried to break it out by jumping the lines while keeping an eye on our anchors, which were set toward the high tide line. The lines didn't give and the anchors looked good, so we sat back and waited for the tide to drop.

The second photo shows the boat upright on the beach. With the tide dropping, she was ready for painting. The final photo shows the last of the paint going on. The plank under the gunwale was there to make us feel better; the anchor



JAY GARDNER

**Officials on the Napa River wouldn't look the other way these days.**

rodes to the masthead did all the work of keeping the boat upright.

The hardware, hal-yards, and rodes all, of course, have to be in excellent shape in order to do this, but if the boat is kept as upright as possible, the loads involved are actually very low. In fact, the biggest load would be created by wind on the beam, but masts are strong enough to take it.

The only proviso is that the beach needs to be very firm. No mud allowed!

Sorry that the photos aren't better.

Jay Gardner  
*Ingwe*, Atkins Ingrid Ketch  
San Francisco Bay



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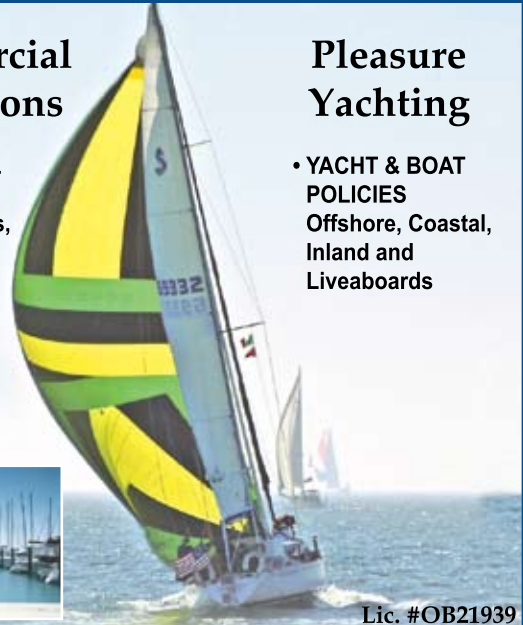
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## LETTERS

Jay — The other probable requirement is that no government officials see you. We're not sure where you could do something like this with your boat in California anymore. A friend had his cat sit on her keels when the tide went out at Catalina in order to simply change the oil in a saildrive unit, and was promptly told that this was a 'no-no'. Has anyone been more successful recently?

### ↑↓ A NEW PLAN FOR THE ALA WAI

I just finished reading the 'yardage' you gave Ala Wai Yacht Harbor in Honolulu. I'm going to copy it and send it to Governor Linda Lingle's office with a cover letter. Several years ago, I wrote the governor about the need to do something about improving Ala Wai Yacht Harbor. I received a nice reply, but no action. All the credit for the improvements that have happened so far must be given to the late Roy Disney, who wrote much the same that I did, but actually got some action. The result is that we now have new slips to replace the ones we had installed 40 years ago when I was Commodore of the Hawaii YC.

Back in the '70s, the Harbor's Commission presented a plan that didn't make much sense, so we formed a committee of yachtsmen — including John Guzzwell — and presented an alternate plan that was accepted. What we have in that part of the Ala Wai now is very nice, but the rest of the harbor has an increasing number of slips that have been condemned and are empty — despite the fact that there continues to be a long waiting list for slips. I haven't heard of any plans to repair the condemned slips or build new ones.

By the way, a fellow who wrote in identified himself as a member of the "Honolulu YC." You said you'd never heard of it and couldn't find any mention of it on the internet. I was the Commodore of the Honolulu YC in '45-'46. The club was taken over to be a crash boat station during World War II, and they built us a structure that stood on the current site of the Ilikai Hotel next to the marina. It was very nice, with showers and storage lockers. We had to vacate the building after the war, and I sold the cinder brick flooring to the boys who were forming the Waikiki YC. The Waikiki YC has done very well in the years since then.

I'll soon be sending you a report on my efforts to get the TransPac Headquarters building — which I was instrumental in getting built in '67 — fixed up. Right now, it looks like some of the worst buckets tied up in the harbor, and I hope you might be able to give the cause a push. The various clubs are trying to raise money for the job, and as we built it ourselves, we should be maintaining it.

You will note that I now live in the Northwest. I moved here in '80 after living in Hawaii for 38 years and raising a family there. They all ended up here after college, so I followed them to stay close. But I still get over to Hawaii and try to help the cause. By the way, I sailed in the '53 and '67 TransPacs, and the '70 and '72 Congressional Cup Races. I'm now 87, but still enjoy keeping tabs on it all.

Bud Thompson  
Pacific Northwest

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](mailto: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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# SIGHTINGS

## alaska eagle migrates south

*Alaska Eagle*, the S&S 65 that's served as the flagship of Orange Coast College's School of Sailing & Seamanship since she was donated in 1982, set sail from Newport Beach on October 30 for an eight-month sail training circumnavigation of South America. After more than half a million miles under her keel — and that's just during training voyages — *Eagle* is still going strong, and will host more than 60 students on the eight legs that make up her 'South American Adventure'. The first leg was a three-week nonstop to Easter Island that ended with the happy and healthy arrival of the crew on November 23.

"The purpose of the voyage is to instruct our students in all aspects of passagemaking and exploring remote areas," said veteran *Eagle* skipper Karen Prioleau. "Each leg of the voyage offers an incredible learning experience, but there's a lot of work and discomfort that goes into it. This is not a luxury cruise, that's for sure. When you're

continued on outside column of next sightings page

## trifecta of

We normally don't follow election results in *Latitude 38*, but we felt our readers would be interested to learn that Lake County's Sheriff Rod Mitchell was ousted on November 3 by a reasonably close margin. Deputy Francisco Rivero received 53.9% of the vote, with 16-year incumbent Mitchell garnering 46.1%.

Many felt that Mitchell went out of his way to protect his #2 man, Deputy Russell Perdock, after the latter ran his speedboat over the drifting O'Day 27 *Beats Workin' II* on the night of April 29, 2006. Lynn Thornton, 51, of Willows was mortally injured in the accident, and died a few

The Sparkman & Stephens 65 'Alaska Eagle' has sailed more than 500,000 miles during her time at OCC.



PHOTOS COURTESY ALASKAN EAGLE



## justice

days later. Despite the fact that Perdock was traveling at speeds of over 45 mph on a pitch black night, investigators seemingly never even considered him to be at fault, instead focusing their attention on the couple of beers the sailboat's helmsman, Bismarck Dinius, had consumed that night.

The case against Dinius, prosecuted by outgoing District Attorney Jon E. Hopkins — he was voted out of office during the primaries in June — culminated on August 20, 2009 with 'not guilty' verdicts on charges including felony BUI resulting

continued in middle column of next sightings page



## eagle — cont'd

not on watch, you may be in a group practicing celestial navigation, steering or you may be helping repair a sail. Students bring books and iPods, but much of their down time is spent trying to catch up on sleep."

Leg Two, a three-week jaunt from fabled Rapa Nui to Puerto Montt, Chile, that was slated to start on November 24 (as this issue was going to press), is being led by veteran *Eagle* co-skippers Rich and Sheri Crowe. From Puerto Montt, *Eagle* will head down the breathtaking Chilean canals to Argentina and Cape Horn. The most grueling leg will undoubtedly be the 800-mile Southern Ocean passage from Cape



*'Alaska Eagle's Leg One crew claim their three-week trip to Easter Island seemed to take no time at all.'*

Horn to the sub-Antarctic island of South Georgia. After exploring Ernest Shackleton's old stomping grounds, *Eagle* will fly up to Buenos Aires, Rio de Janeiro and the West Indies before transiting the Canal and heading home. She's scheduled to arrive back in Newport Beach on June 15.

In this age of social networking, keeping up with the onboard goings-on has never been easier. You can 'like' their Facebook page ([www.facebook.com/pages/Newport-Beach-CA/Alaska-Eagle/311684590583](http://www.facebook.com/pages/Newport-Beach-CA/Alaska-Eagle/311684590583)) and get frequent position reports and updates loaded right on to your news feed. Of course their Facebook postings are fed to their Twitter account ([www.twitter.com/AlaskaEagle](http://www.twitter.com/AlaskaEagle)), if you prefer tweeting, and more in-depth logs by various crewmembers can be found on OCC's website ([www.occsailing.com/taxonomy/term/18](http://www.occsailing.com/taxonomy/term/18)).

— ladonna

## sound signals on the bay

In last month's *Letters*, the Publisher wrote a response detailing the meanings of various sound signals that commercial vessels make to communicate with other traffic. A number of astute readers pointed out that perhaps the Wanderer should have done a little more research before publishing his response — and he agrees. The most informative note we received came from Capt. Mark Hensley, an instructor at California Maritime Academy. Given the fact that Mark not only holds a USCG Master license but spent 20 years working on oil tankers — half of them as Master (ie, Captain) — we'll gladly defer to his expertise:

"I'm an avid reader of *Latitude 38* and have had Doña de Mallorca and Andy Turpin as students in the OUPV/100 Ton Master course that I teach at California Maritime Academy. But I would like to point out a few errors in *Latitude's* response.

"In the bullets, you note 'One short blast: I'm changing course to starboard' and 'Two short blasts: I'm changing course to port'. That is true under the International Rules but not the Inland Rules, and the Inland Rules apply on the Bay. The difference between the two sets of rules is that the International Rules are rules of action — as in 'I am changing course, etc.' — whereas the Inland Rules are rules of intent — as in 'One short blast means I intend to leave you on my port side'. There doesn't even need to be a course change. See Rule 34 in the Rules of the Road.

"The danger signal in Rule 34(d) is 'at least five short and rapid blasts on the whistle,' not the five prolonged blasts you indicated. In

continued on outside column of next sightings page

# SIGHTINGS

## signals — cont'd

addition, the overtaking signals you mentioned were for the International Rules, not the Inland Rules.

"Now on to the issue of a preemptive blast. The Inland Rules require that, when a power-driven vessel intends to overtake another power-driven vessel where the Inland Rules apply, the overtaking vessel sound either one or two shorts blasts to signal intention; the Inland Rules are silent when a power-driven vessel is overtaking a sailing vessel.

"You were spot on about not sounding the whistle all the time. Despite what the Rules say, it just isn't done customarily. But should there be a collision, you can bet that any vessel required under the Rules to sound a signal would be found at fault for failure to do so, despite the common practice of not sounding the whistle.

"And this brings me to one other minor point: the sound producing device. The Rules refer to them as 'whistles', not horns. In a maritime setting, the term 'horn' refers to sound-producing devices found on aids to navigation.

"A sailboat's being in the wrong place at the wrong time is addressed in Rule 9(b) of the Inland Rules, where 'A vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway.' The USCG COTP (Captain of the Port) has designated all waters inside the Pt. Bonita-to-Mile Rock demarcation line to be a 'narrow channel'.

"To wrap this up, I've been out there on San Francisco and San Pablo Bays as both master of a large oil tanker and as a recreational sailor, so I've been on both sides of the equation. Believe me, no tanker wants to run over some Cal 20, even if the Cal's doing everything wrong. That could end a master's career."

We'd like to thank Mark for sharing his expertise on this topic, and to remind everyone that, when you're out sailing on the Bay, there's no substitute for keeping an eye out — especially behind you.

— *ladonna*

## pirate captives released after a year

"We are happy to be alive, happy to be here, desperate to see our family," said British sailor Rachel Chandler at a news conference in Mogadishu. She and her husband Paul were finally released on November 15, after being held captive by Somali pirates for 388 days.

The couple's Rival 38 sailboat *Lynn Rival* was hijacked last year while en route from the Seychelles to Eastern Africa, and until now,

a series of efforts to negotiate their release proved fruitless. Theirs was one of the longest ordeals of incarceration by any sailors or professional mariners since the current era of piracy began. According to ITN News, a total of \$800,000 was given to their captors before the Chandlers' release was eventually granted. "We've been a year with criminals, and that's not a very nice thing to be doing," said Mrs. Chandler. She and her husband each spent three months of their ordeal in solitary confinement.

Initial reports from the Associated Press and others did not mention the fate of the Chandlers' boat, which we assume is unrecoverable. According to news reports at the time of their capture, the boat and cruising

kitty represented much of the couple's life savings. They had begun their cruise in Europe, traveled through the Med, then south into the Red Sea, through the notorious Gulf of Aden, and across the Arabian Sea to India before heading west again toward Africa.

— *andy*



Rod Mitchell (top), Russell Perdock (left) and Jon E. Hopkins lost their jobs after prosecuting Bismarck Dinius.



WEBB LOGG



Paul and Rachel Chandler learned after their release that Paul's father had passed away.



**justice — cont'd**

in death. It seems that, with Perdock's firing from the department this April, justice has finally won a trifecta.

Meanwhile, Bismarck Dinius is still struggling to pay his monumental legal bills after having been out of work for years due to the case, but the future is beginning to brighten. "I just got my insurance broker's license and am starting a new insurance business," he told us last month. Hopefully sailors will be eager to use his services once he's up and running.

— *ladonna*

**the loss of *tachyon***

At roughly 4:30 a.m. on November 1, the Vallejo-based Downeast 38 *Tachyon* was driven aground on a gently shoaling sand beach, roughly four miles north of the Bahia Santa Maria anchorage. Coincidentally, most of the 155-boat Baja Ha-Ha fleet had arrived there the previous day. One Ha-Ha boat crew that was still at sea heard the *mayday* from *Tachyon's* skipper, Mark Cholewinski, who was aboard alone. Cholewinski describes how the tragedy happened:

"The chart plotter showed the light on the point just north of the bay, and the autopilot faithfully maintained the course I trusted to bring me to the entrance of the anchorage. A nice NW breeze and double-reefed main kept us moving at about five knots. I was dozing lightly in the cockpit, waiting for enough light to safely enter what, to me, was a strange anchorage. Unfortunately, I wasn't fully aware

continued on outside column of next sightings page

***Might is right — In restricted waterways, which means the entire Bay, big, lumbering ships always have the right of way over nimble sailboats.***



# SIGHTINGS

## *tachyon* — cont'd

of the strength of the currents in this area, which is also very shallow very far out. Daybreak gave testimony to this by revealing the remains of a cargo ship and, within a few miles, the hulls of three other sailboats.

"Although I was on the 'correct' course, the current and wind pushed me too far to the east. I awoke to the noise of the keel hitting bottom and the roar of the surf. I immediately tried to recover but the elements worked against me and I was washed farther ashore. Around 5:30 a.m. I sent a *mayday* requesting assistance."

The Ha-Ha committee boat, *Profligate*, sped up the coast along with two other boats to determine the likelihood of pulling the sloop back into navigable waters. But prospects looked bleak, as the shallows extended far offshore, and *Tachyon* was up near the high tide line. So, with Cholewinski's approval, the committee called for vol-

continued on outside column of next sightings page

## short

**DETROIT, MI** — Andre Cheatom, 19, was sentenced last month to 18 months in jail and three years supervised release, and ordered to pay more than \$14,000 in restitution for making false distress calls to the Coast Guard. Cheatom admitted that, in July '09, he was "bored and drunk," so he borrowed his girlfriend's cell phone to call 9-1-1, saying he "threw the baby and mother into the Detroit River." Apparently, when an operator called the phone back, a woman answered, laughed and hung up. Without confirmation that the call was a hoax, the Coast Guard launched a one-hour search. Authorities



*Lending a helping hand — About 50 Ha-Ha'ers volunteered to help Mark Cholewinski (above) save, then strip, his boat when it ran up on the beach just north of Bahia Santa Maria.*

PHOTOS LATITUDE / ANDY



## sightings

eventually tracked down Cheatom, who admitted the call was a joke. Good one.

**DETROIT, MI** — There must be something in the water in Detroit because another resident, 32-year-old Craig Sanders, is facing similar charges for what authorities say was a prank call that resulted in an eight-hour search of Lake Erie. Prosecutors charge that, on March 11, Sanders called the Coast Guard on a borrowed cell phone falsely claiming that his boat had capsized. A 93-mile helo search — costing somewhere in the range of \$53,000 — ensued. Investigators

*continued in middle column of next sightings page*



## tachyon — cont'd

unteers to help him strip valuables from the hull before the tide rose again.

"During this time," explains Cholewinski, "I was being pushed farther ashore by the latter part of a rising tide and the hull was now pounding on the sand and rolling from side to side on her keel. Around 8 a.m., the first of a party that eventually reached more than 50 people arrived and suggested that we begin to strip the the boat. My hope, of course, was to get her off the beach so I wanted to remove only the most valuable items for safekeeping on shore. However, the majority of the rescue party saw what I didn't want to see. Namely, that the boat was lost and everything should be stripped before it was too late. At the end of the afternoon, after a heroic effort working on a severely listing boat, nearly everything of value was removed and placed in piles on the beach."

About that time, local sportfishing operator Robert Hoyt of Mag Bay Outfitters arrived with a team of men in several trucks, and he was cautiously optimistic about the possibility of refloating the hull, as high tides would be increasing throughout the week.

"I spent the night aboard, sick at heart and discouraged," recalls Cholewinski, "but somewhat hopeful that she could be set free. At 10 p.m., I awoke to the sound of people climbing aboard and scary thoughts began to run through my mind. As it turned out, these were part of a group of Marines that were sent to question me, set up a camp, and stand guard over the rescue effort."

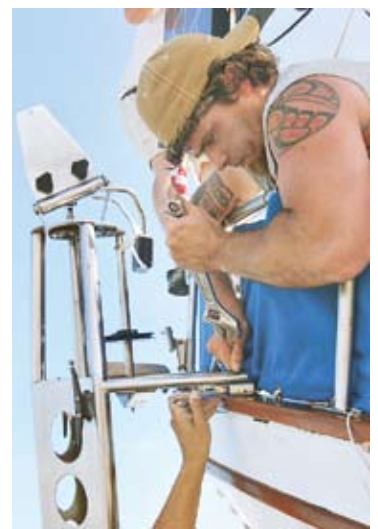
Hoyt and his crew returned the next day with additional anchors and long lines. Over the next three days and nights they worked selflessly to refloat the hull — at one point almost sinking their own boat in the process. Ultimately, though, they had to give up, as the increasing tides eventually restricted their ability to travel down the beach, and the punishing flailing of the boat in the surf gradually caused her to open up.

Throughout the ordeal, Cholewinski remained stoic and strong. After stowing his valuables in Hoyt's compound at the little town of Lopez Mateo, he hitched a ride north to San Diego and caught a flight home to the Bay, where he is now weighing his options. Because he was singlehanded, of course, the hull could not be insured.

Although the shipwrecked sailor was naturally distraught over his loss, he was also deeply touched by the efforts made to help him — especially by Hoyt and his men, who put their own safety at risk. "The men operating those vehicles were utterly amazing. Driving on this beach in the middle of a moonless, foggy night, maneuvering between the waves and dunes, appeared to require nerves of steel. Yet they approached this with the calm of years of experience. I have never before been afforded such help and comfort by anyone anywhere. These people are truly misrepresented by the US media.

"Another group to whom I owe a debt of gratitude that I can only hope to repay are the members of the Baja Ha-Ha 2010. It was an awe-inspiring sight to witness more than 50 fellow sailors arrive by foot and car to work together for a common cause."

After years of planning and preparation, Cholewinski was finally heading off to pursue his cruising dreams. If you'd like contribute to the effort to get him sailing again, you may reach him at [fanwhan@hotmail.com](mailto:fanwhan@hotmail.com).



*When it became clear that 'Tachyon' was a loss, off came the big stuff.*

— andy



# SIGHTINGS

## join the club

While we were surfing the interweb looking for racing results recently, something on two yacht clubs' websites caught our attention: offers of waived or deeply discounted initiation fees for new members. For a limited time, **Berkeley YC** will be waiving what's typically a \$500 initiation fee, and **Santa Cruz YC** is offering a "drastically reduced" fee — which would normally range from \$1,000 to \$2,000. It turns out they aren't the only two. Contrary to a pervasive and inaccurate stereotype, most yacht clubs are warm and welcoming. Many clubs also extend reciprocal privileges to other clubs, meaning that no matter where you are in the world, or what club you hail from, as long as you're near a body of water, you're likely to find one that will take you in. It doesn't matter whether you race, cruise or daysail, yacht clubs are the foundation of your sport. They're hands-down the best place to find experienced, like-minded people whose brains you can pick, and they're a great place to find rides and crew. With all these things in mind, we fired up the bat signal — *Lectronic Latitude* — in an effort to get clubs to let us know

continued on outside column of next sightings page

## shorts

say they later found that Sanders had made a number of other prank calls the same night. Three other people have been charged with making false statements during the investigation.

**CLEVELAND, MI** — Apparently that bad water just gets worse on the other side of the state. Last month, Cheboygan resident Wayne Duffiney, 60, was sentenced to 50 months in prison and ordered to pay \$57,000 in restitution to the Coast Guard after he sank his boat in Lake Huron in May '07. The punishment seems a little harsh compared to the crime until you learn that the otherwise law-abiding Duffiney fled to Costa Rica after his '09 conviction of "violating the





## — cont'd

federal Clean Water Act by discharging pollutants into the navigable waters of the United States; sinking or causing the sinking of *Misty Morning* in the navigable channels of Lake Huron; and of failing to mark the sunken vessel with navigation aids after it was sunk in the navigation channel of Lake Huron." Prosecutors say he was apprehended with a plane ticket to Cuba in his pocket.

It seems that Duffiney's boat had been set on fire by an arsonist years earlier, but the destroyed boat remained in Duffiney's driveway. One report said that, when the city told Duffiney to move the hulk, he dragged it down the road on its side and

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## club — cont'd

what, if anything, they're doing to incentivize membership.

- First of all, **Berkeley** YC's financial incentive is "only part of a vibrant program to attract new members," according to the club's Greg Davids. "We're including a broader offering of events within sailing, boating, and general good fun, along with offering a wider variety of sailing competition."

- **Encinal** YC's membership grew significantly this year, something its leadership is proud of, given the economy. In late '09, the club members lowered their initiation fee to \$250, an incentive they say won't last forever.

- **Treasure Island** YC is having a membership drive for Regular memberships in addition to accepting applications for Corinthian and Non-Resident memberships. For Regular memberships, the initiation fee is waived if the first six months' dues are paid in advance.

- **Alameda** YC charges only \$100 initiation and \$35 a month dues. "Our price is our promotion," says Commodore Curtis King. "The mem-

continued on outside column of next sightings page

*November saw some of the most spectacular weather on the Bay all year, and no way were (l to r) 'Flyer', 'Pursuit', 'Spearhead', 'Avanti', and 'Don't Stop' about to pass up the chance for a gorgeous sail.*



## club — cont'd

bership is rich in both yachtsmen and marine professionals from the local boatyards. We are open every day due to our low overhead.”

- Want a new place for your boat? **Oakland YC** will waive the initiation fee if the new member will keep their boat in the YC's harbor.

- **Vallejo YC** is teaming with Mission Solano on a Toys for Teens campaign. Donate a new toy and receive \$100 off the initiation fee through December 23. The club also hosts membership specials at least once a month offering \$50-\$100 or more off the sliding scale fee (based on age) that starts at \$175.

- **Caliente Isle YC** (Bethel Island) is waiving their initiation fee through December.

- **Martinez YC** is offering 1/2 off the initiation fee through the end of the year.

- **Tahoe YC** is revising and expanding its membership levels to appeal to a greater variety of potential members, including younger ones. It's also creating a Spring Membership Campaign that will feature a half-price initiation fee for three months in the spring of '11, and incentives for members who sponsor friends for memberships.

- **Lahaina** (Hawaii) YC is waiving initiation fees with the proviso that the member must volunteer for three events in the fiscal year.

- If you're planning on spending any time cruising mainland Mexico, you may like to know that **Vallarta YC's** new membership special of half-price initiation fees runs through December 31.

- **Alamitos Bay YC** in Long Beach is offering a 50% discount on membership fees to all former members who wish to rejoin.

What these responses tell us is that clubs are actively looking at ways to build their memberships and that they're getting creative in coming up with ways to do so. Also, the level of outreach is buoying; it makes us think that the stereotype of a yacht club as a stuffy place has a worthwhile foe: yacht clubs. Each of these clubs has a website — you can find links to them all on our Links page at [www.latitude38.com](http://www.latitude38.com) — with all the pertinent info. What are you waiting for? Look for a club that's right for you and join up.

—rob

## green, and proud of it!

"We just dropped *Maltese Falcon's* anchor in the harbor of St. Barth after almost exactly 16 days of sailing from Gibraltar," writes Tom Perkins of Belvedere. "We sailed every inch of the way, and remained totally 'green', although at times it meant we had quite a difficult time maintaining our speed. We had no tradewinds; the hurricanes in the western Atlantic and Caribbean totally disrupted the normal Atlantic wind pattern. As a result, we had to find our way through some baffling low troughs drifting across our course.

"We sailed every point on our polars, and at times our speed dropped to only three knots. But we always kept sailing. Our top speed was a brief 18 knots, nowhere near *Falcon's* potential. We did, however, finish with a good breeze, and made a great show of sailing around St. Barth, among a racing fleet, until we got to our spot to anchor. We dropped the hook at midday in bright sunshine.

"We averaged 10.25 knots for the 3,900-nautical miles passage, during which time we only burned 11,000 liters of fuel for the generators. To put this in context, 11,000 liters is about five hours worth of fuel for a big motoryacht travelling at a similar speed. *Maltese Falcon* is unquestionably the greenest large yacht ever created. Her unique sails, which now have some 90,000 miles on them, still look brand new. Because of the freestanding masts and Dyna-Rig concept, there

continued on outside column of next sightings page

## shorts

dumped it in the lake. He went back later to retrieve the boat, but authorities said the damage was done and they filed charges.

**PAMLICO, NC** — USCGA instructor David Gerdeman, 61, died on October 17 during a daysail with his wife and friends after he was struck in the head with the boom and knocked overboard. A crewmember retrieved Gerdeman but he could not be revived.

**WORLDWIDE** — Many cruisers bound for foreign lands invest in the very effective Rosetta Stone language-learning program without knowing that the CEO

*'Maltese Falcon' is indeed a masterpiece — and a relatively green one at that.*



LATITUDE / RICHARD

**Tom Perkins, at the helm of 'Falcon', is justifiably proud of his creation.**



## — cont'd

of the company is a sailor, too. In a recent USA Today interview about the success of the company and its product, Tom Adams — who was born in Sweden, raised in France and Britain, and has spent his life traveling the globe — revealed that one of his biggest lifetime accomplishments came in 2000, when he sailed across the Atlantic from the Canaries on a 45-ft boat. No word if Adams sails out of his Virginia homebase, but it couldn't hurt to ask him to go daysailing with you the next time you see him roaming the docks.

— *ladonna*

## green — cont'd

has been no wear, tear, or chafe, as would have been found on a normal sailing yacht.

"It's not a modest thing to say, but my creation remains an unrivaled masterpiece!

"I am very happy that Elena, who bought *Falcon* from me, permitted me to charter my old boat. Open sea passages are the sailing I most love, and this trip has been a highlight for me. I also want to thank the crew of *Falcon*, who made life such a pleasure for me on the crossing."

We love the way that Tom is so proud of the boat he created. And no matter whether or not you agree with his evaluation that *Falcon* is an "unrivaled masterpiece," there is no contesting that she's been by far the most talked about large sailing yacht . . . well, maybe ever.

continued on outside column of next sightings page



COURTESY TOM PERKINS



# SIGHTINGS

## green — cont'd

Further, you have to admire someone who was willing to bet somewhere in the range of \$100 million of his own money on a completely unproven concept; a concept that, had it failed, would have rendered the yacht almost worthless. And lastly, it should be remembered that this wasn't a case of Perkins giving the builder, Perini Navi, a mountain of money and some plans, and telling them to call when the boat was done. No, Perini Navi told Perkins that if he wanted a Dyna-Rig, he'd have to do all the research — right there about \$10 million — build the masts, yards, and everything else, and then make it all work.

Perkins believed in the unproven concept, put up his money, built the rig, and made it all work. As magnificent as *Falcon* is, to us, that's the biggest story of all.

— richard

## love in

Love was in the air — and in the surf — when the Baja Ha-Ha fleet pulled into Cabo San Lucas last month. Not surprisingly, it's always easy to find eager contestants for the event's annual 'From Here to Eternity' Kissing Contest.

The rules are simple: wade into the surf with someone you kind of like, and do your best to make like Burt Lancaster and Deborah Kerr. The competition is always fierce, but as you can see, in this contest, everyone comes away a winner.

— ladonna



**There's just something about skimpy bikinis, rolling surf and sunny skies that gets folks feeling all romantic.**

PHOTOS LATITUDE / RICHARD & ANDY



## the sun



## if you can dream it, you can do it

Loss of youthful imagination, it's often said, is one of the dangers of the contemporary approach to child-rearing, where many parents are content to let their kids spend leisure time zoning out in front of mind-numbing electronic media. A generation ago, when most kids weren't even allowed in the house until dinner was ready, imaginations seemed to work overtime. Just reading a book could spawn elaborate fantasies — such as sailing the world in a small boat.

So perhaps 18-year-old Garrett Jolly really belongs in another era. He grew up in Los Osos, along Morro Bay, and always loved being around the water. After reading Robin Lee Graham's best-selling epic *Dove* at age 10, he started dreaming about having his own adventures on the ocean. His first boat was an abandoned Sabot that he dug out of a sandy hill, then learned to sail by trial and error.

When Garrett was 15, his family took a Windjammer Cruise to Aruba, and during the trip he met Ruth Oberling of Napa, who was about his age. They hit it off and kept in touch after returning home. According to Ruth, maintaining a long-range romance seemed impractical, but Garrett was persistent and persuasive.

Fast forward to last year when the young lovers had graduated from high school and were together again. Garrett's sailing dreams had been gaining momentum, as he'd been working part time as a sailing instructor at the Morro Bay YC, in addition to picking up work on boats whenever he could. He heard about an old Cal 30 — one of the original Mk1s — for sale for \$4,000 in Santa Barbara, and made a deal to buy her, apparently with Ruth's blessings.

The maiden voyage north to Morro Bay aboard *Black Pearl* took three days, as they were walloped by 40-knot headwinds off Point Conception and had to take shelter at Cojo. Once they got *Pearl* safely home, they hardly knew where to begin. Garrett revamped the electrical system and upgraded the electronics, in addition to installing both mainsail and headsail furling. The biggest challenge, though, was pulling the original Atomic 4 gas engine and installing a used diesel that he'd picked up for \$500 — the process took six months.

As the refit progressed, so did the couple's wanderlust. In January they started fantasizing about doing the Ha-Ha, and by June they were fully committed. On the way south they finally did their first haulout at Santa Barbara. As they feared, there was a veritable "coral reef" on the bottom, with growth going all the way into the gel coat.

"The trip to San Diego was uneventful," recalls Garrett, "except for that lightning storm off Marina del Rey." They started the Ha-Ha last month as one of the youngest pairs of sailors — if not the youngest — ever to participate on their own. They did some motoring on the first leg but, due to frustration with their improperly pitched prop, vowed to sail from anchorage to anchorage for the rest of the rally. "It took us two hours to sail out of Turtle Bay," Ruth remembers, "as we watched the rest of the fleet pull away from us."

On the final leg, from Bahia Santa Maria to Cabo, they spent "two full days bobbing around with no wind," but got their hook down in time to attend the Awards Ceremony — which is not something that every Hawaii racer can say.

When we caught up with them at the end of the rally, they were weary, but obviously immensely proud of their accomplishment. "It's an awesome feeling to be our age and be totally in charge of our lives," says Garrett. Their cruising kitty only has \$800 left in it, but Ruth's car is also for sale back home. And if they run out of mon-

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LATTITUDE / ANDY

If you meet Ruth and Garrett out cruising, watch them light up when you buy them some pancakes.

## dream it — cont'd

ey, they figure they'll just find some sort of work — somewhere. Besides, they've gotten used to frugal living. As we chatted with them over breakfast, they seemed to be enjoying their meal so thoroughly you'd have thought they were eating filet mignon instead of pancakes. "Yeah," explained Ruth, "this is delicious. With no refrigeration or even an ice box onboard, it's pretty much been Cup-a-Soups the whole way!"

— andy

## latitude's gift list twist

As much as we love the holidays, shopping for gifts just plain sucks. Especially for that certain someone who has everything, needs nothing, but expects something. If that person is a sailor, perhaps our twist on a gift list will help. If that sailor is you, make your loved ones' lives easier by circling the items on this list you'd like to receive.

- If you have female crew aboard your head-less race boat, the Go-Girl (\$10 at [www.go-girl.com](http://www.go-girl.com)) does a terrific job of balancing between the 'gag' and 'practical' gift categories. The rubber funnel fits snugly against your crew's, um, special place, allowing her to do her 'business' standing up. The reusable GoGirl comes in a compact tube, and includes a plastic bag and, very considerately, a tissue for wiping.

- Is your recipient thinking about joining her local yacht club? Pick up a pre-paid debit card loaded with part or all of their initiation fee, then implore the cosmic forces not to allow the recipient use it at the local medical cannabis dispensary instead.

- A good-quality multi-tool or rigging knife (\$10-100) is an invaluable tool, and a sailor can never have too many. Just remember, if you're planning on accidentally flying with it, make sure its sharpest edge is opened outwards when the TSA agent goes for your junk.

- Just what every beer-swilling sailor needs: a ring that doubles as a bottle opener. The Cap'n Ring (\$7 at [www.shockles.com](http://www.shockles.com)) is the mullet of jewelry: business in front, party in the back! The top of the man-sized 316 stainless steel ring looks like a plain band, but turn your hand over and that's where the party starts.



**The Cap'n Ring is stylish and functional.**

- Do you know a reluctantly aspiring ocean racer who has seized on the excuse of "all the stupid new safety regulations" as their cop-out for not taking the plunge and going outside the Gate? Buy him or her a GPS-equipped 406 MHz PLB or float-free EPIRB (\$200-1,000).

- Taylor Made offers a full line of flags and pennants, including novelty flags for just about anyone — even cat lovers. Go to [www.taylormadeproducts.com](http://www.taylormadeproducts.com) for the selection and then have your local

chandlery order it for you for about \$15.

- Give someone the gift of a day of sailing, especially if she's hot. If she objects, try it on one of her friends and tell her it's the latest in environmentally-friendly salty hair treatments. Afterward, make a gentlemanly offer to help her rinse it out in the yacht club shower, so it doesn't get in her eyes.

- If you're already hooked up, but your lady is more interested in a night out with the gals than a romp on the Bay aboard your boat, combine the two and give her a girls' night out on the boat. Channel your inner 'queer eye' and pretty up your boat's interior — tablecloth, martini glasses, smelly candles, maybe some twinkle lights — then stock up on frou-frou cheeses, fruit and some good wine. If conditions are mellow, take them on a short sail, making sure you play the faithful cabin boy. We guarantee you'll reap serious rewards.

- No gift list would be complete without some reading material. Here are a handful of interesting books that have passed through the office

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## call for a sailing

In July, we put out a call for a sailing host family for German exchange student Viviane Farke. She found one and we'll bring you a full report on how she and her 'family' are doing in an upcoming issue, but Cheryl Williams, the placement coordinator who contacted us about Vivi, reports that another young German sailor is hoping for a sailing host family as well.

Naomi Wolf, 15, lives near Heidelberg with her parents and younger brother. She's been sailing since she was six, and

Happy  
Holidays





**host family**

sails the river Neckar as well as summer trips on the Med. She and her dad compete regularly in regattas, and Naomi teaches sailing to young kids at her club. She's an A student, plays piano and bass (she's even a member of a band), and loves swimming, tennis, and snow skiing.

Naomi will arrive in the U.S. in January, and needs a host family for the spring semester. If you're interested, contact Cheryl at [cheryl@inter-ed.org](mailto:cheryl@inter-ed.org) or (559) 940-4713.

— ladonna

**gift list — cont'd**

over the past year: *Black Feathers* (\$21) by Robert & Jeanne Crawford, documenting his effort in the '08 Singlehanded TransPac; *A Yachtsman's Guide: Smuggling Your Boat Out of Jail* (\$29) by Capt. Mike Maurice isn't a page turner, but it looks quite useful for those confounded by international cruising regulations; *Ghosting* (\$25) by David Poyer promises to keep you on the edge of your bunk with plot gybes galore; and *True Spirit* (\$16) by teen solo circumnavigator Jessica Watson.

This may not be a typical nautical gift list, but it certainly does cover the gamut of options — from free to pricey to downright lewd. Who could ask for more? Now if Santa could just fit a VideoRay Deep Blue Underwater Robot Camera System down our diesel heater's vent pipe, the holidays would be very merry indeed.

— ladonna & rob

