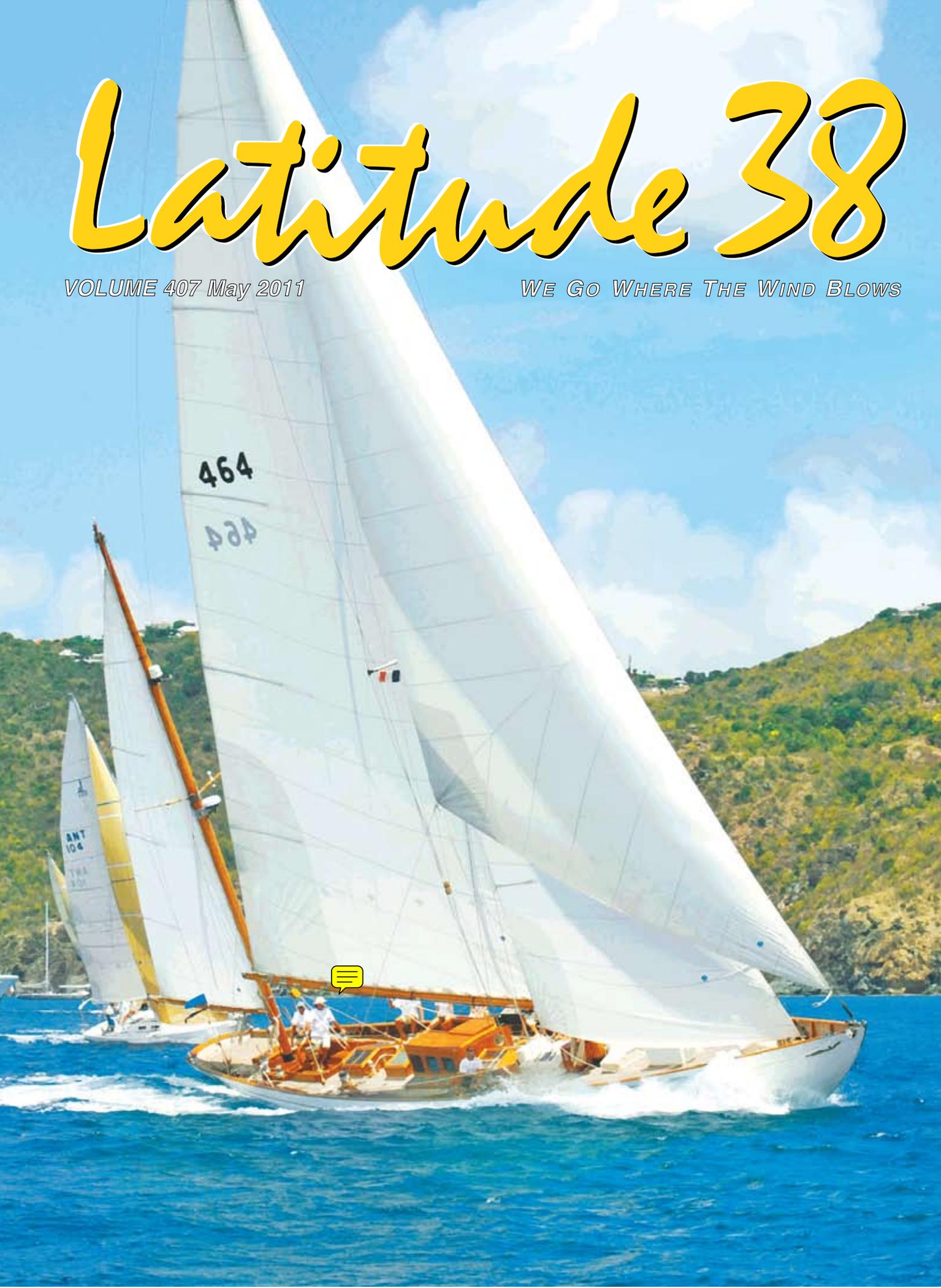


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Erik Menzel's Wylie Wabbit, *Bad Hare Day*, won the Wabbit one design division, sporting a new Flex[®] jib from Pineapple Sails.

Gordie Nash's *Arcadia* won PHRF division G, and Kame Richards and Bill Bridge beat out the rest of the Express 37 fleet on *Golden Moon* — both boats also Powered by Pineapples.

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Cover: Sailing at its finest. *Mariella*, Carlo Falcone's Antigua-based Alfred Mylne-designed 80-ft yawl built in 1938, steams upwind in the Caribbean.

Photo: Latitude/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, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.html.

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42'	Beneteau 423	2005	199,500
42'	Cascade	1971	39,900
41'	Tartan 4100	1996	224,500
40'	Beneteau	2009	199,000
39'	Beneteau 393	2003	132,000
37'	Pacific Seacraft	1984	129,000
37'	C&C 37	1985	57,900
36'	Beneteau 361	2002	99,500
36'	Beneteau 361	2000	105,000
36'	Beneteau First 36s7	1998	93,900
36'	Beneteau First 36s7	1998	99,500
36'	Catalina	1989	53,900
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36'	Island Packet 350	1999	169,000
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35'	C&C 35 Mk III	1983	49,900
35'	Dehler CWS	1996	82,000
34'	Catalina	1988	44,900
34'	Tiffany Jayne	1982	37,500
34'	Aloha sloop	1984	49,500
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32'	J/32	1997	87,500
28'	Alerion	2002	80,000

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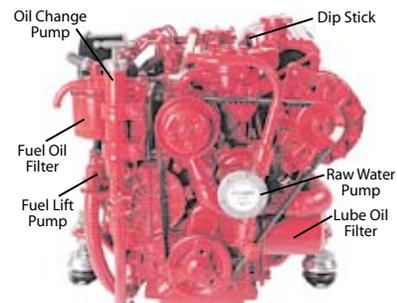
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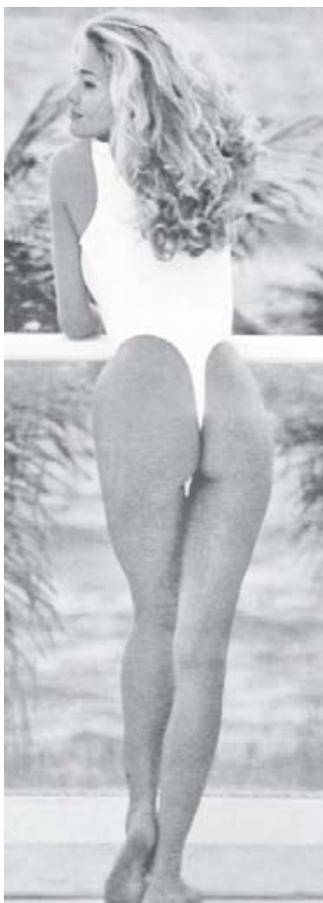
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Ranger 29 Tug, 2011	\$229,937
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Ranger 21-EC Tug, 2011.....	49,937

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Ranger 29 Tug, 2010	224,900
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Ranger 25 Tug, 2009	LET'S MAKE A DEAL!!! 125,900



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CALENDAR

Non-Race

Apr. 29-May 1 — Southern California Westsail Rendezvous at Pine Avenue Pier, Rainbow Harbor, Long Beach. Info, www.westsail.org or westsailor@earthlink.net.

May 1 — Opening Day on the Bay! Don't miss the blessing of the fleet in Raccoon Strait, 10:30-noon (enter from the east). Info, www.picya.org.

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

May 4 — Ullman Sails Seminar Series continues with 'The Baja Ha-Ha Adventure' at the Santa Ana loft, 7 p.m. Free. Other seminar runs at the same time and location. **6/1:** 'World Class Yacht Designers Forum'. Info & RSVP, (714) 432-1860.

May 4-25 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$16.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

May 5 — Put the Negra Modelo on ice for your après-sail Cinco de Mayo celebration.

May 7 — Annual benefit for Call of the Sea, a youth sailing program based on the 82-ft schooner *Seaward*. Live music, games, food, tours and more at the Bay Model in Sausalito, 3-6 p.m. \$40 (\$60 for families). Info, www.callofthesea.org



'Seaward' offers kids a great opportunity to learn about the sea and environment.

May 7 — 14th Annual Delta Loop Fest, the opening kick-off to Andrus Island's summer season. Info, www.deltaloop.com/loopfest.html.

May 8 — Let Mom take the helm today.

May 12 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

May 14 — Boaters Swap Meet at Marina Bay Yacht Harbor in Richmond, 8 a.m.-noon. Info, (510) 236-1013.

May 14 — **Cancelled.** Swap Meet at Inverness YC, 10 a.m.-2 p.m. Info, (415) 669-1064 or tat750@yahoo.com.

May 14 — Opening Day on South Bay! Boat parade, blessing of the fleet, live music and fun for the whole family. Info, www.southbayopeningday.org or www.sequoiayc.org.

May 14-15 — America's Boating Course by Carquinez Sail & Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$40. Info, www.carquinez.org/public_courses.html or (707) 55-BOATS.

May 15 — Nautical Swap Meet at Elkhorn YC in Moss Landing, 7 a.m. Info, eyc@elkhornyc.com.

May 15 — Marine Swap Meet & Open House at Berkeley YC, 6 a.m.-1 p.m. Run in conjunction with Safe Boating program (see next). Info, www.berkeleyyc.org or (510) 843-9292.

May 15 — Safe Boating Sunday at Berkeley YC, 12-4 p.m. Tons of demos: USCG helicopter SAR. MOB, PFDs, liferaft, flares & fire extinguishers. Info, www.safety.berkeleyyc.org.

May 17 — Howl at the full moon on a Tuesday night.

May 17 — Boating Skills & Seamanship course by USCGA at Loch Lomond YC, 7:30-9:30 p.m. \$85. Info, (415) 485-1722 or paula.j.russo@kp.org.

May 17, 19, 21 — GPS for Mariners by USCGA Flotilla 17



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Catalina 36 MkII, 199989,500
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Catalina 350 MkII, 2004125,663
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Catalina 34, 2007134,500
Catalina 310, 200794,500
Catalina 30, 198426,000
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Hunter 34, 1984	LET'S MAKE A DEAL!!!!34,000
Hunter 30, 200249,500
C&C 32, 198034,000
Hunter 31, 200784,900
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Ranger 21-EC Tug, 201149,937
Preowned Ranger Tugs at Our Docks	
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at Yerba Buena USCG Station, 7:30-9:30 p.m. (Tue/Thur) & 9 a.m.- 12 p.m. (Sat). \$55. Info, FSO-PE@flotilla17.org.

May 18 — 'Cruising Down the California Coast' by Neal Doten of Doten Consulting at South San Francisco West Marine, 6-7 p.m. Free. Info, (650) 873-4044.

May 18 — Raymarine Electronics event at South San Francisco West Marine. Info, (650) 873-4044.

May 19 — Race Fundamentals seminar, part of Sausalito YC's Third Thursday Seminar Series, 6:30-7:30 p.m. Free and open to the public. Info, www.sausalitoyachtclub.org/calendar/whats-happening.

May 21 — Safe Boating Day at Treasure Island SC, 11 a.m.- 4 p.m. First 100 visitors get a PFD! Info, www.tisailing.org.

May 21 — Open House at Lake Merritt Boating Center in Oakland, 11 a.m.-5 p.m. Free boat rentals, safety info, and more. Info, www.sailoakland.com.

May 21 — USCGA 'Suddenly in Command' course at San Jose West Marine, 10 a.m.-2 p.m. \$15. RSVP, (408) 246-1147.

May 21-22 — 'About Boating Safely' course by USCGA Flotilla 12 at USCG Station Golden Gate at Fort Baker, 10 a.m.-2 p.m. \$22. Info, (415) 924-3739.

May 21-22 — Free USCGA safety inspections for trailerable boats at Tacoma (WA) West Marina, 9 a.m.-3 p.m. Info, (253) 926-2533.

May 21-27 — National Safe Boating Week at USCG Station Golden Gate at Fort Baker. Boat safety checks, safe boating info, tours of USCG vessels, demos, food, games and more. Info, (415) 897-2790 or flotilla14.d11nr.info.

May 25 — Paddlesports Safety by USCGA, 6-7 p.m. Free. at South San Francisco West Marine. Info, (650) 873-4044.

May 25-July 6 — Weekend Navigator course by USCGA Flotilla 17 at Yerba Buena USCG Station on Wednesday nights, 7:30-9:30 p.m. (two Saturdays). \$55. Info, FSO-PE@flotilla17.org.

May 28 — Boater's Flea Market at Santa Cruz West Marine, 9 a.m.-4 p.m. Info, (831) 476-1800.

May 30 — Organize a cruise-out with friends for Memorial Day.

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

June 4 — Nautical Flea Market at Napa Valley Marina, 8 a.m.-2 p.m. Info, (707) 252-8011.

June 5 — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or minneys@aol.com.

June 18 — Bay sailors are invited to the big Summer Sailstice event at Encinal YC, 10 a.m.-8 p.m. Live music, food, seminars and a boat-building contest will keep the whole family entertained. Find out more at www.summersailstice.com/sf.

June 18-19 — Celebrate with sailors around the world during Summer Sailstice. Sign up for fun prizes and see who'll be sailing in your area at www.summersailstice.com.

Racing

Apr. 29-May 1 — San Diego Yachting Cup. Info, www.sdyac.org.

Apr. 30 — Bullship Regatta, the annual running of El Toros from Sausalito to the Cityfront. Info, www.eltoroyra.org.

Apr. 30 — 27th Annual Konocti Cup, a 26-mile marathon on Clear Lake. Info, www.kbsail.com.

Apr. 30 — YRA-WBRA Circle #1. RYC, www.yra.org.

Apr. 30 — Small Boat Spring. EYC, www.encinal.org.

Apr. 30 — Singlehanded #2. SeqYC, www.sequoiayc.org.

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52' Santa Cruz, '98, <i>Hula</i>	\$449,000	38' Sabre 38 Mkl, '84.....	SOLD	32' J/32, '02, <i>Tango</i>	SOLD
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....	\$499,000	36' J/109, '03*.....	\$189,000	32' Catalina 320*.....	\$61,000
48' J/145, Hull #9, '03*.....	\$675,000	36' Islander 36, '72, <i>Absolute</i>	\$45,000	30' Peterson Half Ton*.....	\$27,500
48' 1D48, '96, <i>Chaya</i>	\$125,000	35' J/105, '92, Hull #44, <i>Orion</i>	SOLD	29' MJM 29z, '07*.....	\$269,000
47' Valiant, '81, <i>Sunchase</i>	\$110,000	35' J/105, '99, <i>Life Is Good</i> *.....	\$82,500	28' Alerion Express, '06*.....	\$99,000
44' Kernan, <i>Wasabi</i>	SOLD	35' J/105, '00, Hull #343, <i>Nirvana</i>	\$94,900	28' Alerion Express, '02*.....	\$72,500
44' J/44, '93, <i>Halcyon Days</i> *.....	\$285,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$99,000	28' Islander, '79*.....	\$16,900
44' Wauquiez 43 Pilot Station*.....	\$319,000	35' J/105, '01, Hull #463, <i>Trickster</i>	SOLD	26' J/80, '04, <i>Heart Attack</i>	SOLD
43' J/130, '96*.....	\$209,000	35' J/105, '02, Hull #520, <i>Sea Room</i>	\$94,900	26' Aquapro Raider, '02, enclosed hard top.....	SOLD
40' J/122, '07, <i>TKO</i>	\$429,000	35' J/35, '84, <i>The Boss</i> *.....	\$34,000		
40' Summit, '08, <i>Soozal</i>	\$599,000	35' J/35C, '93.....	\$89,000		
40' Avance, '85, <i>Caribou</i> *.....	\$119,000	34' J/34, '85, <i>The Zoo</i> *.....	\$29,900		

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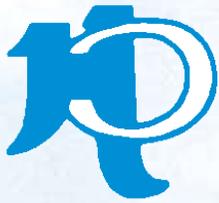
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CALENDAR

Apr. 30-May 1 — Commodore's Cup. HMBYC, www.hmbyc.org.

Apr. 30-May 1 — The 112th annual Great Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or www.yra.org.

May 1, 15, 22 — Spring Series #5, 6 & 7. SSC. www.stocktonsc.org.

May 1, 22 — Spring Series #2 & 3 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

May 4-7 — Opti Team Trials. StFYC, www.stfyc.com.

May 7 — 3-3-3 Regatta for Moore 24s. BVBC, www.moore24.org.

May 7 — YRA-WBRA City #1. GGYC, www.yra.org.

May 7 — Corinthian Challenge. CYC, www.cyc.org.

May 7 — YRA-OYRA Duxship. YRA, www.yra.org.

May 7 — Summer Series #2. SeqYC, www.sequoiayc.org.

May 7 — Doublehanded Long Distance #2. SSC, www.stocktonsc.org.

May 7 — Annual El Toro Flight of the Bulls at Foster City Boat Park. Info, www.eltoroyra.org.

May 7 — Mercury Series #3. EYC, www.encinal.org.

May 14 — Long Distance #2. SSC, www.stocktonsc.org.

May 14 — Brothers Race/North Bay Challenge #2. VYC, www.vyc.org.

May 14-15 — MHRA Chico Classic on Black Butte Lake. For multihulls only. Info, www.catamaranracing.org.

May 14-15 — Elite Keel (Melges, Etchells, Express 27, J/24, IOD, Knarr). SFYC, (415) 789-5647 or www.sfyc.org.

May 14-15 — Stone Cup for PHRF, one designs, and IRC. StFYC, (415) 563-6363 or www.stfyc.com.

May 14-15 — 13th Annual Lake Yosemite Sailing Association Regatta. Info, www.lakeyosemitesailing.org.

May 15 — 3rd Annual American Armed Forces Cup on the Estuary, 2-5 p.m. The five branches will compete on the water for bragging rights. Root for your favorite from Club Nautique's dock. Info, www.clubnautique.net/armedforcescup.

May 21 — 34th Singlehanded Farallones Race, a local rite of passage. SSS, www.sfbaysss.org.

May 21 — YRA Spring #1. BYC, www.yra.org.

May 21 — YRA-WBRA Knox #1. CYC, www.yra.org.

May 21 — H.O. Lind #1 & 2. TYC, www.tyc.org.

May 21-22 — BAYS Summer Series #1 for Optis, Lasers, C420s & CFJs, and Smythe (Laser Radial) Eliminations. SeqYC, www.bayarea-youthsailing.com.

May 27 — Spinnaker Cup, leaving Knox Buoy at 11 a.m. and arriving in Monterey by midnight (hopefully). SFYC, (415) 789-5647 or www.sfyc.org.

May 28 — Master Mariners Regatta, hosted by Encinal YC. A must for woody-philies. Info, www.mastermariners.org.

May 28-29 — 47th Annual Whiskeytown Memorial Day Regatta on Whiskeytown Lake in Redding. Info, www.whiskeytownsailing.org.

May 28-30 — 68th Swiftsure International Yacht Race, the big one for Northwest sailors. Four different race courses ranging from 18 to 138 miles. Info, www.swiftsure.org.

June 3 — Woodies Invitational. StFYC, www.stfyc.com.

June 3-5 — 28th Classic Mariners' Regatta in Port Townsend, WA. Info, www.woodenboat.org.

June 4 — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, www.richmondyc.org or www.stocktonsc.org.

June 4-5 — Spring Invitational. SFYC, www.sfyc.org.

June 4-5 — 30th Annual Go for the Gold Regatta on Scotts Flat Lake in Nevada City, CA. Gold Country YC, www.gcy.net or (530) 273-5911.

June 4-5 — Cal Race Week in Marina del Rey. Cal YC,

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CALENDAR

www.calyachtclub.com.

June 11 — YRA-OYRA Full Crew Farallones. StFYC, www.yra.org.

June 11 — Mercury Series #4. EYC, www.encinal.org.

June 11 — Summer #3. SeqYC, www.sequoiayc.org.

June 11-12 — BAYS Summer Series #2 for Optis, Lasers, C420s & CFJs. RYC, www.bayarea-youthsailing.com.

June 11-12 — Easom Founders Trophy. SFYC, www.stfyc.com.

June 11-12 — Ronstan Bay Challenge. StFYC, www.stfyc.com.

June 11-12 — Club Boat Series. StFYC, www.stfyc.com.

June 11-12 — Hobie Regatta on Richardson Bay. SYC, www.sausalitoyachtclub.org.

June 12 — YRA Spring #2. BVBC, www.yra.org.

June 15-20 — Coastal Cup Race, from the Bay to Catalina Island. EYC, (510) 823-5175.

July 4-8 — 46th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 5/6, 5/20, 6/3, 6/17, 7/1, 7/15, 7/29, 8/12, 8/26, 9/9. Matt Schuessler, (925) 785-2740 or race@bbyc.org.

BAY VIEW BOAT CLUB — Monday Night Madness Spring: 5/2, 5/16, 5/30, 6/13, 6/20 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights through 7/28. Info, www.benicia-yachtclub.com.

BERKELEY YC — Friday nights through 9/23. Paul Kamen, (510) 540-7968 or pk@well.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Email Gary and Alistair at racing_chair@cal-sailing.org.

CORINTHIAN YC — Friday nights through 9/2. Info, (415) 497-5411 or racing@cyc.org.

COYOTE POINT YC — Wednesday nights through 10/26. George Suppes, (650) 921-4712 or regatta@cpyc.com.

ENCINAL YC — Friday Night Spring Twilight Series: 5/6, 5/20, 6/10, 6/17. Chris Hanson, (510) 301-2081 or rearcommandore@encinal.org.

FOLSOM LAKE YC — Wednesday nights: 5/4, 5/18, 5/25, 6/1, 6/8, 6/15, 6/22, 6/29, 7/6, 7/20, 7/27, 8/3, 8/10, 8/17, 8/24, 8/31, 9/7, 9/21. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/6, 5/20, 6/3, 6/17, 7/1, 7/15, 7/29, 8/12, 8/26. Leslie Iacopi, (415) 931-3980 or lestiesailor2003@yahoo.com.

ISLAND YC — Friday Night Spring Twilight: 4/29, 5/13, 6/3, 6/17. John New, (510) 521-2980 or iycracing@yahoo.com.

LAKE TAHOE WINDJAMMERS YC — Wednesday nights: 5/4-10/12. Steve Katzman, (530) 577-7715.

LAKE WASHINGTON SC — Thursday nights May-August. Dan Clark, www.lwsailing.org.

LAKE YOSEMITE SA — Thursday nights: 5/12-8/25. Tom Cooke, tcookeatty1@yahoo.com.

MONTEREY PENINSULA YC — Sunset Series, Wednesday nights through September. Ray Ward, (831) 659-2401 or www.mpyc.org.

OAKLAND YC — Wednesday Night Sweet 16 Series: 5/4-6/22 & 7/13-8/31. John, (510) 366-1476 or j_tuma@comcast.net.

RICHMOND YC — Wednesday nights: 5/4, 5/18, 5/25, 6/1, 6/15, 6/22, 6/29, 7/6, 7/13, 7/20, 7/27, 8/3, 8/10, 8/17, 8/24, 8/31, 9/7, 9/21, 9/28. Eric Arens, (510) 841-6022 or ericarens@comcast.net.



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CALENDAR

ST. FRANCIS YC — Wednesday Night Series: 5/4, 5/18, 5/25, 6/1, 6/8, 6/15, 6/22, 6/29, 8/3, 8/10, 8/17, 8/24, 8/31. Thursday Night Kiting Series: 5/5, 5/19, 6/2, 6/16, 6/30, 7/14, 7/28, 8/4, 8/18, 9/1, 9/15. Friday Night Windsurfing Series: 5/6, 5/20, 6/17, 7/1, 7/29, 8/5, 8/19, 9/2, 9/16, 9/30. Info, racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays through 11/2. Greg Haws, (831) 425-0690 or greg@scyc.org.

SAUSALITO YC — Tuesday Night Spring Sunset Series: 5/10, 5/24, 6/7, 6/21. Dave Borton, (415) 302-7084 or race@sausalitoyachtclub.org.

SEQUOIA YC — Wednesday nights through 10/12. Steve Holmstrom, (650) 610-9501 or www.sequoiayc.org.

SHORELINE LAKE AQUATIC CENTER — Capri 14.2 racing every Thursday night during Daylight Saving Time. Info, (650) 965-7474. Laser racing (BYOB) every Wednesday night, May-October. Roger Herbst, rogerlaser@yahoo.com or (408) 249-5053.

SOUTH BEACH YC — Friday Night Series: 4/29, 5/6, 5/20, 6/3, 6/17, 6/24, 7/15, 7/22, 7/29, 8/5, 8/19, 8/26. Tad Sheldon, (408) 546-1240 or www.southbeachyc.org.

STOCKTON SC — Wednesday nights: 6/1-8/24. Patrick Felten, (209) 518-6371 or regatta11@stocktonsc.org.

TAHOE YC — Wednesday Night Beer Can Series: 6/1-8/31. Dan Hauserman, (530) 581-4700 or dan@ilovetahoe.com. Monday Night Laser Series: 5/30-8/29. Rick Raduziner, (530) 583-6070 or raduziner@sbcglobal.net.

TAHOE WINDJAMMERS YC — Wednesday nights: 5/4-9/21. Jerry, (530) 318-5210 or jerry.starkey@att.net.

TIBURON YC — Friday nights: 5/20-9/9. Ian Matthew, ian.matthew@comcast.net or (415) 883-6339.

VALLEJO YC — Wednesday nights through 9/28. Gordon Smith, (530) 622-8761 or fleetcaptainsail@vyc.org.

Mexico and Beyond

Mar. 12-Apr. 30 — The 2nd Annual Cruisers Rally to El Salvador starts in Mexico and meanders 'rally style' to the Bahia del Sol Hotel in El Salvador, where owner Marco Zablah is donating \$1,800 in prizes. Info, elsalvadorrally.blogspot.com.

Apr. 29-May 1 — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenpartyachtclub.com.

May 2-7 — The Sea of Cortez Sailing Week will be just after Loreto Fest and sailed from Puerto Escondido 120 miles south to La Paz, with plenty of stops and lay days along the way. Don't miss the potlucks, hiking, volleyball, snorkeling, cocktail cruises, sunshine, instant friends and, of course, some of the most fabulous sailing you will find. Entry fee of \$25 is a tax deductible donation to Fundación Ayuda Niños (Foundation for Helping Children). The number of entries is limited to ensure room for the entire fleet on the infamous cocktail cruise aboard *Profligate*. Enter by emailing Patsy on *Talion* at patsyfish@gmail.com

May 2-8 — If your post-Loreto Fest plans will take you across the Sea, sign up for the 2nd Annual Lions Club Boat Rally. Starting at Puerto Escondido, this rally will head north and stop at San Juanico, Santo Domingo, Bahia Concepcion, and Punta Chivato with a fiesta at Santa Rosalia on May 6 and the final fiesta at San Carlos on May 8. The \$75 entry fee



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CALENDAR

goes to the Lions Club International, who will distribute it to needy families. Info, go2sancarlos.com/events_regata2011.htm or rallynjfomexico@yahoo.com.

June 24-26 — 6th Annual Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, www.pacificpuddlejumps.com.

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

May Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
4/30Sat	0446/0.4	1116/4.3	1624/1.7	2247/5.5
5/01Sun	0520/0.0	1202/4.3	1658/1.9	2313/5.6
5/07Sat	0203/5.5	0858/-0.7	1637/4.2	2055/3.0
5/08Sun	0252/5.3	0947/-0.5	1730/4.3	2203/3.0
5/14Sat	0336/-0.1	1010/4.4	1517/1.3	2154/6.3
5/15Sun	0426/-0.8	1115/4.6	1607/1.6	2235/6.5
5/21Sat	0221/5.7	0911/-0.9	1642/4.7	2134/2.7
5/22Sun	0314/5.2	1002/-0.5	1734/4.7	2247/2.6
5/28Sat	0343/0.5	1016/3.8	1459/2.0	2126/5.5
5/29Sun	0421/0.1	1111/3.9	1541/2.3	2158/5.7
5/30Mon	0457/-0.3	1159/4.1	1622/2.5	2231/5.8

May Weekend Currents

date/day	slack	max	slack	max
4/30Sat	0004	0306/3.8E	0653	0955/3.3F
	1252	1527/2.7E	1854	2144/2.9F
5/01Sun	0035	0337/4.1E	0729	1030/3.4F
	1336	1601/2.7E	1926	2213/2.8F
5/07Sat		0115/2.0F	0346	0732/4.4E
	1120	1425/3.1F	1806	2012/1.9E
	2300			
5/08Sun		0206/1.8F	0434	0822/4.1E
	1212	1519/3.0F	1900	2108/1.8E
5/14Sat		0159/4.6E	0550	0848/3.7F
	1156	1426/3.2E	1747	2043/3.5F
	2339			
5/15Sun		0248/5.2E	0639	0941/4.3F
	1255	1520/3.1E	1835	2128/3.6F
5/21Sat		0124/2.4F	0409	0730/4.6E
	1134	1440/3.5F	1807	2015/2.0E
	2343			
5/22Sun		0220/2.0F	0504	0821/4.0E
	1227	1535/3.1F	1859	2112/1.9E
5/28Sat		0152/3.4E	0551	0856/2.7F
	1147	1414/2.0E	1738	2031/2.5F
	2320			
5/29Sun		0230/3.9E	0632	0937/3.1F
	1238	1458/2.0E	1818	2106/2.5F
	2355			
5/30Mon		0307/4.3E	0710	1015/3.4F
	1324	1537/2.1E	1854	2141/2.5F

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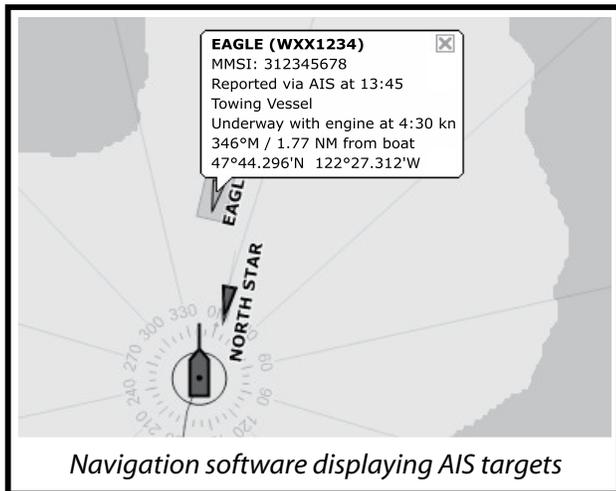
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LETTERS

↑↓ REPEAT AFTER ME

I would like the publisher of *Latitude 38*, who had been so skeptical about the chances of the America's Cup actually coming to San Francisco Bay, to repeat after me: Mascalzone Latino, Italy; Artemis Racing, Sweden; Aleph-Équipe de France; Energy Team, France; Team Australia; Emirates Team New Zealand; China Team; Venezia Challenge, Italy; White Tiger Challenge, Korea; and three teams 'To Be Announced'. Those are the names of the challengers to the America's Cup that he thought was never going to happen on the Bay.

Tim Stephens
San Rafael

Tim — Mascalzone Latino, Italy; Artemis Racing, Sweden; Aleph-Équipe de France; Energy Team, France; Team Australia; Emirates Team New Zealand; China Team; Venezia Challenge, Italy; White Tiger Challenge, Korea; and three teams 'To Be Announced'. You're absolutely correct, Tim, from the bottom of our heart we believed that, between the politics of the city of San Francisco and the state of California, there was only about a 30% chance that the event wouldn't get derailed. We were wrong, and there are few times in our lives that we have been so delighted to have been so wrong.

While we're naturally pulling for the Defender, one of our challenger favorites will be Korea. First, the Korean entry marks a real transition from the old all-Western America's Cup to one that, with China participating again, has attracted the serious attention of the Far East. Second, thanks to our son, Nick, an



LATITUDE ARCHIVES

Can food like this power the Koreans to America's Cup glory in their first attempt?

oil painter in downtown Los Angeles, and Crystal, his Chinese girlfriend, we've become addicted to Korean BBQ. If you're ever in Koreatown, check out the little place at the corner of Vermont Blvd. and James M. Wood St. It's a bit of a hovel and your clothes will come out infused with smoke, but the food is so good and the experience so much fun that it's become our family's go-to spot over the last several years. Kimchi forever!

Just so everybody is up to speed, this is the basic America's Cup schedule for 2011:

Aug. 6-14 — World Series racing in the 45-ft cats in breezy Cascais, Portugal.

Sept. 10-18 — World Series racing in the 45-ft cats in Plymouth, England.

October or November — World Series racing in 45-ft cats in San Diego. Yes, everyone should at least be practicing when the Ha-Ha fleet is in town.

As for 2012:

Jan. 1 — First-day teams will be allowed to sail the 72-ft cats.

There will be up to seven regattas around the world, with the venues and dates yet to be determined. We hope and certainly expect that one of the venues will be San Francisco Bay. The 45-ft cats will be used until March 31, the 72-ft cats after that.

Nov. 1 — Teams will be allowed to launch a second 72-ft cat.

As for 2013:

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LETTERS

There are three preliminary regattas planned, with venues and dates to be determined.

July to Sept. — Louis Vuitton Cup on San Francisco Bay to determine the Challenger.

Sept. 7-? — The America's Cup on San Francisco Bay.

Given the nature of the America's Cup cats, and the number of challengers, we think it's going to be as exciting as can be.

↑↓KEEP THE SHORELINE CLEAR FOR SPECTATORS

Congratulations to the America's Cup committee for including spectators in the '13 event. This is the first time



LATITUDE / RICHARD

Paul Allen's new 408-ft 'Katara' could really spoil the view for America's Cup spectators — particularly if he anchors his 414-ft 'Octopus' and 301-ft 'Tatoosh' next to it.

in the history of the America's Cup that spectators will be reasonably able to watch the race from on shore. In years past, the event was held offshore and out of view.

San Francisco Bay is the ideal

venue, since the entire Bay is a giant amphitheater and there are so many good viewing areas. This race will be the ultimate display of sailing technology yet achieved in any sailing event.

I would, however, like to ask the committee to make one small change to improve viewing from the Cityfront. Currently, they are planning to allow a spectator fleet of boats to line the shore, between land-side viewers and the race course. We should ask that they move the fleet out to the course interior for unobstructed viewing from shore. It would only take a few large yachts to ruin the view for many spectators. The Cityfront will be crowded with onlookers, and they should have a clear view of the action.

John Marples
Searunner Multihulls

John — We hadn't thought of that, but it's an important consideration the committee should take into account.

↑↓SAY IT ISN'T SO

Solo circumnavigator Mike Harker of the Hunter 49 *Wanderlust 3* dead? Bullshit! Hang gliding couldn't kill him, vicious thugs on St. Martin couldn't kill him, even Davy Jones couldn't take his soul. I don't believe he's gone. I can't believe it.

Mike is and always will be an inspiration to true adventure seekers. If he really is dead, may he rest in peace.

Jerry Metheany
Rosita, Hunter 46
Mexico

Jerry — Tragically, Mike Harker did pass away of a massive stroke on his boat in St. Martin in early April. It's as much a shock to us as it is to you because, just days before, we'd been trading emails about meeting up at either St. Martin or St. Barth.

↑↓MIKE HARKER IN MEMORIAM

I was terribly saddened to read the report of the death of solo circumnavigator Mike Harker. I never had the privilege of meeting him, but had followed his exploits for several years,

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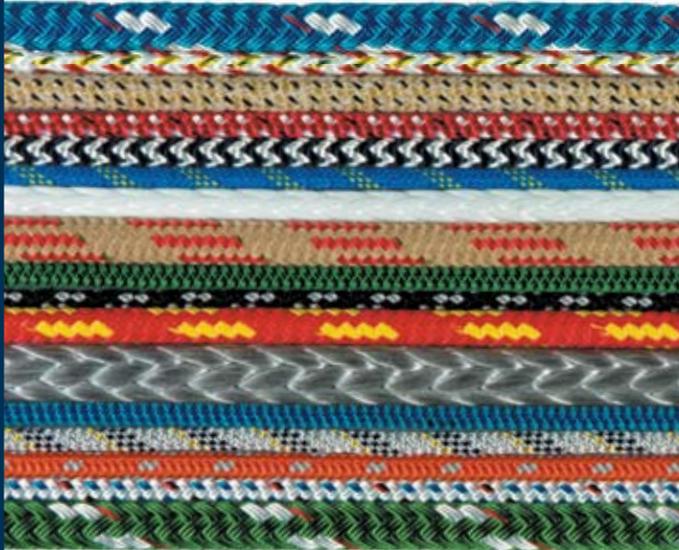
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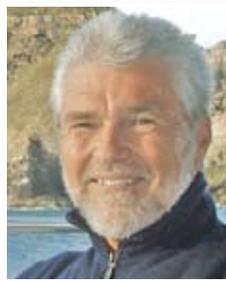
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LETTERS

mostly through *Latitude*. He was a truly interesting person, who by all accounts was one of the genuine good guys. To me, now transiting my mid-50s, and still hoping to cross an ocean or two some day, he was an inspiration.

Please let us know if there will be any sort of public memorial event, or if the family has a suggestion of a cause or charity to which a donation may be made in his honor.

Lee Johnson
Sea-Curity, S2 8.6
San Diego / Scottsdale, AZ



MIKE HARKER

Lee — Curiously, some members of his family wrote us to ask about Mike's sailing exploits as they said "he wasn't one to brag" at family gatherings. We'll let you know if we hear about any causes or charities in his name.

The Mike Harker we know and miss eschewed the seven deadly sins of lust, gluttony, greed, sloth, wrath, envy and pride in favor of Plato's virtues of temperance, wisdom, justice and courage. God knows the world could use a hell of a lot more people like him. Mike loved being out in nature, be it on his boats or on his motorcycles, and he really enjoyed quietly observing others. He really was a good guy.

↑↓ THE PUKES ARE FREE AS BIRDS

I'm very sorry to hear the news about Mike Harker. He had a truly adventurous spirit — a vanishing commodity these days. I wonder what has happened to the so-called police investigation into the terrible beating he sustained at the hands of those pukes on his boat at anchor in Simpson Bay Lagoon.

Thom Wessels
Crossroads, Horstmann 39 tri
Long Beach

Thom — There is apparently security video of the three thugs as they landed Mike's dinghy at a dock in St. Martin. But to our knowledge, nobody has been arrested, nor do we expect anybody to be.

↑↓ LATITUDE'S CREW LIST GOES INTERNATIONAL

The *Latitude 38* Crew List is really amazing! I'm a guy from Switzerland, and I made a recent road trip from San Francisco to New Orleans in a VW Vanagon. At the very start of the adventure, my friends and I arranged a daysail on San Francisco Bay via your website. It was awesome! Paul, the skipper, was really helpful and allowed us to set the sails, steer and do other things.



MARCEL FLÜTSCH

The Latitude Crew List worked great for Marcel and his friends.

Next summer I'm going to New York, and am wondering if something like *Latitude* exists in either New York or Boston.

Marcel Flütsch
Zurich, Switzerland



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LETTERS

Marcel — Alas, we know of nothing like Latitude in either New York or Boston. The closest thing would be SpinSheet, which covers the Chesapeake Bay.

↑↓ THE SAFEST PLACE TO BE IN A TSUNAMI

They say that the safest place to be in a tsunami is at sea in deep water. That's exactly where I was when it hit Santa Cruz.

The authorities told people to stay in the harbor. Need I say more?

Captain Chelsea Wagner
Owner, Vessel Assist Monterey Bay

↑↓ FLARE PRACTICE AT TIYC

I attended a Distress Signal Training & Demonstration at the Treasure Island YC in early April, an event conducted by Russell Breed, the club's safety officer. I found it quite an eye-opener, and highly encourage everyone to attend similar demonstrations.

For reference, I've been a sailor for over 30 years, have made several coastal passages, and have crewed and captained deliveries across the Pacific. In all my years on the water, I've never had a reason to fire a flare in an emergency situation, nor have I ever witnessed them being used for emergency signaling.

The class started with some time to look at and discuss a variety of signaling equipment, all of which was laid out for everyone to see and handle. Then there was a short presentation on what constitutes an emergency, urgent versus distress, and the forms of communication to request assistance. The key objectives of alert and locate were reviewed. Both audible and visual signals were discussed.

At that point, our group of about 25 moved outside for the hands-on portion. After the Coast Guard was notified, the individual participants fired off a variety of expired handheld flares, handheld smokes, and some 12-gauge and 25mm meteor flares. No parachute flares were fired.

The old SOLAS handheld flares — I had some from '97 — still worked fine. Some of the older USCG handheld flares from the '80s did not. The difference in brightness and duration between a USCG-approved handheld flare and a SOLAS handheld flare is

very remarkable. The latter were superior.

Some 12-gauge meteor flares from '01 fired out of the gun, but did not produce a flare light. The



LATITUDE / RICHARD

Practice makes perfect when it comes to learning how to use flares — and how effective they are — at sea.

gentleman who brought those fired three with the same result for each. Imagine that happening if you only had the minimum on board!

The 25mm meteor flares are significantly brighter and go much higher than their 12-gauge cousins.

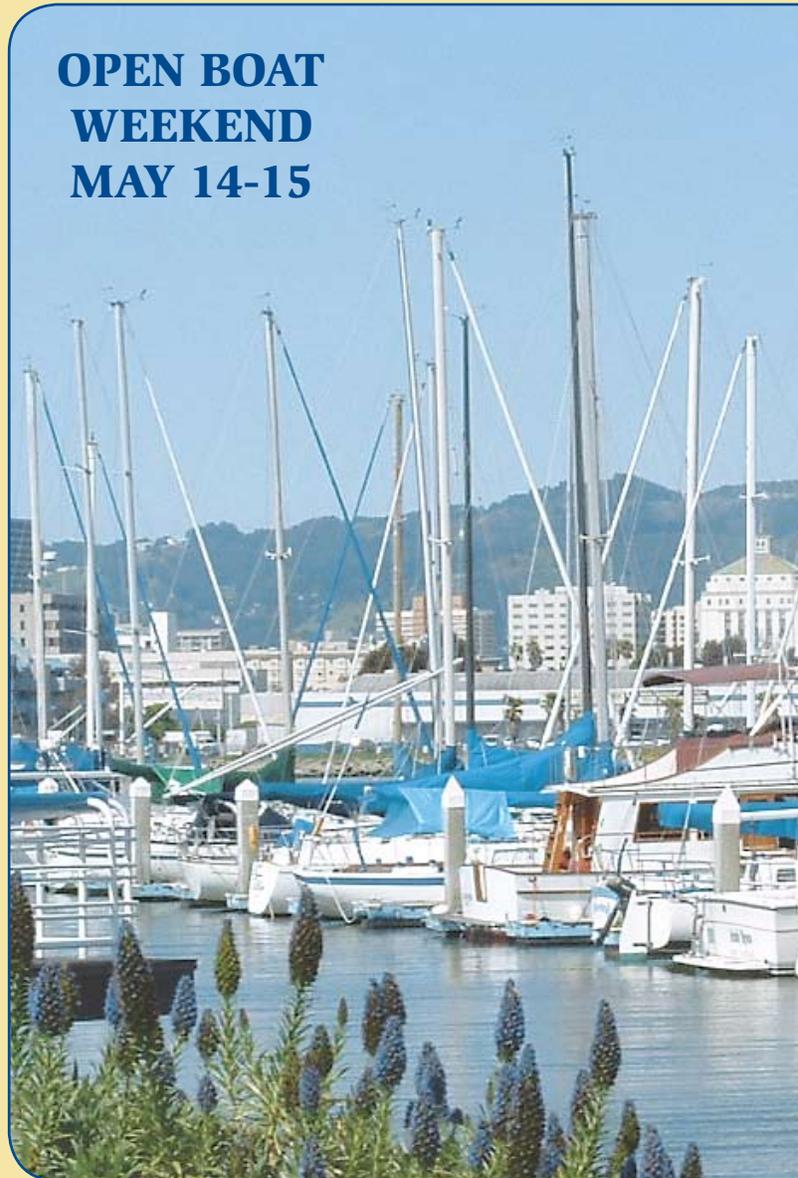
In the 20 minutes or so that we were outside, we fired roughly 12-15 handheld flares, two smokes, and about six meteor flares. It was remarkable how fast they were used up.

I took away a couple of very valuable lessons: On the Bay or anywhere else, spend the extra dollars for the SOLAS-approved visual distress signals. It's money well spent. I

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LETTERS

would suggest that USCG-approved visual distress signals are adequate for the local lake. The minimum requirement of distress signals to have onboard is just that — a minimum. Recall the three 12-gauge meteors that failed to light.

Hands-on handling of these visual distress signals in a calm, non-emergency setting was invaluable. There were several different firing mechanisms and issues with smoke and melted slag, all of which could be reviewed and discussed without the stress of an emergency.

I commend TIYC for hosting this event and I will be back to the next one with more expired items to test fire.

Kelly Blythe
Bonnie Kaye, Ranger 26
Menlo Park

Kelly — We agree, there is no substitute for hands-on experience with flares and other signalling devices. In years past, the Coast Guard would come to the Latitude Crew List Parties and let us set off so many flares that local fire departments kept responding. Perhaps we can revive that supervised hands-on practice at next year's party.

We also fire off our old flares to signal the beginning of sailing events in Mexico, and based on that, have realized that it often takes people a few minutes — even in a non-emergency situation — to figure out how to use them safely and properly. As you suggest, practice is an excellent idea.

↑↓ARE MACGREGORS SEAWORTHY?

If you research your files from about eight years ago, you'll find a piece that you published about a MacGregor 26 that turtled with six people aboard in the Bay near Yerba Buena. There were no fatalities due to the proximity of another sailboat, the crew of which managed to pluck the MacGregor crew out of the water in just minutes.

Then on March 27, two people died after a MacGregor 26 capsized on San Diego Bay.

Are these water-ballasted centerboard rigged boats really seaworthy?

Steve Knight
Wandering Star, Islander 37
San Francisco

Steve — There are degrees of seaworthiness and stability, and some boats — those with a high ballast-to-displacement ratio and small sail area — are clearly less likely to flip than others. Are MacGregor 26s less seaworthy and stable than J/24s and Santana 20s, which have also sunk on San Francisco Bay? We don't know the numbers and aren't naval architects, so we can't say for sure.

On the other hand, the way a boat is operated — including the load she carries — can override all design considerations. In



WEBB LOGG

Overloaded boats are not unique to the U.S.

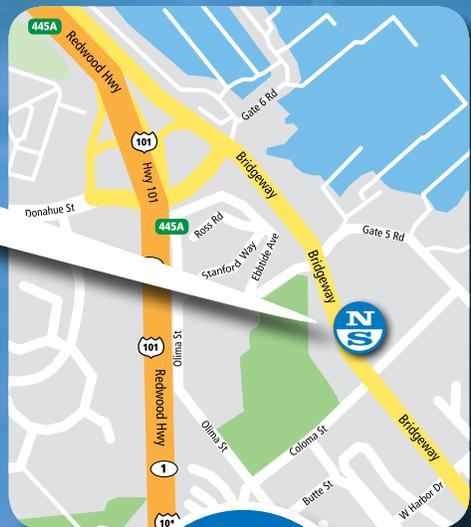
the San Diego tragedy, there were 10 people aboard the MacGregor 26. In our opinion that's a ridiculous number on a MacGregor 26 — and on any other 26-ft sailboat we can think of. In view of this, we think that operator error or negligence could have been a contributing factor, if not the entire cause of the terrible accident.

If you look at inflatable dinghies, they all list the maximum number of people and weight that can be carried. Maybe there



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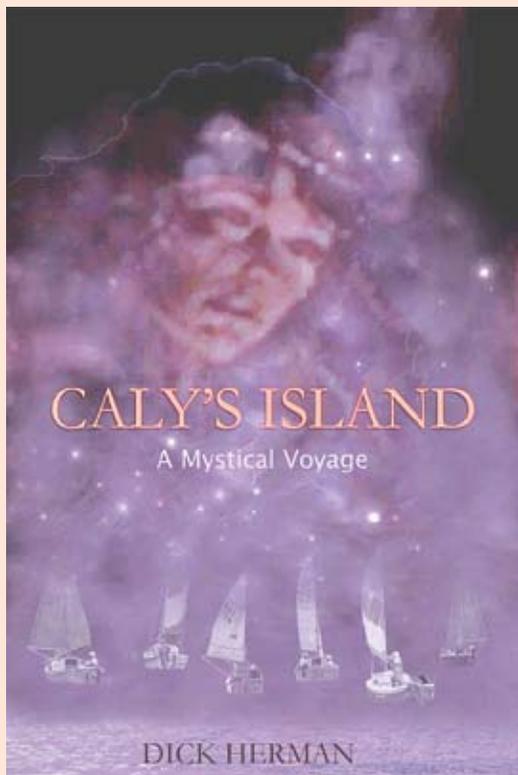
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LETTERS

needs to be something similar for small sailboats.

↑↓ **THE OCTOMOM OF SAILING**

I was disappointed to see that Abby and Zac Sunderland were speakers at the Strictly Sail Pacific boat show in Oakland. After all the talk about how young and inexperienced Abby had no business being in the Southern Ocean in winter, why did the show promoters feel she should be included in their program?

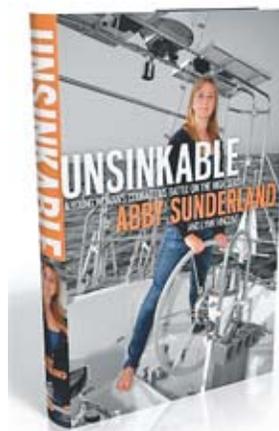
I wanted to voice my opinion that I think that it was a poor choice. There are so many other sailors I'd rather hear from. I think of Abby as the 'Octomom of sailing'. Thanks for letting me vent.

Pat Williams
Livermore

Pat — For the record, the then-17-year-old Zac completed, with much shoreside support, a conventional singlehanded circumnavigation with plenty of stops aboard the *Islander 36 Intrepid*. Although he was aided throughout by the ultimate in helicopter parents, it struck us as a moderately cool and not all that dangerous of a thing to do.

A short time after Zac returned, Abby, his then-15-year-old sister, announced that she was going to do a nonstop solo circumnavigation via the Southern Ocean aboard the *Open 40 Wild Eyes*. In other words, a monumentally more difficult challenge. Boat problems meant that Abby had to stop in Cape Town, and by the time she was ready to leave, winter had come to the Southern Ocean. If Abby were to become the youngest person to sail singlehanded around the world by beating the age record of Aussie Jessica Watson, who had already completed a solo circumnavigation via the Southern Ocean, Abby couldn't wait until the next Southern Ocean summer. That Abby would set out across the Southern Ocean during the winter struck many of the most experienced sailors in the world as absurdly foolish. Abby's boat was dismantled not long after leaving Cape Town, and she was rescued at tremendous expense.

While it's our opinion that Abby's attempt was an irresponsible stunt that was leveraged on the reputation and achievements of many genuinely great sailors, we nonetheless feel that the *Strictly Sail* tent was literally and figuratively big enough to allow both Zac and Abby to make their presentations. But it was a busy week for Abby, who had been hitting all the major media outlets in New York and other big cities in support of *Unsinkable*, her just-released book.



A bestseller?

What we really would have liked to see at *Strictly Sail* was a race to the mouth of the Estuary and back between Abby and 10 top female junior sailors from the Bay Area. For all of Abby's supposed and real sailing experience, we can't shake the notion that she's really not much of a sailor. Indeed, it's always struck us as telling that Zac and Abby have seemed to avoid putting their sailing chops on the line head-to-head with any of their peers.

↑↓ **"HAWAII SCHOOLS DID FINE BY MY KIDS"**

In the April *Letters*, 'Anonymous' states, "Since the schools



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LETTERS

in Hawaii aren't the best, my wife has decided that, for the sake of the kids' schooling, she wants to move back to California."

What a bunch of crap.

Schools here are hamstrung by lack of money, and there are cultural issues that don't stress education. In spite of this, many kids go on to good colleges and make something of themselves.

Two of my kids were educated in public schools here. The first was born with a multitude of problems that left him developmentally disabled. He got a much better education here for his last three years of high school than he received in a mid-Peninsula school district that rates in the top 99% of high schools nationwide.

My second kid will graduate this year. She has been accepted into one of the 25 openings in the University of Nebraska's Pre-Veterinarian Medicine program.

'Hawaii schools aren't the best' indeed.

Mike Sowers
Lahaina, HI

Mike — We're glad that the public education your children received in Hawaii served them well. But for what it's worth, the study we checked ranked Hawaii's schools as 47th out of 50 states, beating only Mississippi, Alabama, and New Mexico. Before you get too upset, though, California was ranked 46th out of 50.

As always, the quality of schools varies tremendously by area, with students in schools just a few miles apart achieving dramatically different results. For instance, elementary schools in Sausalito have some of the worst achievement scores in the state, whereas Tiburon and Belvedere, less than a mile away, have some of the highest. And money isn't the issue as, the last time we checked, the money spent per student in Sausalito was among the highest in the state.

Call us grouches if you want, but we think what passes for public education in the United States these days is primarily babysitting and some vague kind of indoctrination that stresses rights and entitlements and completely ignores personal responsibilities. As anyone who has home-schooled while cruising can tell you, it doesn't take that many hours a day to teach a child to read, write, and do basic math — something a staggering number of public school students can't do even as they are handed their high school diplomas.

↑↓ CATS ARE FINE BOAT COMPANIONS

Terry Lamphan wrote a letter asking about the advisability of bringing a cat on a cruising boat. We brought Nube (Cloud), a white Persian, to Mexico with us twice for a total of about three years. We also took her directly from San Diego to the South Pacific, and eventually spent 18 months in New Zealand.

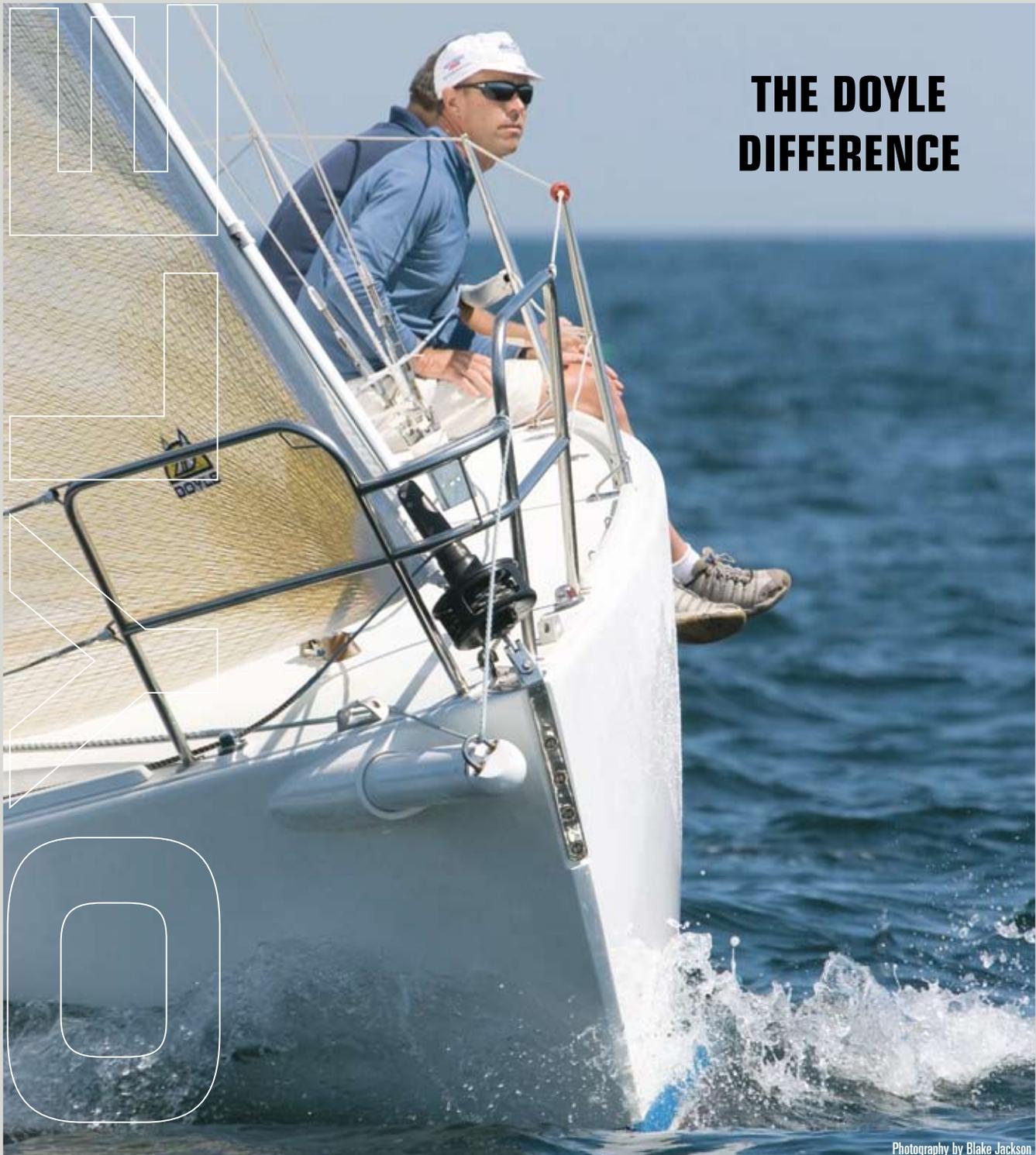
The Kiwis put Nube in quarantine for several weeks, and French Polynesian officials had a vet come to our boat for a free health check-up. Officials at all our other stops didn't care about him.

We taught Nube not to get off the boat, and to stay inside the cabin when we were sailing. We put carpet on the bottom of the mast for a scratching post.

Nube was a great cat and great company.

By the way, our Valiant 40 came out of San Francisco, which is where we lived for 30 years.

Sylvia & John Parr
Sonrisa, Valiant 40
San Diego / Corpus Christi



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LETTERS

Readers — Editor LaDonna Bubak here, jumping in to say that my husband and I have cruised with our cat, Fred, for years, and I have some pretty strong opinions on whether cats make good boat pets. I think the personality of the cat in question is very important. Fred is very laid back and adjusts easily to new situations. I don't believe very skittish cats would enjoy the cruising life, which could make life aboard difficult for everyone.

Though Fred loves going to new places, he often gets seasick — even in Richardson Bay! For some cats, vomiting can be a sign of stress and a good vet can give you some medication



LATITUDE / LADONNA

We may be biased, but we think Fred is one cool cruising kitty.

to help with nerves. Fred doesn't appear to have that problem — it just takes him a little while to get his sea legs. I've yet to hear of a good solution for motion sickness in cats, but would love to find one.

Fred moved aboard as an adult and it took some training to get him

to stay aboard. Before coming to work at Latitude, we cruised from San Francisco to Alaska and back — which meant moving nearly every day — so keeping Fred on the boat was very important. First, we simply didn't have the time to go searching for him, but secondly, and for us more importantly, we didn't want him roaming around on other people's boats. He's not a sprayer, nor does he tear stuff up, but other folks don't know that. (On one early foray aboard a small fishing boat, the owner told us in no uncertain terms that, if he found Fred aboard again, the cat would be going for a swim.) For Fred, 'Off the Boat' equals getting in trouble, while 'On the Boat' involves petting and treats. I can't say he's perfect — every now and again stalking a seagull or heron proves too tempting — but he normally goes for months without jumping ship.

We've found a hooded litter box and clumping litter to work well for Fred. Even in a rough seaway, he's always managed to make his way into the box to do his business, and the hood helps corral the pervasive litter. That said, the first time he ever got seasick, I found him in the v-berth puking, peeing and pooping simultaneously! We decided to give him a one-time pass, and he's never done it again.

One thing to think about is how to get the cat back aboard when — not if — it falls overboard. Fred hates kitty PFDs, so we rarely let him out when we're underway, and if we do so on a placid day, he remains in the cockpit. We have a harness for him but I know sailors whose cat slipped out of the harness as it was being rescued — it just seems safer to keep him below. He has fallen off the boat twice in the slip. Both times he rescued himself before we even knew what had happened, but only because we had something hanging low in the water that made it easy for him to pull himself out.

As for entry in foreign ports, we can only speak to Canada, which was a snap. We had all his vaccination papers in order, so processing — over the phone, no less — was a breeze.

We've lived aboard with Fred for eight years and really can't imagine life without him. It's taken a lot of patience, attention and perseverance, but the reward has been worth it. He's provided endless hours of companionship, entertainment and, at the risk of sounding a little mushy, love.

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LETTERS

↑↓ **THE CAT WALKED THE PLANK — THEN POOPED!**

My brother and I motored his powerboat up to the fuel dock at Sarnia, Ontario, Canada, where we came upon a 35-ft Cleveland-based sailboat that was also taking on fuel. Amidships on her port side, affixed at an angle of about 20 degrees, was a plank about six inches wide and 24 inches long with a 'V' cut in the outboard end. So out of the cabin strolled this cat, which walked out to the end of the plank, turned around, and took a dump through the cut in the outboard end.

We found this to be as remarkable as it was unusual. However, we used to have a Siamese cat that, by himself, learned to use our home toilet to do his business.

Fred Paldan
St. Peters, PA

↑↓ **SAILOR SPIKE IS EASY TO HANDLE**

We have a cat, Sailor Spike, and a German shepherd who come on our boat with us. Cats are way easier to handle on boats than dogs.

Bud & Suzanne Street
Delaroux, Catalina 36
Buckhorn, ON



BUD STREET

Don't even think about crossing Spike.

to feral parents, and had spent much of her life outside. When we decided to go cruising, two friends agreed to welcome her into their homes. However, as the time to leave grew near, Josie seemed to sense something was up. When the packing boxes arrived, when the suitcases were taken out, or even when the car was being packed, she just would not leave our side. We were astounded.

We finally told Josie that we'd love to have her come with us, but that we were going to live on a boat. She agreed. Despite our concerns that she would jump ship at the first opportunity, she's never complained. She adjusted to the cruising life amazingly well, and only got sick on the first day at sea. Her only objection was when the wind and seas were opposed. We didn't like it either, so we turned around and went back to the anchorage.

Josie has never left the boat, even after spending months in a marina. When we sailed to Mexico, we elected not to 'declare' her, although we made sure she got her rabies shot. We were relieved that we had no problems driving her back across the border and into the United States.

Cats are so much easier to have aboard than dogs, as cats are more sure-footed, are instinctively potty-trained — and don't bark!

Phileta Riley & Dorothy Tharsing
Eagle, Cal 35 Mk III
Bandon, OR

↑↓ **KITTIES HAVE TROUBLE GETTING LAND-LEGS**

Cats have always gotten along well on sea-going ships of all kinds. In the 'old days' cats were essential in keeping down the rat populations, which raised hell with the ship's food supply. But once cats become used to a vessel's motion at sea, they suffer horribly when they return to land.

One sunny day many years ago, I was walking along a long-since-forgotten dock, where a dinghy from an anchored cruising boat was disembarking a small party — including the

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LETTERS

family cat. The poor kitty was splayed out flat, tail extended straight back, with the claws from all four feet dug into the wood, desperately clinging for support. The cat, eyes wide, was crying piteously. I couldn't bear to watch, so I quickly moved on.

Lew Warden
Santa Maria

↑↓ COMMUTER CRUISING WITH TWO CATS

The first year we were aboard, we brought along our cat, Floyd, who was about 15 at the time. While he tolerated it, he never really liked it. He passed away while we were in the Bahamas.

We're now doing 'six months on, six months off', and brought two new kitties along. They have adjusted very well and are a delight to have aboard. Having two is nice since they can keep each other company when we're off the boat. Ours are sibs and get along very well. To us, it appears that cruising with cats is much more convenient than with dogs, as dogs need to be taken ashore on a regular basis.

Eric Smith
C:\esc/, Freedom 45 CC
St. Louis, MO

↑↓ "WE'VE HAD CATS ABOARD FOR 38 YEARS"

Cruising with a cat is absolutely 'do-able' — and easier than cruising with a dog. My husband and I have lived aboard for 38 years, and we have always had a cat on board with us. Jasmine, our current cat, is an 11-year-old ragdoll. She was raised onboard from the time she was a kitten.

We think it's important to get a young cat so that you can train it to be on a boat. We found that a water hose lying across the boarding ladder worked well for teaching her to stay on the boat — which means she doesn't get onto other boats where she doesn't belong.

Jasmine spends most of the summer hanging out with us at the Isthmus at Catalina. She has also made two seven-month trips to Mexico, and spent an additional three years cruising through Mexico, Central America, and Panama all the way to the San Blas Islands.

Jasmine is a great traveler, as she never gets seasick and only becomes vocal when the weather gets really rough. The only downside to having her aboard is that she prefers to sleep in the captain's helm seat when it gets rough. Jasmine stays on the bridge with us when we're underway, and she loves watching the full moon when underway.

The vet in Panama gave her a rabies shot, but neglected to give us a receipt. Without a receipt, the Agriculture official in Huatulco wanted to make us take her to the vet for a check-up. We finally convinced him that it wasn't necessary because she never gets off the boat.

Cheryl & Ron Roberts
Lazy Days, DeFever 49
Long Beach

↑↓ DOUBLE THE TROUBLE, DOUBLE THE FUN

To answer Mr. Lamphan's inquiry, yes, cats do adapt



CHERYL ROBERTS

Jasmine supervises all sea-food preparations.



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LETTERS

quite nicely to cruising. We brought two black landlubber cats aboard *Skydiver* in '05, and they sailed with us from San Diego to San Carlos, Mexico. They haven't fallen overboard once — although at various times they're tempted by the sight of ducks and pelicans in the water around our boat.



BARB LANGAN

Oh, temptation . . .

Our cats are great sailors who seem to love the motion of the boat at sea. Sable, the female, even likes riding outside when we're underway.

We use clumping litter and have had no issues with the potty box. Or, come to think of it, fleas or any other problems either. When we're in marinas, we use screens to keep the cats inside.

Cats are great company on cruising sailboats. We recommend getting at least two!

Rich & Barb Langan
Skydiver, Roberts 44
Kemah, TX

Readers — Based on the above letters and countless others, it would seem that cats would make an excellent choice for a boat pet.

↑↓ **DON'T HIRE MEXICAN EMPLOYEES**

Please, please remind your readers about the labor laws in Mexico.

Five years ago, I purchased a 47-ft catamaran in La Paz, with the hope of retiring on her in Mexico. My wife has had cancer, and I'm doing double-duty taking care of her and her 87-year-old mother. To keep the story short, I hired a Moorings employee in La Paz to simply watch, wash, and occasionally run my cat's engines.

Dock neighbors informed me that my part-time guy hasn't shown up in months, despite the fact that I wired him 3,000 pesos — about \$300 U.S. — on the 7th of every month. I finally took an emergency leave from work and flew down to the boat. I found her to be a wreck, with one engine not running.

So I fired the guy — although I offered to pay him up to the day that I arrived. But he has gone to the labor authority and surprised me with a *demanda* or lawsuit. The labor board sent goons who waited outside the marina gate to take me into town and explain my case. I refused to go, and did the Lynyrd Skynyrd 'three steps toward the door' exit.

The economy being what it is, please warn the future Ha-Ha folks of what might be in store for them if they hire anyone in Mexico to work on their boat. I got my flight out on Wednesday, and am waiting to see what happens next. I have offered to pay the worker, but at this time have received no response.

I won't go into the number of times that I've been ripped off in Mexico because I wasn't on my boat.

Latitude readers might want to check out *Hiring Employees Under Mexican Labor Laws* by Lic. J. Beauline, L.L.B.

Raymond Martin
Planet Earth

Raymond — It's indeed important that boatowners don't hire Mexican laborers as employees rather than as contract workers. Hiring an employee in Mexico — and many other countries,

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*- Neil Skeggs,
'Artemis'
Hunter 40*



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LETTERS

particularly in Europe — can pretty much mean you're stuck with the care and feeding of them for life, no matter how terrible and irresponsible a worker they might become.

Had we been in your situation, our first stop would have been at the Department of Tourism in La Paz. Tourists — cruisers included — are very important to Mexico, so the government tries to make sure they don't get ripped off.

As for your line, "I won't go into the number of times that I've been ripped off in Mexico because I wasn't there on my boat," you can substitute the name of every other country in the world. Based on personal experience, and that of hundreds of other boatowners, giving money to someone to watch your boat and occasionally run the engine(s) in your absence is one of the most common ways to piss money away. We strongly recommend that you don't do it unless the person comes with impeccable references from other boatowners, and even then, it's important to have someone else check to make sure the contracted work is actually being done.

↑↓ ANEGADA IS A GOOD ALTERNATIVE TO ST. BARTH

Feeling that Russian and other billionaires and megamortoryacht charterers have made St. Barth less of a great place to celebrate New Years than it used to be, the Wanderer asked for recommendations of other places. We've always found Anegada to be a nice place for New Years, with a good band and about 300 to 400 people. That's a nice crowd, but it's not so crowded that you can't walk around. And it's always a good time there.

'Whitey' & Max White
 True North, Privilege 65, Caribbean
 Gypsy Blue, Beneteau 46, Northern California

Readers — Max and Whitey, who are so busy running the big charter cat True North that they don't have time to cruise their own boat, know what they are talking about.

↑↓ BUFFETT BLISS AT BAZ BAR

We can't believe how quickly time passes. We saw your March 25 *Lectronic* on the St. Barth Bucket, which reminded us that a year has gone by since we had our cat, *Angel Louise*, anchored off



COURTESY ANGEL LOUISE

Sue and Ed Kelly on 'Angel Louise'.

Gustavia for last year's Bucket. We enjoyed reading your report, and agree that it just doesn't get any better than St. Barth.

You mentioned that Jimmy Buffett topped off the event by playing five or so songs to an enthusiastic crowd at the little Baz Bar, and that he told the audience that it was the first time he'd played in public since he fell off the stage in Australia. Buffett must have been using his poetic license, because he said the same thing when he made an impromptu appearance at a private wedding for Pine Key's Dr. Troxel, who is not only one of the best dentists in Florida, but one who practices barefoot.

Anyway, we're jealous, as last year we kept hoping that Jimmy would sing some after the last Bucket race. But it didn't happen. You were lucky — so good on you!

As we write this, it's less than six weeks before we set sail

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Peter Stoops



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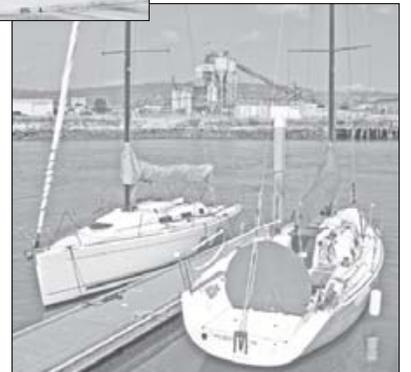
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LETTERS

across the Atlantic to eventually winter over in London.

Ed & Sue Kelly
Angel Louise, Catalac 37
Marathon, FL

Ed and Sue — Not that anybody gives a hoot, but when Buffett played for the barefoot dentist, he probably considered it a private rather than public performance.

Thanks to Doña de Mallorca's being able to sniff out an impromptu Buffett sit-in appearance better than anyone, we've



LATITUDE / RICHARD

If you want to know where Jimmy Buffett's playing, ask Doña de Mallorca.

seen him play 10 or 12 times at tiny venues in St. Barth. It's always a blast, because when Buffett plays on the island, it's strictly for shits and grins in front of mostly old friends, and the entire sweaty mass sings and dances with him under the tropical stars. Our favorite was one

New Year about five years ago at Baz Bar when Buffett joined the pick-up band to cobble together some happily sloppy renditions of Dylan classics. A night to remember.

For those of you who go to St. Barth hoping to catch Buffett play a few songs, while he's sometimes played at La Plage, Le Select, La Gamelle, and on the quay, you're most likely to find him playing at his friend Jean-Marc's Baz Bar right at the south end of the harbor. It's almost always a spur of the moment thing, with nobody — least of all Jimmy — knowing if he's going to play right up to the last minute.

⇕ LIVELY AND PHYSICAL DOESN'T EQUAL YOUNG

On page 60 of February's *Letters* section, you stated that you prefer sailboats because they "... tend to be more fuel efficient than motoryachts. Second, it seems to us that sailors tend to be younger, more lively, and more physical than those who cruise on powerboats."

It seems that "more lively and more physical" would naturally be attributes of "younger." So it follows that you are saying you prefer younger boaters. As aging is inevitable, how will you reconcile your own image when you are no longer one of the "younger" set?

Tom Collins
Misty Sea, Bertram 46
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LATITUDE / RICHARD

One of the crew of the class-winning 'Mariella' was a mere 89 years young.

Tom — It seems to us that "more lively and more physical" are attributes of thinking young, not necessarily being young. Let us give you some examples. In the May issue, we did a Changes on Bill and Grace Bodle, who recently cruised their 103-ft on schooner Eros from San Francisco Bay to the Eastern Caribbean with the assistance of just one young deckhand, and are currently doing a three week charter on her. Bill is 77 and



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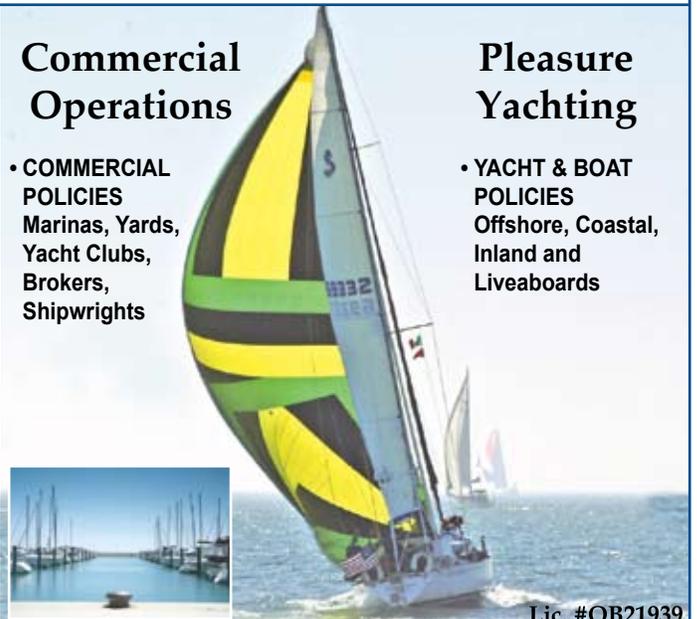
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LETTERS

Grace is 70. As Grace told us, "Seventy isn't old anymore." Not if you keep active by sailing and the like. Then there was the active 89-year-old crewmember aboard Carlo Falcone's class winning Fife 80 Mariella in last month's Voiles de St. Barth. The commonality of the three is that they've continued to think young and sail.

As for ourselves, chronologically we are no longer "one of the younger set." In fact, when the census form asked for our age, we checked the 'Ancient' box. Nonetheless, we just bought our third Olson 30 for shorthanded Zen sailing, so we're still going for it.

But everybody's situation and condition is different. So if you love being on your powerboat, good on you.

↑↓ "CITY SUBSIDIES DO NOT MAKE SENSE"

The right to sell public property — i.e. slip rights at San Francisco Marina — needs to be eliminated now. In my mind, the right to transfer a lease makes just as much sense as the right to include your neighbor's dinghy or perhaps a city (handicap) 'free' parking permit on the bill of sale.

I have been on the wait list for San Francisco Marina for a long time because of this strange rule, and the 'rent control' that keeps the slip fees for San Francisco Marina so low. They both need to go now. In general, city subsidies do not make any sense, but they are particularly ridiculous when applied to private yachts.

Fredrik Hakanson
Sea Fox, Beneteau 38
Currently paying 'market' for a
second-hand slip at Pier 39

↑↓ "STRONG MANAGEMENT IS THE WAY TO GO"

Having been a slip holder in Santa Cruz — after being on the waiting list for 17 years — and before that at San Francisco Marina's West Harbor, I have strong opinions on this subject. As you know, the San Francisco Marina is on State of California land and operated under a charter agreement with the City and County of San Francisco. In other words, the marina is public property. I believe that the marina has been poorly managed by the Recreation & Park Department, much as the Ala Wai in Honolulu has been mismanaged by the Department of Land & Natural Resources. But that's another story.

In my opinion, the Santa Cruz Port District, which manages the yacht harbor, stands out as a shining example of how a



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public facility can be managed. Santa Cruz and, for the most part, South Beach Yacht Harbor have, through years of experience, worked out a fair and equitable system. To cut to the chase, San Francisco Marina should not allow transfer of slips to the new owner of a vessel. A waiting list managed by strong management is the only fair way to go.

In the early years of the Santa Cruz Yacht Harbor, rampant speculation on slips was common, with slip owners getting \$25,000 to \$50,000 added value to their boat when it was sold or transferred. As you can imagine, this did not sit well with the socialistic tendencies of the people of Santa Cruz — and

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LETTERS

rightfully so.

Thank you for looking into this issue.

Chuck Cunningham
South Beach YC

↑↓"MORE THAN THE DOCKS NEEDS TO BE FIXED"

I believe that everyone who wants a slip at the San Francisco Marina should be put on a waiting list, and that slips shouldn't be allowed to go with boats when they are sold. It should be first come, first served — just like many of the other marinas in the area. It's not fair for the current slip holder to profit in any way at a public dock just by virtue of the fact that they have been there a long time and that is the way it was done in the past. The docks are not the only thing in need of repair at the San Francisco Marina; the marina rules should be updated as well.

John A. Nebilak
Indigo, Cape Dory 36
Richmond YC

↑↓"EQUAL ACCESS FOR ALL"

The 'right to lease' issue has all sorts of hard corners. I don't know the current status, but for years Santa Barbara provided a perfect illustration of the problem. Not only did it allow boatowners to transfer the right to lease their slip with the sale of a boat, reportedly adding as much as \$10,000 to \$15,000 to the value of the deal, but the 'right to lease' itself, boat sale or not, was actually being brokered by local yacht dealers. Need a slip? Got an extra few thou? No problem! It's either that or go get on the city's waiting list. Fool!

The obvious argument in favor of allowing lease transfers is the problem inherent in selling a boat in a market where slips are very hard to come by. I was selling boats in Alameda in the mid '70s when this was the case on San Francisco Bay. It was nearly impossible to sell a boat unless you could guarantee the buyer a permanent slip. But things are different now, as there are slips sitting empty in a number of marinas on the Bay. Maybe not in the most choice locations, but still perfectly acceptable ones.

I realize there must be people with boats in the San Francisco Marina who paid a premium when they bought their boat to get their slip, and should the practice of lease transfer be curtailed, will lose their added value. Sorry about that, but as far as I'm concerned, you pay your money and you take your chances. Equal access to publicly-funded facilities should be the rule.

Jimmie Zinn
Dry Martini, Morgan 38
Point Richmond

Jimmie — You make an excellent point that the circumstances were very different when most of the 'slip goes with the boat' policies got started on San Francisco Bay. In the '70s and '80s, it was indeed extremely hard to find a slip anywhere on the Bay, and people couldn't sell their boats unless they could assure the buyer the slip could go with the boat. While we're generally against the concept of private individuals being able to profit from the right to public property, we think the policy was understandable back then, even though it clearly distorted the 'market'. The problem is that, now that there are plenty of slips on the Bay, how do you undo the market distortion? 'Tough luck!' to those who paid a premium for their boat to get a slip is your solution. We think it would be nice if it weren't quite so harsh. Other places are trying alternative solutions.

Speaking of Santa Barbara, we think your idea of how much

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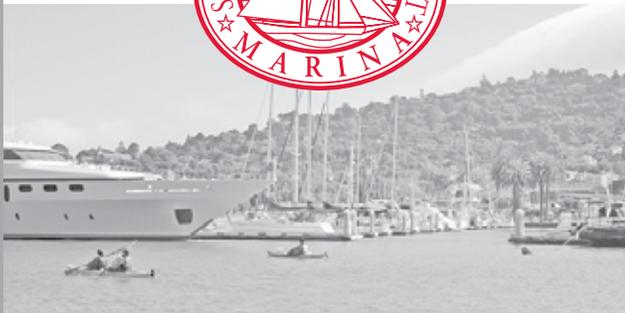
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LETTERS

the right to a slip is worth is badly dated. Tens of thousands of dollars is the norm for the right to a slip, and hundreds of thousands of dollars is not unheard of for larger slips and/or end-ties.

While few people seem to agree with us, we think a corollary of 'equal access' should be a more stringent 'use it or lose it' policy when it comes to being able to keep a boat in a public marina where the demand for slips is high. If a public marina has a long waiting list, it's our view that the owners of the boats should be required to use their boats a minimum number of times per year — even if 'use' means the owners just sit on their boat in the dock — in order to keep the slip. We know some public marinas have this kind of policy already, but in many cases we don't think the minimums are high enough and/or the rules aren't really enforced.

In Santa Barbara, for example, where the demand for slips is extreme, there are countless boats that obviously haven't been used or visited in ages. We think people who don't use their boats are denying ocean access to others, and don't believe that should be the case. Further, we believe a stronger 'use it or lose it' rule would increase the turnover of slips, reducing the market value of the right to a slip — another good result.

↑↓"IF IT ISN'T CRIMINAL, IT SHOULD BE"

I saw the photo of the sign advertising the right to a slip in Santa Barbara Harbor for \$52,500, marked down from \$58,500. Excuse me, but isn't Santa Barbara Harbor, a municipal facility, supposed to be public property for the use of all citizens?

How did we let the lucky few who have a license for these slips essentially take *de facto* possession of them? They sell a public boat slip in a public harbor for \$400,000! The rich just keep getting richer!

The Santa Barbara City Council won't do a thing about creating a waiting list fair to those of us who don't have half a mil to buy access to a public slip in a public harbor. Who do you think has the influence and money to make sure the status quo remains in place? This is criminal — and if it's not, it should be! The city has received reports and studies numerous times over the years that state how unfair the policy is, yet they do nothing about it. At the very least, the city should be making the money from the sale!

I wonder if the Harbor ever took money from the state or feds to fix or upgrade the marina? If they did, there has to be some basis for an equal access lawsuit.

Mark Hastings, R.N.

Disgusted Working Class Boater
Santa Barbara

Mark — We couldn't empathize with you more, but it's one of those situations that started innocently enough and has burgeoned into an outrageous situation whereby private individuals can make and have made big profits by owning a permit to public property. However, as you'll read in the next letter, the city now does get a cut of the slip transfer action.

By the way, we don't think this is a case of 'the rich getting richer', as it's profited all — unrich folks with 20-ft slips as well.

While we don't think there is a way to overturn the current policy — see the following letter — we do think there is a way to alleviate the imbalance by increasing the supply of available slips. This could be done by increasing the cost — literally and figuratively — of a slip. Santa Barbara slip fees are comparatively low in the first place, encouraging people who never use

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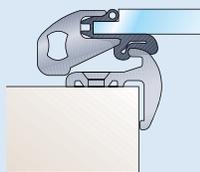
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Features

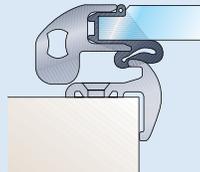
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LETTERS

their boats to nonetheless hang on to their slips — 'squat?' — as they seem to ever increase in value. Secondly, rules could be adopted requiring boats to be used a minimum number of times per year, again encouraging folks who don't use their berths to give up their slips. Pushing out those who really don't use their boats would increase the number of slips, reducing the price of a slip permit, and increasing ocean access for people such as yourself.

↑↓ HOW IT STANDS IN SANTA BARBARA

I can't speak to the situation with the San Francisco Marina, but as far as the Santa Barbara Harbor is concerned, there is no chance of changing the status quo, which is the slip going with the boat, as it is now sanctioned by the city.

It's a long story, but in the 'old days', slips were 'sold' through the fiction of a partnership. If you wanted to buy my slip, for example, we would enter into a phony 'partnership agreement' stating that we are the co-owners of your boat. We'd then apply to the harbormaster to have 'our' boat replace my boat, and to have your name added to the slip permit. A couple months later, we would go back to the Harbormaster and tell him the partnership was being dissolved, that you would be keeping the boat, and that my name should come off the slip permit. There may have been a nominal administrative fee, but if so it was very small. The harbormaster knew what was really going on and just looked the other way. At some point they required that my name actually be put on the title to 'our' boat, but as long as it was a DMV-registered boat, it was easy, cheap and reversible.

As a consequence of all this, it was very unusual for slips to become available in Santa Barbara to those on the waiting list. And as a consequence of limited supply and great demand, the value of slips in Santa Barbara steadily increased over the years — to the point where, in many cases, the right to the slip is worth more than the boat in the slip.

About nine years ago, an urchin diver I knew died out at the islands. His name was the only one on the slip permit. It had always been the unspoken policy of the city, which owns the marina, that heirs would be able to take over the slip permit. That meant they could transfer it to the buyer when they sold the boat. I had handled a couple cases in which this was done. The city sent a letter telling the diver's heir that he could transfer the slip to a buyer. But after collecting slip fees from him for months, they sent him another letter telling him that they were taking back the right to the slip, and he would have to remove the boat that had belonged to his father.

I represented the son, and tried to get the city to back off, but they wouldn't. We filed a lawsuit, and obtained a temporary restraining order to prevent the city from taking back the slip. Before the matter got to trial, we settled with the city for a cash payment that was equal to the value of the slip. (My client didn't want the slip and had always intended to sell it). The city had come to realize that this was not the right case in which to implement a policy change, due to the extremely negative publicity that was generated and the probability that they would lose.

Santa Barbara did eventually codify a new policy whereby spouses of slip permittees are 'automatically' included on the slip permit — even if their names had not been put on it when it was initially acquired. But if the slip permittee was not married and died, the estate simply lost the slip. This amounted to changing the rules in the middle of the game, and was met with much protest by slip permittees — myself included. Had I known, when I 'bought' my slip through a phony partnership deal, that this policy was going to change,

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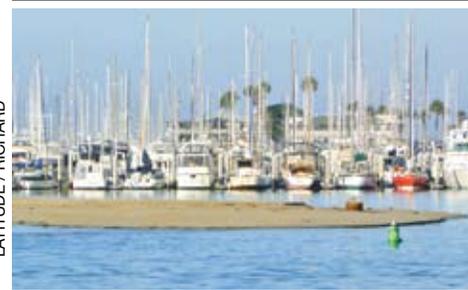
I would have put my son's names on the slip along with mine and my wife Marta's. My having not done so, if I die, Marta still controls the slip and can sell it with the boat. But if Marta and I both die in the same plane crash, the city will take back the slip — and the \$15,000 I paid for it goes up in smoke, not to mention the \$40,000 or \$50,000 that the right to the slip is worth today.

At the same time, the city decided to stop 'looking the other way' at the sale of slips, and to get in on the action by allowing sales to be made openly — but getting its own piece of the action through a 'slip transfer fee' imposed every time a name is added to the slip permit. The slip transfer fee is not based on what is actually paid for the slip, but is rather based on the size of the slip, with the rate per foot increasing as the size of the slip increases. Many people, myself included, thought that this was a clever way for the city to generate revenue by forcing single people to pay the fee to add another name to the permit to protect their investment in the slip in the event of their death. And to force married people who were concerned about the 'what if we both die in the same plane crash?' scenario to do the same. At the city council meeting when all this was adopted, there were many who argued for 'grandfather rights', by which existing permittees would be allowed to add a name to their permit without paying the slip transfer fee. They argued that this should be the case since the 'rules' had changed after they had 'bought' their slip.

But they didn't get what they wanted. I still haven't added my boys' names to the slip permit, and it will now cost me \$5,000 or more to do so. The last time I checked, you could add two names at a time. As it is now, if Marta and I go down in that plane crash, Ryan and Derek will be given 30 days to get our boat out of the slip. I know it's good insurance to put their names on the permit, and will probably do it one of these days when I have an extra \$5,000 lying around. I think the slip transfer fee is also imposed on any lucky soul who does get a slip from the waiting list.

The city of Santa Barbara now allows slips to be held by a family or group in perpetuity — as long as there is one surviving slip permittee who can pay the fee to add another. Only in the unlikely event that all the permittees die before another name is added will the city take the slip back. The city's answer to those on the waiting list? Wait until somebody without a wife or heirs dies.

At this point in time, the existing slip permittees have collectively invested millions of dollars in 'buying' their slips, and if the city were to change the policy to prevent it in the future,



LATITUDE / RICHARD

There's an extreme shortage of slips in Santa Barbara, so they go for a tidy sum.

there would certainly be litigation and political fallout. Although I'm not sure how many people would be sympathetic to 'rich yacht owners'. Actually, most of the slips in Santa Barbara are 35 feet or less, and most of the boats are hardly 'yachts'. In addition, slip transfer fees are now a significant source of revenue for the Waterfront Department, and the city is not going to give that up.

Right now there are two 50-ft slips across from mine that are for sale for \$250,000 each. I also heard that someone paid



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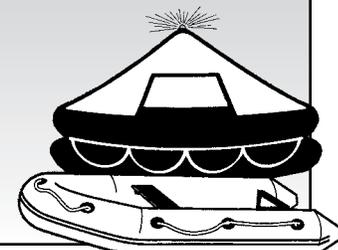
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LETTERS

half a million for one of the rare end-ties. The local brokers could give you info on going rates, but the last time I asked them what my slip was worth, I was told it was still worth \$50,000 to the right buyer.

I've heard rumors that in Santa Cruz the authorities don't care whose name is on the permit or whether the permittee is long dead, as long as they get the check every month from someone.

It's unrelated but nonetheless interesting that there are now liveaboard permits available in Santa Barbara. For many years there was a long waiting list for those, too. I would have thought that in a recession there would be more people living on boats and the permits would have been in greater demand. I've thought of getting one in case Marta ever throws me out of the house for spending too much time on my boat! Or in case we ever move and want to keep our 32-ft waterfront condo in Santa Barbara to come back to.

David C. Turpin, Esq.
Oso Loco, Kettenburg 32
Santa Barbara

↑↓ THE SAME FLASHLIGHT FOR 16 YEARS

I agree with Dick 'Flash' Gordon's opinion that most flashlights are crap, and last only weeks — if not just hours.

The best flashlights I have ever used are the Pelican brand. I still use the first one I ever bought in '95, along with about three others of different sizes. They are made of plastic, so you can't use them as a hammer as you can metal Maglites, but they have never failed me.

The Pelicans are waterproof, too. I dropped my first Pelican flashlight — when it was on — into the six-foot bilge of my Islander Freeport 36 *Windsong*. The only way to get a dropped item out of my bilge is with one of those metal 'cherry picker' things they advertise for old people. I didn't have one, and it took me a few days to find one in the stores. By the time I got back to *Windsong*, the light had gone out. But after pulling the light from three inches of water and replacing the batteries, it came right up. Try that with any other brand of flashlight!

The Pelican brand flashlights are expensive, but they last a long time. You do need to replace the bulbs from time to time — they're expensive, too — so it's best to keep a few on hand.

I like the new LED flashlights, as they are really bright. While they should last a long time, in my experience, they haven't.

No matter which flashlight you buy, the most important thing is to remember not to leave the batteries in for a long period of time. The problem is that batteries leak. If they do, say goodbye to your flashlight. In my experience, the Energizer batteries leak the most, and have killed more of my electronics than any other brand. Duracells don't seem to leak as much.

Frank Nitte
Windsong, Islander Freeport 36 #121
Balboa YC, Panama

↑↓ MORE OPINIONS ON FLASHLIGHTS

Because of the combination of salt air and moisture, the low voltages used in flashlights cannot overcome even small amounts of corrosion and electrical resistance. If you clean all parts of a flashlight's electrical circuit, and protect it from salt air and moisture, you will have a brighter future.

T. Felkay
Co-author of *Davis Quick Reference* cards



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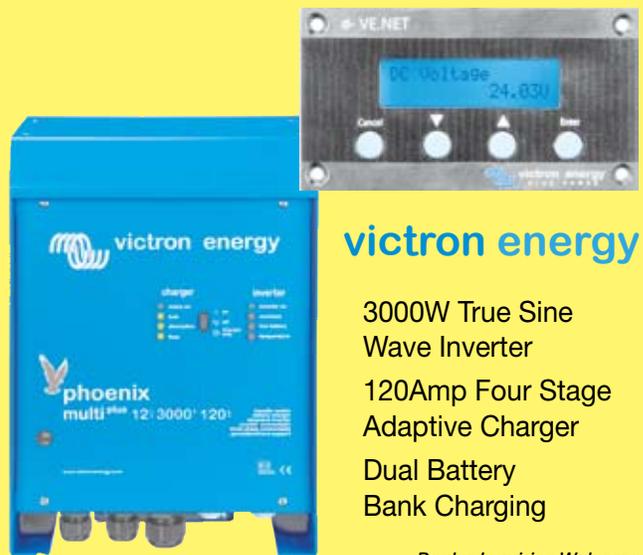
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LETTERS

↑↓INTRODUCING THE ROLEX MARINE ENGINE

I was wondering if it would be practicable to scale up the technology in a self-winding wrist watch, and put it in a boat for auxiliary power. Instead of hours, minutes, and seconds, it could be clutch, shaft and prop.

I copied this from *Wikipedia*:

"A self-winding watch movement is similar to a manual movement with the addition of a mechanism powered by an eccentric weight which winds the mainspring. The watch contains a semicircular 'rotor', an eccentric weight that turns on a pivot, within the watch case. The normal movements of the user's arm and wrist cause the rotor to pivot back-and-forth on its staff, which is attached to a ratcheted winding mechanism. The motion of the wearer's arm is thereby translated into the circular motion of the rotor that, through a series of reverser and reducing gears, eventually winds the mainspring. Modern self-winding mechanisms have two ratchets, and wind the mainspring during both clockwise and counterclockwise rotor motions. The fully-wound mainspring in a typical watch can store enough energy reserve for roughly two days, allowing automatics to keep running through the night while off the wrist."

Clay Mills
Fairfax

Clay — We like the way you think outside the box. We're not experts, but it seems to us there might be problems with the size and weight of the mechanism, the amount of energy that could be stored in the mainspring, and above all, how the mainspring would be wound on calm days. But hey, why not try to build a small working model?

↑↓CRISSY FIELD'S MYSTERIOUS DITCH

Ever notice the ditch that mysteriously appears along the beach at Crissy Field just east of the abandoned Coast Guard Station?



BRUCE STONE

Crissy Field's mystery explained. I'm told that it's an old sewer outflow that breaks open when there is a lot of run-off and that, once the rains are over, it's refilled by the Park Service. I wonder why they don't just extend the pipe into the Bay, which would save money in the long term and remove an attractive nuisance. We've enjoyed leaping across it from time-to-time when the gap isn't too daunting.

Bruce J. Stone
Arbitrage, J/105
San Francisco

Bruce — We don't have any expertise on the subject. Nor, as a sailing magazine, do we have that much interest — unless, of course, there is so much run-off that the Blackaller Buoy ends up on dry land.

↑↓"QUIT ACTING LIKE AN UGLY AMERICAN"

I'm another longtime *Latitude* reader who has never written in before. But I love *Latitude* and very much support the concepts you espouse.

I did however, just read the letter from the whiner in Red-

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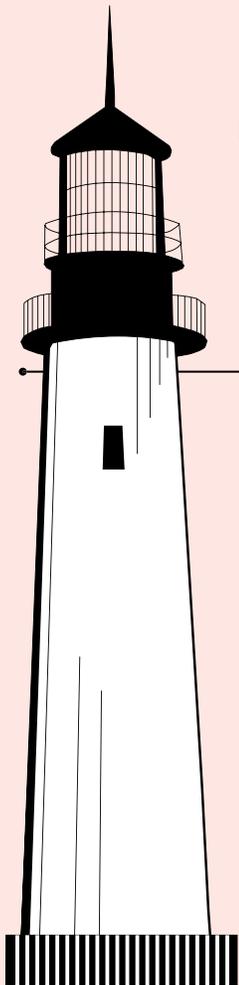
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LETTERS

wood City about how the cost of marinas in Mexico would make it too expensive to be a 'commuter cruiser'. WTF? At Marina Palmira, one of the nicer and more expensive marinas in La Paz, and a place where I kept a boat for seven years doing just what the writer commented on, the berth fees are almost exactly what Schoonmaker Point Marina charges in the *gringolandia* that is Sausalito.

It may be true that a cruiser can save a few bucks by avoiding marinas and tourist hangouts, but is that really the goal? Do these 'Kool-Aid and beans' folks — a term a fellow cruiser came up with for the cheapskates — think they are entitled to '94 prices?

Latitude occasionally runs features profiling cruisers and their ultra-low budgets. It seems as if it's a competition for some to see just how cheap they could go.

I recall seeing cruisers come into the pool area at Marina Palmira, toting their own beer and munchies. And I have read many other stories in *Latitude* by cruisers who bragged about where the best "freebies" — such as pool use, tables in bars, and so forth can be found in places such as La Paz.

Okay, maybe cruising in Mexico isn't as inexpensive as it used to be, but speaking for myself, can't we do just a little to once again avoid appearing like the 'ugly Americans'? And to stop whining about things — low-cost marinas, restaurants and so forth — that some people think should virtually be given to them? *Shit*, the savings in diesel fuel alone will offset the cost of a berth!

By the way, the name of my boat is an acronym for 'wind aided fucking idiots' — another name from the same guy who used it to describe the cheapskate cruisers we met in La Paz.

Dane Faber
WAFI, Vagabond 38
Sausalito

Dane — We think you need to be careful not to confuse thrift — which we believe is a virtue — with being a cheapskate, which, to us, has the connotation of taking advantage of others.

When you criticize cruisers who avoid marinas and tourist restaurants, we sense you think those people only do it to save money. Is avoiding marinas and tourist restaurants "really the goal?" you ask. We can't speak for everyone, but it sure is for us. It might be a little different because we have a spacious cat, but why would we stay in a marina when we could anchor out?

For example, we've used our charter cat, 'ti Profligate, in



LATITUDE / RICHARD

the Caribbean for a total of about 10 months in the last five years, and we've never once stayed in a marina. It's never even crossed our mind. Why would we? When anchored out, we get to jump overboard into clean water, shower naked on the back deck, not have to hear other

people's music/talking/engines, and get pick a new 'homesite' anytime we want. We loooooove anchoring out!

As for tourist restaurants, why would we eat at one when we could almost certainly get better food at lower prices by

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LETTERS

eating where the locals do?

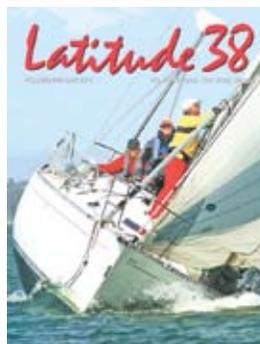
We understand that some sailors prefer to stay in marinas to enjoy the various conveniences and the marina community. Different folks, different needs and desires. Good on them. But staying in marinas is not us, and it's not a lot of other cruisers either. And in many cases the preference has nothing to do with saving money. But even if it were entirely about saving money, so what?

We frequently make use of hotel/resort pools and other facilities. We feel no guilt about it because we always buy a few drinks and/or some food. On the other hand, we'd never dream of sneaking food or drinks into a business establishment that sold them.

Unless somebody is going to get another cruiser to look after their boat at anchor while they are gone, 'commuter cruising' requires putting your boat in a marina, and marinas in Mexico are not cheap. But other than that, and tourist restaurants and bars, the cost of cruising and living very nicely in Mexico can be astonishingly low.

↑↓ IT'S ALL GOOD

That's *Tutto Bene*, our Vallejo-based Beneteau 38s5, on the cover of the April issue of *Latitude 38*. We won our division in the '06 Pacific Cup.



STEVE HOLLOWAY / RUNE MEDIA

Tutto Bene is an Italian phrase commonly used to respond to a greeting such as "How's it going?" It means, roughly speaking, "It's all good." That makes ours a French boat in California with an Italian name owned by a Swiss and a Norwegian. But hey, it's a neat little nautical pun on the manufacturer's name, and expresses well the sailing sentiment of the boat and crew.

By my standards, *Tutto Bene* was indeed 'looking good' the day Steve Holloway captured her for the cover of *Latitude*. And thank you to the Richmond YC for a great Big Daddy Regatta.

Jack Vetter

Tutto Bene, Beneteau 38s5
Vallejo YC

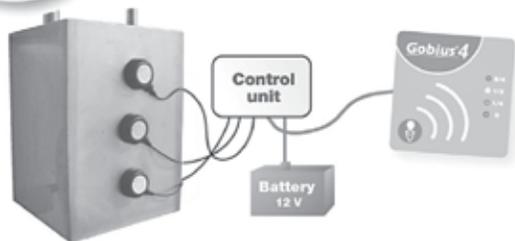
↑↓ LOOKING FORWARD TO A POLAR BEAR SUMMER

I've sailed the East Santa Barbara Channel and surrounding areas for many years, and my impression is that we've had a marked change in the summer climate. In the 'old days' — meaning the '90s — we had clearing by noon, with great sailing breezes in the afternoon that died down by sunset. Now it seems as though we have 'June Gloom' from mid-May through July, shorter weather windows for small boat distance travel, more small craft advisories, and more frequent near-gale to gale-force winds from Santa Cruz Island to San Francisco during the summer. We did passages from San Francisco to the Channel Islands every summer for years, and always found frequent and regular good windows to go both north and south.

I've perused some NOAA research reports put out by various climatologists, and it seems clear that the local climate is affected by ENSO (El Niño/La Niña-Southern Oscillation), global warming, and other factors. So it's a complicated subject. Nevertheless, I'm tempted to extract buoy data going back maybe 10 years and write a report presenting the numbers — no interpretations — for the East Santa Barbara

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LETTERS

Channel and the coast up to the Bay.

Are you or your readers aware of any official, valid, authoritative forecasts for the upcoming '11 summer marine climate in SoCal?

Carlos Valencia
Felicia, Bristol 29.9
Channel Islands Harbor

Carlos — "Authoritative weather forecasts?" Don't make us laugh. As you may recall, thanks to La Niña, this was supposed to be a very dry winter in Southern California. So what happened? It rained like crazy.

El Niño is an abnormal warming of surface ocean waters in the eastern tropical Pacific, and one part of what's called the Southern Oscillation. The Southern Oscillation is the see-saw pattern of reversing surface air pressure between the eastern and western tropical Pacific. When the surface pressure is high in the eastern tropical Pacific, it is low in the western tropical Pacific, and vice-versa. Because the ocean warming and pressure reversals are, for the most part, simultaneous, scientists call this phenomenon the El Niño/Southern Oscillation — or ENSO for short.

Scientists don't really understand how an El Niño forms, but some think El Niño may have contributed to the '93 Mississippi and '95 California floods, and drought conditions in South America, Africa and Australia. It is also believed that El Niño contributed to the lack of serious storms, such as hurricanes in the North Atlantic, which spared states such as Florida from serious storm-related damage. Of course, it's hard to tell, because the weather in the Pacific hardly occurs in a vacuum, and is affected by about a billion other weather variables, some as far away as the sun.

Unfortunately, the experts agree, not all El Niños are the same, nor does the atmosphere always react in the same way from one El Niño to another. In plain English, that means despite our best scientific efforts, we don't know diddly about the



Who will we see lying on beaches this summer: Polar bears or girls?

weather more than about 24 hours out, and we don't always even get that right.

The only authoritative thing that can be said for the marine weather climate in Southern California for the summer of '11 is that if the water doesn't get warmer than it did last year, there are going to be more polar bears than girls in bikinis on the beaches.

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

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

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

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SIGHTINGS

van lieu makes it four for four

In one of the closest finishes to date in this edition of the Velux 5 Oceans Race, American Brad Van Liew and his Eco 60 *Le Pingouin* extended their streak of leg wins to four. The 43-year-old Southern California native crossed the finish line in Charleston, S.C., at 5 p.m.

local time on April 19, just 12.5 hours ahead of Canadian Derek Hatfield's *Active House*. Van Liew averaged 10.6 knots over the 23d, 4h, 58m he spent completing the 5,900-mile leg from Punta Del Este, Uruguay to his adopted hometown.

"For me, winning this leg is so special," Van Liew said. "If I could have chosen just one leg to win, it would have been this one. This is my home port, I am very involved in the maritime community in Charleston and all my friends and family are here. It would have been pretty disappointing to have won the previous leg and not this one. I was very focused and very determined. I feel delirious and exhausted — it was a heck of a leg."

Van Liew is the only American to race around Cape Horn solo three times, and since winning Class II with straight bullets in the '02 Around Alone, he's served as the director of the South

Carolina Maritime Museum. Canadian Derek Hatfield pushed Van Liew hard, ultimately becoming the first sailor in the race to take one of the mid-leg time trials from Van Liew.

With one leg left to go, Van Liew has a nearly unassailable lead, with 58 points to Hatfield's 43. Pole Zbigniew 'Gutek' Gutkowski is currently in third, despite the fact that, due to technical issues, he isn't expected to reach Charleston until after this issue of *Latitude 38* hits newsstands. The final leg will take the fleet some 3,600 miles back to the starting point of La Rochelle, France. The start date has yet to be announced, so keep an eye on www.velux5oceans.com.

— rob

yet another insult to mother ocean

Modern-day sailors en route to or from the Hawaiian Islands have always had to keep a sharp eye out for shipping traffic, migrating whales and runaway containers, but they'll soon have another — potentially more ominous — hazard to deal with.

Researchers predict that in roughly a year all sorts of floating debris from the recent Japanese tsunami will begin showing up on Hawaiian beaches, and within three years some of the rubble —



Sadly, Pacific currents will bring tsunami debris to the West Coast.

which currently includes trees, boats, cars, construction materials and toxic chemicals — will make its way to beaches along the west coast of North America.

continued on outside column of next sightings page

delta doo dah '3d'

No one was more surprised than we were when, 25 minutes after our opening registration on April 4, all 50 spots on the Delta Doo Dah '3D' entry list were filled. That's two boats a minute, folks! To be quite honest, we felt a little like rock stars . . . until we remembered that the popularity of the Doo Dah has less to do with us and everything to do with our welcoming hosts, our generous sponsors, and above all, our fun-loving participants.

Right now, the sponsor page for the July 30-August 5 event shows only our hosts: Berkeley Marina & Berkeley YC, Vallejo YC, Owl Harbor Marina, Boyd's Harbor & The Rusty Pelican, and Stockton Sailing Club — all of whom we can't thank enough for hosting the fleet — but,

Delirious with happiness over his fourth leg win, Van Liew sailed across the line in his adopted homeport of Charleston.



AINHOA SANCHEZ / VELUX 5 OCEANS



The Uruguay-to-Charleston leg was especially important for Brad Van Liew to win.

sold out in 30 minutes

if history is any indicator, that page will soon fill up with tons of great swag and prizes for Doo Dah'ers. (If you'd like to find out more about sponsorship, contact 'Doodette' LaDonna Bubak.)

Regardless of whether you make it into the Doo Dah, you can still plan your own grand adventure to the Delta. The website www.deltadoodah.com is more than just a promotional page for the event — you'll also find a number of Delta cruising features from past issues of *Latitude*, a schedule of Delta events, and a forum filled with great advice on what to bring, where to go, and what to do when you get there. It's a great resource for any Delta-bound boat.

— *ladonna*

insult— cont'd

Scientists at the University of Hawaii's International Pacific Research Center have developed a theoretical drift model based on the movements of buoys that have been deployed for years in the ocean. Their study indicates that much of the debris will probably eventually find its way into the so-called North Pacific Garbage Patch (or Pacific Gyre) where it will circulate for years before breaking into small fragments. Adding insult to injury, the same researchers predict that in about five years Hawaiian beaches will receive a more punishing assault than the first, because that's where much of the debris from the Garbage Patch eventually ends up.

Already race committee members from the TransPac, Pacific Cup, Singlehanded TransPac and Vic-Maui are scratching their heads trying to assess the risk of running North Pacific races in the summer of 2013 and afterward. Forces of nature have always thrown wild cards at the sport of ocean racing, but the threat of having to navigate through a mid-ocean obstacle course of floating rubble presents an unprecedented conundrum.

— *andy*



ANHUA SANCHEZ / VELUX 5 OCEANS

SIGHTINGS

baja ha-ha 18 is open for bidness

We're happy to announce that the Baja Ha-Ha Rally Committee has emerged from its winter hibernation just in time to flip the 'on' switch of the annual event's internet registration page at www.baja-haha.com. The site will begin accepting entries for the 18th annual San Diego-to-Cabo San Lucas rally around noon on Monday, May 2.

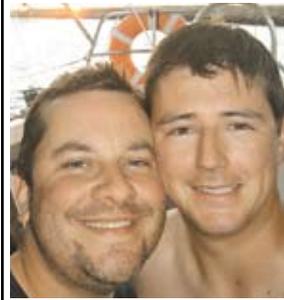
Following last year's record number of entries — 196 — rally organizers, sponsors, and our Mexican partners are primed to host an even bigger fleet this year. Event dates are October 23 to November 5, with the annual Costume Kickoff Party slated for Sunday, October 23 and the start of Leg One the following day at 11 a.m.

Although the Ha-Ha has grown to be the second largest cruising rally in the world, we realize there are plenty of sailors out there who are still unclear on the concept. If you count yourself among them,

continued on outside column of next sightings page

local heroes

Delta Doo Dah vets Erik and Brian Jones of the



COURTESY SIZZLE

Erik & Brian Jones.

Berkeley-based *Glastron Spirit 28 Sizzle* were honored with US Sailing's Hanson Rescue Medal last month for their role in rescuing two Bay sailors on July 19, 2009.

The Joneses



LATITUDE / RICHARD

receive award

and their friends were sailing home in typical summer Bay conditions when a sharp-eyed crewmember spotted a small capsized skiff. Skipper Erik sailed closer and asked the two men in the water — both were wearing PFDs and wetsuits — if they needed assistance. “The younger sailor, who appeared to be in his early 20s, waved us off indicating that they were okay,” Erik recalls. “We ignored his refusal for help and remained nearby, circling their boat.”

After watching for 15 minutes as the
continued in middle column of next sightings page

ha-ha 18 — cont'd

here's a capsule explanation: The Ha-Ha is a 750-mile southbound cruise with rest stops at Turtle Bay (Bahia Tortugas) and Bahia Santa Maria. In addition to the San Diego Kickoff Party and the awards ceremony at Cabo Marina on November 5, there will be beach parties at both rest stops as well as at Cabo. However, potential entrants should be clear that this rally has always been a PG-rated, family-friendly event, and definitely not an irresponsible party cruise.

Who can enter? Any competent boat owner who's willing to assume the substantial risks associated with ocean sailing, and has a boat of at least 27 feet that was “designed, built and maintained for rigorous offshore conditions.” The Rally Committee stresses that you should not enter unless you would feel confident enough to make the trip on your own. The cost of entry is \$375 per boat (which includes all
continued on outside column of next sightings page

While it might have been an often-gloomy April around San Francisco Bay and along the California coast, 'Hanuman' and 'Ranger', two 135-ft J Class yachts, showed that the sun was shining somewhere in the world, and that America's Cup yachts from the '30s still look magnificent 80 years later. We hope you agree that the shot is a feast for a sailor's eyes.



SIGHTINGS

ha-ha 18 — cont'd

sorts of swag and special offers from sponsors), with a \$50 discount given to owners whose age or boat length is less than 35. The entry deadline is September 10. You'll find the answers to many questions about the event and cruising Mexico at the website under 'About the Ha-Ha,' and within the free, downloadable booklet titled *Latitude 38's First Timer's Guide to Mexico*.

Since the inception of the Ha-Ha in 1994, nearly 2,500 boats have made the trek to the Cape, with roughly 9,000 participants aboard. For most, if not all of them, doing the rally has been a great adventure, that

some call "life-changing." But over the years dozens of boat owners have told us that the most important benefit of signing up is that the Ha-Ha's starting date sets a concrete deadline for finally getting off the dock, without which many might have procrastinated forever. Another big plus is that you can't help making boatloads of new friends.

Because entry fees are nonrefundable, you shouldn't sign up until you know for certain that

you'll be able to go, but there is a strong incentive for being an early-bird: Slip assignments in Cabo are made in the order that boats signed up for the rally — and there aren't always enough to go around. To get the entry process started, the rally's Grand Poobah has decreed that John and Lisa LeDoux's Lagoon 440 *Orcinius* shall be this year's first entry. Did they bribe the committee? We're not tellin'.

If you'd like to join in the fun, but don't have a boat of your own, we urge you to 1) sign up on *Latitude 38's* free Crew List (at www.latitude38.com) and 2) show up at our Mexico-Only Crew List Party, Wednesday, September 7 at Alameda's Encinal YC (6-9 p.m.). The online list of ride offers (and available crew) is constantly updated, and the party is invaluable for making crucial introductions face-to-face.

So what do you say? Will this be your year to Ha-Ha?

— andy

sf marina renovation begins

After a decade of planning, the much-anticipated renovation to the San Francisco Marina West — just behind St. Francis YC — has begun. As this issue went to press, boats were in the process of being moved either to the East Basin or out of the marina completely. Demolition of the docks is slated to begin on May 16 and the entire project should be complete by November '12.

As welcome as the project is — the marina has been in nearly derelict condition for a number of years — some boat owners have expressed concern about how the renovation will affect them. The Recreation and Park Department, which owns and runs the marina, has already given fair warning that slip fees will increase 37%, all boats will be temporarily relocated during construction and, due to the new dock configuration, tenants may not have the same neighbors when they return.

But the big question last month was whether boat owners will retain the right to transfer their slip leases when they sell their boats. This once-common and now-controversial practice, which

continued on outside column of next sightings page

local heroes

two men worked hard to right their boat only to have it capsize again and again, Erik called the Coast Guard to advise them of the situation and tell them that they would remain on station until the pair either got underway or requested help.

Several minutes later, the sailors were able to right the boat and get back aboard, but it was clear that cold water and exertion had taken their toll. "The older sailor — in his 40s or 50s — asked me to accompany them the four miles to Richmond," said Erik.

Just as Erik's crew had readied a tow line, the Marin County Sheriff's Harbor Patrol boat pulled up and took charge of

LATITUDE / RICHARD



How did John LeDoux and Lisa Danger wangle the top spot in the 2011 Baja Ha-Ha? Only the Poobah knows.



The beach parties at Turtle Bay, Santa Maria and Cabo are often one of the highlights of the Baja Ha-Ha.



— cont'd

the situation. "The lesson here is that just because someone isn't asking for help or initially rebuffs an offer of help, doesn't mean that one shouldn't remain on station to monitor or activate emergency services anyway," Erik noted.

Congratulations to Erik and Brian for receiving such a prestigious honor — it was well-earned for using excellent judgment and seamanship during a potentially deadly situation. Not only are we proud that these real-life heroes are once again joining the Delta Doo Dah, but we'll sleep just a little bit better in Potato Slough knowing they've got our backs!

— *ladonna*

sf marina — cont'd

dates back about 30 years, theoretically allows boat owners to inflate the sale price of their boats because they include a slip in a prime location.

Acting Harbormaster Benny Jarvis says that the lease transfer policy was never on the chopping block. "We didn't approve any slip transfers while one of the supervisors was on vacation," he said. "Everyone immediately thought we were going to stop the practice, but that was never the case."

Jarvis says a handful more slips will be added for a total of about 340, and that the smallest post-renovation slip in the West Basin will be 30 feet. "We'll get rid of the 25-ft slips, but we'll add a couple 70-ft slips and a lot more 40s," he said. He also noted that they expect to take "quite a few" people off the wait list, which is currently at 194.

Read what others think about the lease transfer controversy — both for and against — in this month's *Letters*.

— *ladonna*



The costume contest at the Kickoff Party is always a bacchanalian extravaganza.

SIGHTINGS

rate of exchange

The law of the sea dictates that sailors render assistance to others whenever possible, and three Bay Area sailing families have done just that by volunteering to become host families for German exchange students. The kids expressed an interest in sailing on their applications for the exchange program, so coordinator Cheryl Williams contacted us for help. We put the call out and our readers stepped up to the plate.

Viviane Farke, whom we wrote about in the January issue, was the first to be placed — she's staying with Tom and Michelle Price — and then two more sailing gals signed up for this spring's program. Naomi Wolf and Chiara Stroh have a lot in common. Not only are they both sailors, but both are 15 and go to the same boarding school in Heidelberg, Germany. Naomi was placed with Bruce Stone and Nicole Breault, who sail their *J/105 Arbitrage* out of St. Francis YC. Chiara is staying with Grant and Barb Miller, who have a newly refit Harbor

continued on outside column of next sightings page

ullman sails sponsors

Thinking about escaping the rat race next fall by heading south with the Baja Ha-Ha rally? If you are, and you're in Southern California, we invite you to attend one of our special Ha-Ha seminars this month sponsored by Ullman Sails.

The first will be Tuesday, May 3, at the Santa Monica Windjammers YC in Marina del Rey (7 p.m.), and the second will be Wednesday, May 4 at the Dana Point YC (also 7 p.m.). Both events are free, but the sponsors request that you RSVP to (714) 432-1860 if you plan to attend.

At both events, *Latitude 38's* Managing Editor Andy Turpin — aka the Ha-Ha's

Naomi and her sailing partner, Zach Hall, sail three nights a week at St. Francis.



SPREAD: HEIKE SCHWAB; INSET: BARB MILLER

socal ha-ha seminars

Assistant Poobah — will present a digital slide show that will introduce potential Ha-Ha'ers to all aspects of the two-week event (slated for October 23-November 5 this year).

A question and answer session will follow where Turpin will answer queries about event details, and Ullman sailmakers will answer questions about proper preparation for cruising south of the border.

Both events promise to be fun, entertaining evenings that will get you revved up to join the PG-rated fun at this world-renowned rally.

— andy



Naomi, left, and Chiara, who attend the same school in Germany, have been able to sail together since their arrival in the Bay Area.

exchange — cont'd

47, *Chimera*, and a Santana 22, *Fast Company*, and are members of Encinal YC.

The drive and determination shown by these two talented girls is an inspiration, and their host families will tell you the same thing. "We've learned a lot having a young person in the house," said Bruce. He and Nicole don't have children so they were understandably apprehensive

about bringing a teenager into their home but both say Naomi has been nothing but a delight. In addition to a busy sailing schedule, the trio go mountain biking, skiing and hiking, as well as touring the City.

Chiara brought some energy to the Miller's Newark home. "Our son is married and our 20-year-old daughter is going to Cal State Monterey Bay," Grant said. "My wife thought I wasn't completely sane when I suggested it." Barb confirms the diagnosis but now says that Chiara brings all the wonderful things about a 15-year-old and none of the bad. "She doesn't sass and never has an attitude," Barb said. "She's just so happy to be here that no matter what we say, she's okay with it."

Chiara's sailing time so far has been limited, but with the launch this month of *Chimera* — after a nearly three year refit — that's about to change. "I can't wait to sail the big boat," she effused. "Sailing is such a great sport. We have a Laser at home but I was never able to sail it by myself, but now I can!" Naomi on the other hand has sailed aboard *Arbitrage* in beer cans, 420s in the junior program, and even the tall ship *Bill of Rights*. And soon she'll be moving up to J/22s. When asked if she's been homesick, she said, "I don't have time!"

Cheryl Williams says she has two more sailing students arriving in the fall and would love to place them in sailing homes. If you would like to 'render assistance' to these young academics, contact Cheryl at (559) 940-4713 or cheryl@inter-ed.org.

— ladonna

the luck of the drawbridge

Millions of untold stories from San Francisco Bay's rich and colorful history have sunk into the sands of time. The tiny South Bay hamlet of Drawbridge, established on Station Island in 1876, has sunk directly into the Bay. A once-thriving hunting camp that boasted 100 buildings and 200 full-time residents, not to mention extremely popular brothels and gambling houses, Drawbridge fell victim to urban expansion, extreme pollution, and a sinking landscape. As groundwater was pumped to serve East Bay and Santa Clara Valley residents, the surface began to settle, pulling Drawbridge's buildings into the mud. Just over 100 years after her first resident arrived, her last left for good.

Now part of the Don Edwards San Francisco Bay National Wildlife Refuge, the ghost town has been left to decay with the hopes that the area will be reclaimed by the Bay and return to the lush marshland it once was. Though the Fish & Wildlife Department offers informa-

continued on outside column of next sightings page



Chiara is an extremely poised and mature 15-year-old who loves living in California.

LATITUDE / RICHARD

drawbridge — cont'd

tive lectures on Drawbridge, the island itself is completely off-limits. The only way to see the last vestiges of the houses, mercantiles and brothels with your own eyes is from the water.

And leave it to the plucky Potter Yachter group to take the challenge. Early last month, a group of four West Wight Potters — Oscar Koechlin on *Bateau Ivre*, Susan Hardenbrook on *Mathilda*, Dave Kautz on *Tilly Lucy*, and Harry Gordon on *Manatee* — splashed their boat at the Alviso launch ramp on a journey that would take them back in time.

"We launched about 10:30 a.m. at low tide, which happened to be a zero tide," recalled Harry Gordon. "It was comforting to know the water was rising throughout the trip and would probably refloat us if we seriously grounded." The group made their way out Alviso Slough — Gordon says his depthsounder showed seven feet most of the way, dropping only when they strayed out of the unmarked channel — and into Coyote Creek, where they found more depth.

"We were doing okay cruising down the left side of the channel," Gordon said, "but about halfway to the bridge, we all grounded. Everyone managed to get free pretty quickly — we'd apparently just gotten out of the channel."

As they made their way to the railroad bridge — from which the town earned its name, though it no longer opens — the Potter Yachters spotted what was left of the town. "The old settlement is scattered but more visible from the creek than I'd anticipated," noted Gordon. "There were more buildings beyond our view, and on the other side of the bridge."

With their goal of seeing Drawbridge accomplished, the group headed back to Alviso and saw only a little drama before their 4 p.m. landing. "There were no groundings, but my outboard went dry about 100 feet from the launch ramp and I went into the reeds," admitted Gordon. But real Potter Yachters don't need to refuel: "I just paddled out into the slough and let the wind and current carry me the rest of the way."

— *ladonna*

a classy proposition

"After six months at sea on a 34-ft boat, I knew Byron was the only man for me," says Sausalito-based sailor Jessica Allen, who grew up around the famous racer *Imp*, owned by her uncle, Dave Allen.

After heading south last October aboard their sloop, *Sterling*, Jessica and boyfriend Byron Cleary spent several months lazily exploring the Sea of Cortez and, from the sound of her report, they loved every minute of it. But the morning of February 24 was definitely the highlight.

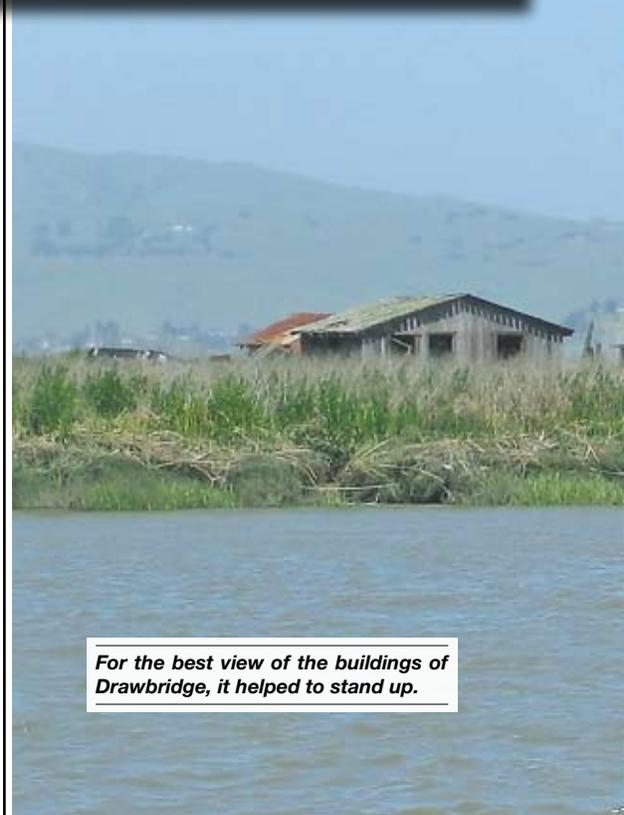
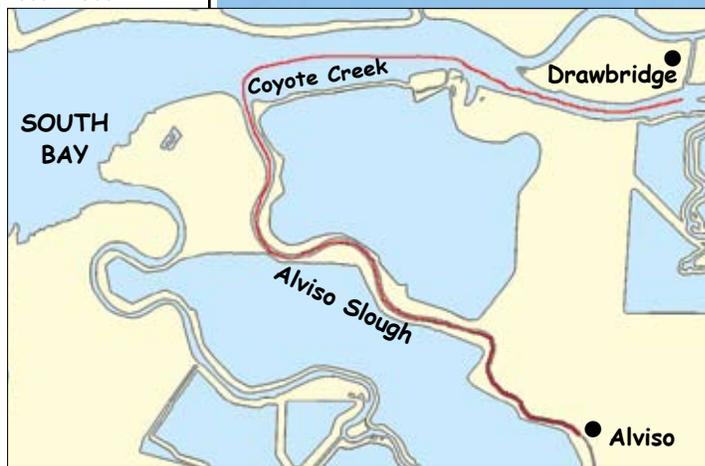
"On our fourth morning in beautiful Honeymoon Cove on Isla Danzante (east of Puerto Escondido), Byron woke up unusually early and said he was going for a hike," she recalls. When he returned he insisted that Jessica come with him to their favorite "sunset-whale-watching lookout spot" at the top of a nearby hill. "As we approached the summit," she says, "I noticed an unusual pile of rocks I didn't recognize from the previous evening. As I

got closer, I realized that 'Will you marry me?' was written perfectly in

continued on outside column of next sightings page

join the masses on

The point of Opening Day on the Bay (May 1) is sometimes lost on diehard sailors who ply Bay waters year-round. But this 94-year tradition is actually a pretty cool deal. Organized and promoted by the Pacific Inter-Club Yacht Association (PICYA), which has been an active proponent of racing and recreational sailing on the Bay since 1896, this year's event begins with a Blessing of the Fleet in Raccoon Strait from 10:30 a.m. until noon, followed by a Decorated Boat Pa-



For the best view of the buildings of Drawbridge, it helped to stand up.



COURTESY STERLING

Trying to cruise on a small boat has broken many relationships. But doing so galvanized the bond between Byron and Jessica.

opening day — may 1

rade off the Cityfront — Crissy Field to Pier 39, from noon until 3 p.m.

More than 120 historic workboats, fireboats and towboats, plus a wide variety of other classic and modern vessels, are expected to participate in the promenade. And they're all supposed to be decorated with this year's theme in mind: The slogan "Giants of the Bay" celebrates the many people and things that have made San Francisco unique.

continued in middle column of next sightings page

proposition — cont'd

a collection of small rocks." At first she thought it must have been left there by another pair of lovers, then it hit her: "I turned around very slowly and Byron was on his knee holding a ring that he had made for me out of stainless steel seizing wire — what a sailor!" Once she caught her breath, she spurted out an emphatic, "Yes! Of course I'll marry you!"

Bryon scored extra points for old-fashioned gentlemanliness, as he'd asked Jessica's father's permission to propose before they headed south. We wish them both the best of luck. According to Jessica, the pair is in for a very long honeymoon: "It is because of this trip and our wonderful experience that we will be cruising for the rest of our lives."

— andy



Salt evaporation ponds were big business thanks to mining operations' use of salt in purifying silver ore.



Alviso Slough may have just enough water for West Wight Potters to motor in, but it doesn't have the room for tacking.



SPREAD: HARRY GORDON; INSETS: DAVE KAUTZ

SIGHTINGS

mike harker's sudden passing

We regret to report that Manhattan Beach-based solo circumnavigator Mike Harker passed away on April 1 in St. Martin, French West Indies. In his mid-60s and about to sail to the Med, Harker suffered a massive stroke while aboard his Hunter 49 *Wanderlust III*.

Harker was a good friend of *Latitude 38* and a frequent contributor. One of the pioneers of hang-gliding, he was nearly killed after a 500-ft plunge into the ocean off Grenada many years ago. Told he would never walk again, he spent a decade dedicated to physical rehab, after which he was able to walk, although could not stand upright unless touching something.

In late '99, while riding his bike through Marina del Rey, Mike picked up a copy of *Latitude 38* at the Hunter dealer, and read about the Baja Ha-Ha. Although he knew nothing about sailing, a short time later he was accompanied by German sailing friends on his Hunter 34 *Wanderlust* in the '00 Ha-Ha. After singlehanding a nasty Baja Bash, he sold the 34 and bought a new Hunter 466 in Florida. When his transAtlantic crew bailed on him because of delivery delays, Harker

continued on outside column of next sightings page

opening day

Aptly, Emperor Norton IV is this year's Grand Marshal. (As every history buff knows, Norton I was quite a character!)

For their efforts, entrants are eligible to win trophies plus swag bags with all sorts of valuable loot such as dining certificates, event tickets, wine, clothing, artwork, boat gear, and more — all donated by local businesses and yacht clubs.

Even if you've been sailing the Bay for decades, getting out on Opening Day is a fun way to show your support for our sport, and an especially good day to introduce newcomers to the joys of recreating on the water.

But while this symbolic beginning of the summer sailing season is cause



Sleddin' — Remember when the Rolex Big Boat Series meant a gaggle of sleds duking it out on the Bay? Hopefully we'll see it again in this September.

SPREAD: ERIK SIMONSON/WWW.H2OSHOTS.COM; INSET: LATITUDE ARCHIVES



— cont'd

for celebration, we'd urge you not to get too carried away with the cool beverages — and keep a sharp lookout for drunk drivers, especially in powerboats, who probably know more about mixing blender drinks than they do about the rules of the road. Speaking of partying heartily, be aware that every law enforcement agency in the Bay Area will be out in force with their eyes peeled for reckless revelers. Make sure you're not one of them.

That said, we urge you to invite a boatload of newbies out for a day on the water and show them the ropes. See www.picya.org for more info. And be safe out there.

— andy

The St. Francis YC's Rolex Big Boat Series is looking incredibly strong for '11, with the grand prix element likely to see a huge boost from a couple of key developments. With 12 TP 52s, such as Ashley Wolfe's new 'Mayhem' (spread), from all over the country having expressed interest, the further cultivation of the sportboat division that proved popular last year, and a four-regatta circuit for both groups, this could be a banner year for high-level racing on the Bay. To find out more, visit this month's 'Racing Sheet', which begins on page 116.

harker — cont'd

singlehanded *Wanderlust II* across the pond and around the western Med. Accompanied by crew, he later sailed back across the Atlantic and across the Pacific to French Polynesia. A snapped rudder shaft merely delayed his passages to Hawaii and back to California.

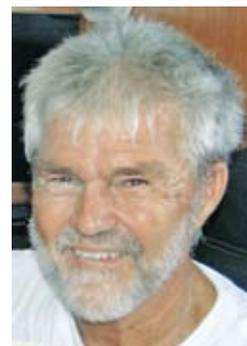
With considerable support from Hunter, Harker bought a Hunter Mariner 49, christened her *Wanderlust III*, and did an 11-month singlehanded circumnavigation. Prior to and after that accomplishment, he appeared at boat shows around the world for Hunter. Many *Latitude* readers attended his seminars at Strictly Sail Pacific in Oakland.

Harker spent most of his post-circumnavigation time in the Caribbean. Three years ago we did the New Year's Eve Around St. Barth Race with him aboard *Wanderlust III*. Despite the difficulty he had in moving around the deck, and having to constantly check his numb legs for bleeding, he insisted that we drive while he did all the deck work!

Last summer, Harker was the victim of a vicious pre-dawn attack on his boat in the anchorage at St. Martin's Simpson Bay Lagoon. When two intruders demanded more cash than Harker had on hand, they beat him to a bloody pulp, repeatedly kicking him in the head. We're not doctors, so we have no way to know if that terrible beating contributed to the stroke that killed him, but it couldn't have helped.

We'll always remember Mike for being the quiet type who liked to observe crowds from the sidelines. He was self-sufficient, thrifty in the best sense of the word, and was meticulous about taking care of his things, be they boats or motorcycles. Adieu, good friend.

— richard



LATITUDE / RICHARD

Mike Harker was a good friend of *Latitude's* and we'll miss him deeply.

sailors save teenage jumper

Bay Area sailors sure are a heroic bunch. First, Eric and Brian Jones won the Hanson Rescue Medal (see page 82), then on April 17, four members of the Hall family rescued a 16-year-old girl after she jumped from the Golden Gate Bridge in a suicide attempt.

OCSC member and circumnavigator Merle Hall had chartered the Beneteau 373 *Sunny Beach* from the Berkeley sailing club for a 'boys weekend' of sailing with his son, Eric, and grandsons Henry, 15 and Ethan, 14. Straying from their normal practice of anchoring out at Paradise Cove, they dropped the hook at the mouth of Richardson Bay on Saturday night. "That was odd for us," Merle said. "I told the boys that we'd probably wake up to lots of fog and wind, but when we woke up Sunday, it was beautiful."

Without a whisper of breeze to chill them, the Halls enjoyed a breakfast in the cockpit while they figured out how to spend their day. "I noticed some fog starting to flow through the towers, though there was no wind," recalled Merle, "so I suggested motoring toward the Bridge to see if we could catch some breeze." No one suspected that the suggestion would end up saving a life.

As *Sunny Beach* neared the Bridge shortly before 11 a.m., Ethan told his grandfather that he'd seen a big splash. "He thought it was a whale but I thought that was unlikely," Merle said. "But then I remembered that we were at the height of a four-knot flood, so we went to check it out."

Merle says he noticed a fire truck racing toward Fort Point but didn't really give it a second thought. Instead, he instructed Eric, who was at the helm, to tack back so they wouldn't sail between the fort and the South Tower, which is prohibited by club rules. "We were passing right along the tower when I looked up at the people on the bridge," he said. "Normally, they wave and are all smiles, but these

continued on outside column of next sightings page

heroes — cont'd

people were pointing, pointing very strongly to leeward of us."

Thinking they were pointing at Ethan's whale, the Halls fell off and took a look around. They spotted something in the water about 150 feet from the boat. "I don't know who it was but someone said, 'It's a person!'" said Merle. "At that moment, I noticed a smoke flare near the North Tower and it all came together in my head — the fire truck, the pointing people, the flare. Someone had jumped from the Bridge."

The family's man-overboard instincts kicked in and they went into action. "We could see that she was alive but unconscious," Merle said, "so we took down the sails quickly and turned on the motor. I wanted to have fine control because I knew we'd have to get really close to her." As they did, he stopped Eric from jumping overboard, instead telling him to climb onto the boat's swim platform and hold her gently with a boat hook. "I just assumed she was just jelly inside and I didn't want to move her — I figured she had more to worry about than hypothermia."

Within three minutes of Merle's *mayday*, the rescue vessel that had been searching at the North Tower retrieved the girl and was already out of sight. "The whole thing took less than 10 minutes," recalled Merle. "We were left sitting there in shock, not knowing if the girl would live, assuming she wouldn't." After collecting themselves, the family spent the rest of the day sailing, but their minds were elsewhere. They didn't find out until that night that the girl would live.

Authorities say the Cerritos girl was on vacation with her family when she handed her diary — which contained a suicide note — to her sister and jumped mid-span. Unbelievably, she suffered only a punctured lung, bruised back and internal bleeding. It took just a couple days for her status to be upgraded from critical to stable.

"We'd like to hear from her family someday," said Merle, whose family was profoundly affected by the experience. "But we really don't have the sense we did anything spectacular. The real heroes are the people on the bridge who pointed us in her direction."

Sounds exactly like what a hero would say.

— *ladonna*

cruiser donations make a difference

For most of us, the tricky thing about making charitable donations — both locally and when cruising — is feeling confident that our well-intended gift will be spent wisely, and will truly make a difference.

One shining example of money well spent is the educational support program that results from the extensive fundraising done during the annual Zihuatanejo Sailfest, which typically nets a higher tally of donations than any other cruiser activity in Mexico.

As we've seen with our own eyes, every peso garnered from Sailfest goes directly toward the construction and support of classrooms for impoverished kids from Zihua's hillside communities. A 'catch 22' of the Mexican educational system is that kids must speak Spanish before they can attend regular Mexican school, a rule which disqualifies many of the indigenous kids from the hillside neighborhoods. Sailfest money (administered by the nonprofit Por Los Niños) builds and supports classrooms for those needy kids, thus putting them on a path to a mainstream education they couldn't get otherwise.

Recently, a 'Sailfest kid' named Oliver Garcia Levya received a remarkable honor that illustrates the importance of Por Los Niños' support: He's been offered a full-tuition scholarship to the prestigious Wasatch Academy, a highly-rated institution in Utah focused on college-prep for grades 9-12. The normal tuition for inter-

continued on outside column of next sightings page

puddle jumpers

The westward migration of cruising sailors from the West Coast of the Americas to French Polynesia is in full swing this month, as so-called Pacific Puddle Jumpers jump off from Puerto Vallarta, Zihuatanejo, Panama and the Galapagos. One of the grand traditions of the 3,000-mile crossing is that when 'pollywogs' (neophytes) first cross the equator they're put through sometimes-elaborate initiation rituals before earning the status of 'shellback'.

Aboard the Sausalito-based Paine 58 *New Morning*, captain Russ Irwin (already



LORENCE MARBOT

Oliver Garcia Levya.

head west

a longtime shellback) was happy to play the role of Neptune for his first mate Kay Mark's conversion. "As required," he reports, "Neptune initiated the pollywog, then had his way with her!"

As you read this, they should be approaching landfall in the Marquesas, along with dozens of other Jumpers from all over the world. Look for reports in upcoming editions on the 2011 crossing and the annual Tahiti-Moorea Sailing Rendezvous (June 24-26), which is co-sponsored by *Latitude* and Tahiti Tourisme.

— andy

donations — cont'd

national students is \$48,000 USD a year!

"Oliver attended the Octavio Paz Primary school, built with Sailfest funds," explains the nonprofit's American expat administrator Lorenzo Marbut. "Oliver was awarded a Niños Adelante scholarship — funded by Sailfest — to attend secondary school. Sailfest also awarded Oliver a two-year English language scholarship to the Zihautanejo Language Academy where he excelled. If there is such a thing as a 'Sailfest kid', it would have to be Oliver Garcia. We have done all we can to prepare this special young man, now it is up to Oliver. When you wonder if your heartfelt volunteerism and your financial contributions have meaning, think of Oliver."

Check the organization's website, www.losninios.us for ways you can help.

— andy



SPREAD: LATITUDE / ANDY; INSETS: COURTESY NEW MORNING



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