

# Latitude 38

VOLUME 410 August 2011

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Latitude 38

AUGUST 2011

VOLUME 410



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# We've Got Them Coming and Going

PHOTOS LATITUDE 38/ROB GRANT



## *California Condor\**

Buzz Blackett's Antrim-designed Class 40, *California Condor*, won this Spring's Crewed Farallones Race. The 58-mile race combined a breezy beat from San Francisco to the Farallon Islands and varying conditions for the reach back to the finish.

The *California Condor*, the bird not the boat, has the largest wing span of any bird in North America. The head of the mainsail on *California Condor*, the boat not the bird, measures 11-ft across. The crew reefed the sail for the windy upwind part of the race, then shook the reef, shifting gears to fly to the finish with the full main and "all purpose" Airx asymmetric spinnaker.

*California Condor's* entire sail inventory is from Pineapple Sails, designed and built at our Alameda loft. Each sail was carefully crafted to fit this fast and complex boat - and Buzz's plan for racing her.

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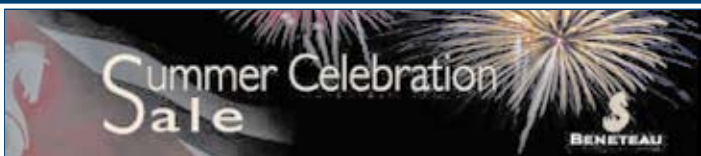
Cover: Lorenzo Berho's Kernan 68 *Peligroso* lightin' it up in the Molokai Channel.

Photo by Sharon Green/[www.ultimatesailing.com](http://www.ultimatesailing.com)

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

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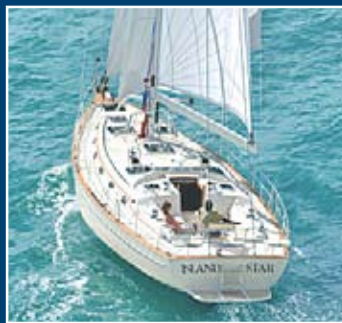
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Island Packet 38, 1993  
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Ericson 38, 1988  
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Beneteau 370, 1991  
\$69,900



Tartan 37, 1982  
\$65,000

SAIL		SAIL		SAIL		POWER		
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50' Hollman	1989	149,000	36' Beneteau 361	2000	105,000	32' Beneteau 321	2000	73,500
47' Vagabond	1983	185,000	36' Beneteau First 36s7	1998	93,900	32' Island Packet 320	1998	110,000
45' Beneteau First 45f5	1991	139,000	36' Beneteau First 36s7	1998	99,500	32' J/32	1997	87,500
44' Norseman 447	1984	225,000	36' CS sloop	1988	62,500	28' Alerion	2002	80,000
42' Beneteau 423	2005	199,500	36' Island Packet 350	1999	159,000	25' Cal 2-25 w/trailer	1979	11,900
42' Cascade	1971	39,900	35' Dehler	1996	82,000			
41' Tartan 4100	1996	219,000	35' Ericson	1978	24,900	<b>POWER</b>		
40' Sea Wolf ketch	1968	68,000	35' C&C 35 Mk III	1983	49,000	61' Mikelson SFPH	2001	990,000
39' Beneteau 393	2006	165,000	34' Catalina	1986	44,900	53' Navigator CPMY	1998	269,000
39' Beneteau 393	2003	132,000	34' Tiffany Jayne	1982	37,500	42' Californian aft cabin	1987	99,500
38' Island Packet	1993	135,000	34' Aloha sloop	1984	49,000	38' Pearson True North	2007	359,000
37' Beneteau 373	2005	137,500	33' CS		33,900	29' Shamrock	2001	120,000
			33' Hunter 33.5	1992	45,000	28' Bayliner 288 flybridge	2005	49,900

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# CALENDAR

## Non-Race

**July 30-31** — Benicia Fine Art, Wine & Jazz Festival. Info, [www.beniciamainstreet.org](http://www.beniciamainstreet.org).

**July 30-Aug. 5** — *Latitude 38's* Delta Doo Dah 3D, a laid-back rally to the balmy Delta waters. Follow the event at [www.deltadoodah.com](http://www.deltadoodah.com).

**July 31** — 'How to Get Your Captain's License' by C Quest Marine at San Jose West Marine, 3 p.m. Info, (408) 246-1147.

**Aug. 3-31** — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker every Wednesday for less than \$20. All YCs' members welcome. More info under the 'Events' tab at [www.stfyc.com](http://www.stfyc.com).

**Aug. 4, 6, 11, 13, 18, 20, 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/saf](http://www.nps.gov/saf).

**Aug. 5-7** — Beneteau Owners Rendezvous at Catalina's Two Harbors. Info, [www.scyachts.com](http://www.scyachts.com).

**Aug. 6** — Flea Market & Maritime Day Celebration at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554 or [www.galileeharbor.org](http://www.galileeharbor.org).

**Aug. 6** — Eco-Friendly Hull Paint Expo at Driscoll Boat Works presented by the Port of San Diego, 10 a.m.-12 p.m. Learn about alternative bottom paints and grant funding for Shelter Island boaters. Free. Info, [www.sandiegobaycopperreduction.org](http://www.sandiegobaycopperreduction.org).

**Aug. 6** — Tradewinds Sailing School & Club Open House in Richmond, 11 a.m.-3 p.m. Info, [www.TradewindsSailing.com](http://www.TradewindsSailing.com).

**Aug. 6** — Summer Water Festival at San Rafael YC, 1-5 p.m. Sailing demos, BBQ & live music! Info, (415) 484-5302.

**Aug. 6** — Petaluma Music Festival. Info, [www.petalumamusicfestival.org](http://www.petalumamusicfestival.org).

**Aug. 7-28** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Aug. 9 & 11** — Suddenly in Command class by USCGA at South San Francisco West Marine. Tues & Thurs, 6-8 p.m. \$20. Info, <http://tch.st/mXahW8>.

**Aug. 11** — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org) or (510) 233-1064.

**Aug. 12** — A Taste of Richmond gala party at Richmond YC, 6-8:30 p.m. Taste from the best of Richmond's restaurants, and support local charities. \$50. Info, [www.richriv.com](http://www.richriv.com).

**Aug. 13-14** — America's Boating Course by Carquinez Sail

& Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$40. Info, [www.carquinez.org/public\\_courses.html](http://www.carquinez.org/public_courses.html) or (707) 55-BOATS.

**Aug. 13** — Howl at the full moon on a Saturday night.

**Aug. 14 & 21** — Cal Sailing Club's free introductory sail at Berkeley



CAL SAILING CLUB

Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Aug. 18** — Rigging for Performance 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](http://www.sausalitoyachtclub.org/calendar/whats-happening).

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Catalina 470, 1999 .....	\$230,000
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Catalina 36, 2001 .....	109,000
Catalina 350, 2005 .....	120,000

Catalina 34, 2007 .....	129,900
Catalina 32, 2002 .....	81,995
Catalina 30, 1984 .....	26,000
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Beneteau 473 DS .....	\$318,500
Hans Christian 43, 1989 .....	157,000
Hunter 41 DS, 2005 .....	199,900
Beneteau Oceanis 373, 2005 .....	139,000
C&C 38, 1979 .....	49,250
Hunter 34, 1984 .....	<b>LET'S MAKE A DEAL!</b> 34,000
C&C 32, 1980 .....	34,000
Hunter Vision 32, 1990 .....	40,000
Hunter 310, 2007 .....	79,900

Hunter 306, 2002 .....	40,000
Nonsuch 30, 1981 .....	40,000
Rustler 24, 2009 .....	50,000
Corsair 24-750, 2006 .....	39,950

**New Ranger Tugs in Stock (base price)**

Ranger 29 Tug, 2011 .....	\$229,937
Ranger 27 Tug, 2011 .....	<b>NEW MODEL!</b> 159,937
Ranger 21-EC Tug, 2011 .....	49,937

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Ranger 25 Tug, 2010 .....	<b>LET'S MAKE A DEAL!</b> \$139,950
Ranger 25 Tug, 2009 .....	<b>LET'S MAKE A DEAL!</b> 125,900

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## CALENDAR

**Aug. 18** — Basic Diesel Engine Maintenance seminar with Charles Barnard at South San Francisco West Marine, 6 p.m. Info, (650) 873-4044.

**Aug. 18** — Community Day at South San Francisco West Marine, with a percentage of sales going to the Leukemia & Lymphoma Society. Info, (650) 873-4044.

**Aug. 19-21** — 24th Annual Metal Boat Festival in Port Angeles, WA. Info, [www.metalboatsociety.org](http://www.metalboatsociety.org).

**Aug. 20** — 21st Annual Vallejo YC Nautical Flea Market, 8 a.m.-3 p.m. "If it's legal, sell it!" Info, (707) 643-1254.

**Aug. 21, 1851** — Captain Charles Porter Low docked the 202-ft clipper ship *N.B. Palmer* under sail in San Francisco after the pilot refused because of strong winds.

**Aug. 21** — Yoga Workshop for Women Sailors at San Rafael's Bow Yoga, 10 a.m.-12 p.m. Guest speaker Debbie Fehr, \$30 includes yoga & meditation. Info, [www.bowयोग.com](http://www.bowयोग.com).

**Aug. 26, 1972** — Famed solo circumnavigator Sir Francis Chichester passed away in Plymouth, England.

**August, 1981** — It Was Thirty Years Ago from the article *Nothin' Doin'* by Sue Rowley:

"But I *forget* how to go to the Delta," I complained to my husband John.

Last year we'd gone to Hawaii with the Kauai Yacht Race and hadn't done much family cruising in isolated areas since. I was totally unprepared to provision for two weeks in the tules.

"Just pack the same things you took to Kauai," he replied in his usual misjudgment of the situation.

"Okay, a strapless sundress, a blender and a case of Piña Colada mix," I smirked.

When the bantering was over, I tried to reconstruct the 'Delta Experience', but I could only recall the negative aspects. The first year, when our small boat was equipped with four cases of Pampers and never a trash can; washing clothes in a bucket of river water; water skiers at sunrise and mosquitoes at sunset; sinking the *El Toro* under tow as we crashed to weather through Middle Ground; the eternal quest for ice and water and the undiscovered anchorage.

Suddenly I felt depressed. I hadn't seen the boat canopy for at least 18 months, attrition had reduced the oars to half their original size, and the children had outgrown their essentials: bathing suits, water wings and flip flops.

"What do *you* like best about the Delta?" I asked my son, searching for inspiration. "It's warm," he said exuberantly. "And you can swim all day." He was right, of course, and the thought of doffing my turtleneck in favor of a bathing suit, downright rare aboard the boat, was uplifting. So I gathered up all the swimsuits, towels, and shorts, jammed them into a duffel, and the packing was done.

"What do *you* like best about the Delta?" I asked my daughter, hoping for further assurance. "Sleeping and cooking on the boat," she grinned. So I rounded up all the sleeping bags and made a list of throw-together meals — mostly omelets, chef salads, and casseroles. Long ago I learned to leave the wok, the double boiler, and the soufflé pan at home. If a meal can't be barbecued or cooked in a maximum of two pans, it doesn't belong on the Delta. Continual pumping of water from the tank to the dishpan gives me galleymaid's elbow, not to mention the grouchies.

"What do *you* like best about the Delta?" I asked my husband, knowing full well what his answer would be.

"Doin' nothin'," he said, predictably. He too had obviously forgotten a lot about going to the Delta. "Doin' nothin'" ignored his Delta chores: anchoring and unanchoring, rigging and unrigging sailing dinghies, lugging ice, pumping stove fuel,

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52' TransPac with IRC mods, '03, *Braveheart*\*...\$499,000  
50' Bakewell-White, '00, *Brisa*.....New Listing \$615,000  
48' J/145, Hull #9, '03\*.....\$675,000  
48' 1D48, '96, *Chaya*.....\$125,000  
47' Valiant, '81, *Sunchase*..... Reduced \$90,000  
44' Kernan, *Wasabi*..... SOLD  
44' J/44, '93, *Halcyon Days*\*..... SOLD  
44' Wauquiez 43 Pilot Station\*.....\$299,000  
43' J/130, '96\*.....\$184,000  
40' Summit, '08, *Soozal*.....\$579,000  
40' Avance, '85, *Caribou*\*..... SOLD  
40' Olson, *Elka*..... SOLD

39' Schumacher, '96, *Recidivist*..... SOLD  
38' Sabre 386, '08, *Kuai*..... SOLD  
38' Sabre 38 Mkl, '84..... SOLD  
36' J/109, '03\*.....\$189,000  
36' Islander 36, '72, *Absolute*.....\$45,000  
35' J/105, '01, Hull #405, *Swoosh*..... SOLD  
35' J/105, '92, Hull #44, *Orion*..... SOLD  
35' J/105, '99, *Life Is Good*\*.....\$74,900  
35' J/105, '00, Hull #343, *Nirvana*.....\$94,900  
35' J/105, '00, Hull #347, *Bald Eagle*.....\$99,000  
35' J/105, '01, Hull #463, *Trickster*..... SOLD  
35' J/105, '02, Hull #520, *Sea Room*..... SOLD  
35' J/35, '84, *The Boss*\*..... SOLD  
35' J/35C, '93\*.....\$89,000  
34' J/34, '85, *The Zoo*\*.....\$29,900  
34' MJM 34z, '05\*.....\$334,000

33' J/100, Hull #9, '05, *Brilliant*.....\$92,000  
33' Back Cove, '08.....\$279,000  
32' J/32, '02, *Tango*..... SOLD  
32' Catalina 320\*.....\$59,000  
30' Peterson Half Ton\*.....\$27,500  
29' MJM 29z, '07\*.....\$269,000  
28' Alerion Express, '06\*.....\$99,000  
28' Alerion Express, '02\*.....\$72,500  
28' Islander, '79\*.....\$16,900  
26' J/80, '01\*.....\$32,900  
26' J/80, '04, *Heart Attack*..... SOLD  
26' Aquapro Raider, '02, enclosed hard top..... SOLD  
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## CALENDAR

navigating uncharted waters, canoping and uncanoping, inflating and deflating rafts, inflating inner tubes, water toys and so on.

So what do I like about going to the Delta? The answer has to be "Coming home." Back to hot running water, modern plumbing and free ice cubes. Back to privacy and square soft beds where you don't touch feet unless you want to. To slather myself with flowery smelling lotion without tempting mosquitoes, and looking at my tan in a full-length mirror. To pushing a button for clean dishes and another for spotless clothes.

The Delta will still be there when I need it, but right now, with the washer humming, the coffee perking, and the toaster ticking, I'm going to just sit here, doin' nothin'.

**Sept. 3** — Suddenly in Command class by USCGA at San Jose West Marine, 10 a.m.-2 p.m. \$20. RSVP, (408) 246-1147.

**Sept. 5** — The unofficial end of summer — Labor Day.

**Sept. 7** — *Latitude 38's* Mexico-Only Crew List Party & Baja Ha-Ha Reunion at Encinal YC, 6-9 p.m. \$7 (free for registered '11 Ha-Ha skippers and first mates). Info, (415) 383-8200 or [www.latitude38.com/crewlist/Crew.html](http://www.latitude38.com/crewlist/Crew.html).

**Sept. 8-11** — All-Islander Rendezvous at Cat Harbor on Catalina Island. All Islanders welcome! For details, contact Don Grass at [dgrass1@cox.net](mailto:dgrass1@cox.net).

**Sept. 9-11** — 35th Wooden Boat Festival in Port Townsend, WA. "The Woodstock for wooden boat lovers." Info, [www.woodenboat.org](http://www.woodenboat.org).

**Sept. 10** — Marina Village Flea Market at Gate 11, 9 a.m. See [www.marinavillageharbor.com](http://www.marinavillageharbor.com) for directions.

**Sept. 10** — Ballena Bay YC's rockin' Island Party featuring Eric Stone. Dinner \$35, music only \$10. Info, [www.bbhc.org](http://www.bbhc.org).

**Sept. 14-18** — Northern California Fall Power & Sailboat Expo at Jack London Square in Oakland. Info, [www.ncma.com](http://www.ncma.com).

**Sept. 14-18** — Lake Union Boats Afloat Show in Seattle. Info, [www.boatsafloatshow.com](http://www.boatsafloatshow.com).

**Oct. 23-Nov. 5** — Baja Ha-Ha XVIII Cruisers Rally starts from San Diego! Info, [www.baja-haha.com](http://www.baja-haha.com).

### Racing

**July 29-30** — King Harbor Race, from Santa Barbara to Redondo Beach. SBYC/KHYC, [www.khyc.org](http://www.khyc.org).

**July 29-31** — Santana 22 Nationals hosted by Monterey Peninsula YC. Info, [www.santana22.com](http://www.santana22.com).

**July 29-31** — McNish Classic, for classics designed before 1952, held in the Channel Islands. PCYC, [www.pcy.org](http://www.pcy.org).

**July 30** — Singlehanded #3. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**July 30** — Tri-Island Race around Treasure Island, Alcatraz, and Red Rock. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**July 30** — PICYA's CHISPA/Youth Regatta. SeqYC, [www.picya.org](http://www.picya.org).

**July 30** — Small Boat Summer #1. EYC, [www.encinal.org](http://www.encinal.org).

**July 30-31** — 505 Regatta. SFYC, [www.sfy.org](http://www.sfy.org).

**July 30-31** — Moseley Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**July 31** — Women's Day Race on Lake Tahoe. LTWYC, [www.windjammers.com](http://www.windjammers.com).

**July 31** — Summer Series #3 on Fremont's Lake Elizabeth. Info, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**Aug. 6** — YRA Summer #1. RYC, [www.yra.org](http://www.yra.org).

**Aug. 6** — Singlehanded Sailing Society's Half Moon Bay Race. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Aug. 6-7** — BAYS Summer Series #4 for Optis, Lasers, C420s & CFJs. SFYC, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**Aug. 6-7** — J/24 Division 20 District Championships. SYC & RegattaPro, [www.regattapro.com/regattas.html](http://www.regattapro.com/regattas.html).



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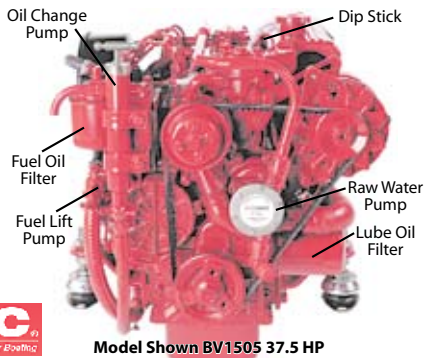
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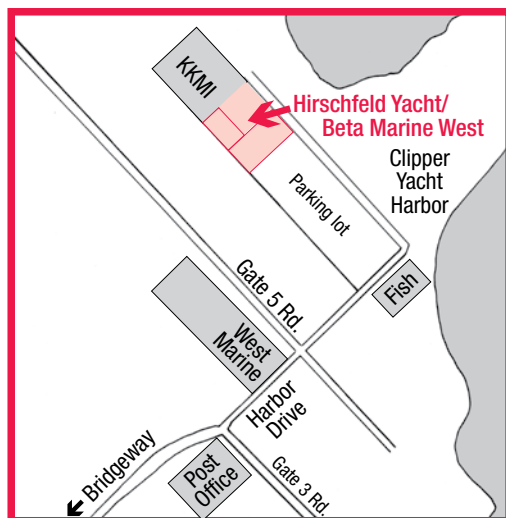
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# CALENDAR

**Aug. 6-7** — El Toro Worlds at Pinecrest. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**Aug. 6-7** — Monterey Bay PHRF Championship. Elkhorn YC, [www.elkhornyc.com](http://www.elkhornyc.com).

**Aug. 6-14** — Laser Master Worlds. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Aug. 7** — Gracie & George Regatta, a co-ed doublehanded race featuring 'Gracie' on the helm. EYC, [www.eyc.org](http://www.eyc.org).

**Aug. 12-14** — Coronado 15 NAs. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Aug. 12-14** — El Toro Nationals. SCYC, [www.eltoroyra.org](http://www.eltoroyra.org).

**Aug. 13** — Moonlight Marathon, a nighttime trip from South Bay to Angel Island and back. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Aug. 13** — YRA Summer #2. YRA, [www.yra.org](http://www.yra.org).

**Aug. 13** — North Bay Challenge #5. VYC, [www.vyc.org](http://www.vyc.org).

**Aug. 13** — Delta Dinghy Ditch Run, from Rio Vista to West Sac. LWSC, [www.lwsailing.org](http://www.lwsailing.org).

**Aug. 13** — Leukemia Cup. Lake Tahoe Windjammers YC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**Aug. 13-14** — J/120-IRC Regatta. SBYC, [www.southbeachyc.org](http://www.southbeachyc.org).

**Aug. 13-14** — Richmond Riviera Regatta, a race series "with a conscience." Proceeds benefit local charities. Info, [www.richriv.com](http://www.richriv.com).

**Aug. 13-14** — Summer Keel. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Aug. 13-14** — West Marine Fun Regatta for junior sailors. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 19** — 3rd Annual Zongo Yachting Cup, a 20-mile fun race from Morro Bay to Avila Beach with two classes: PHRF and Cruising. Followed by a massive party/concert. Info, Paul Irving at (805) 441-3344 or [paul@zongoallstars.com](mailto:paul@zongoallstars.com).

**Aug. 19-20** — SF Melges Race Week & Melges 24 PCCs. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Aug. 20** — YRA-WBRA Mid Bay #1. BVBC, [www.yra.org](http://www.yra.org).

**Aug. 20** — Small Boat Summer Series #2. EYC, [www.encinal.org](http://www.encinal.org).

**Aug. 20** — H.O. Lind #7 & 8. TYC, [www.tyc.org](http://www.tyc.org).

**Aug. 20** — Small Boat Summer Series #2. EYC, [www.encinal.org](http://www.encinal.org).

**Aug. 20** — Fall One Design #1. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 20-21** — YRA-OYRA Drake's Bay. CYC, [www.yra.org](http://www.yra.org).

**Aug. 21** — Baxter Judson #5. PresYC, [www.presidioyachtclub.org](http://www.presidioyachtclub.org).

**Aug. 21** — Jack & Jill Race. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Aug. 21-26** — International 18 Skiff Regatta, including Ronstan Bridge to Bridge, a mad dash from the Golden Gate Bridge to the Bay Bridge for 18s, boards and kites. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Aug. 20-21** — Aldo Alessio Perpetual for IRC, J/120s, J/105s and any other big boat one design class that fields six boats. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Aug. 27** — YRA-WBRA Circle #2. SYC, [www.yra.org](http://www.yra.org).

**Aug. 27** — Great San Francisco Schooner Race, for schooners in Gaff and Marconi divisions. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Aug. 27** — Summer #5. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Aug. 27** — Santa Cruz Fall Big Boat Regatta. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 27-28** — 4th Annual Sarcoma Cup fundraiser. Info, [www.sarcomacup.org](http://www.sarcomacup.org) or [nat@beatsarcoma.org](mailto:nat@beatsarcoma.org).

**Aug. 28** — Fall SCORE #1. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 28** — Fall Series #1 on Fremont's Lake Elizabeth. Info, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**Sept. 2** — Windjammers Race. Pop the chute and head for Santa Cruz! SCYC, [www.windjammersrace.org](http://www.windjammersrace.org).

**Sept. 3** — 23rd Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, [www.southbeachyc.org](http://www.southbeachyc.org).

**Sept. 3-4** — BAYS #5 at TYC. Info, [www.bayarea-youth](http://www.bayarea-youth)

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## CALENDAR

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**Sept. 4** — 20th Annual Day on Monterey Bay Regatta to benefit Big Brothers-Big Sisters. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 7-10** — Melges Race Week. Tahoe YC, [www.tahoeyc.com](http://www.tahoeyc.com).

**Sept. 8-11** — 47th Rolex Big Boat Series, a highlight of the local racing season. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Sept. 10** — Fall #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Sept. 10** — North Bay Challenge #6. VYC, [www.vyc.org](http://www.vyc.org).

**Sept. 10** — Double Angle Race, from Monterey or Santa Cruz to Moss Landing. Info, [www.elkhornyc.com](http://www.elkhornyc.com).

**Sept. 10** — Laser Champs. TahoeYC, [www.tahoeyc.com](http://www.tahoeyc.com).

**Sept. 10-11** — Opti PCCs. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Sept. 17** — SSS Richmond/South Beach Race for single- and doublehanders. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

### Summer Beer Can Regattas

**BALLENA BAY YC** — Friday Night Grillers: 8/12, 8/26, 9/9. Matt Schuessler, (925) 785-2740 or [race@bbyc.org](mailto:race@bbyc.org).

**BAY VIEW BOAT CLUB** — Monday Night Madness: 8/15, 8/22, 9/5, 9/19, 9/26 (make-up). Arjan Bok, (415) 310-8592 or [bayviewracing@sbcglobal.net](mailto:bayviewracing@sbcglobal.net).

**BENICIA YC** — Thursday nights through 9/29. Info, [www.beniciaayachtclub.com](http://www.beniciaayachtclub.com).

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

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Email Gary at [racing\\_chair@cal-sailing.org](mailto:racing_chair@cal-sailing.org).

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

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

**ENCINAL YC** — Friday Night Twilight Series: 8/5, 8/19, 9/9, 9/23. Chris Hanson, (510) 301-2081 or [rearcommodore@encinal.org](mailto:rearcommodore@encinal.org).

**FOLSOM LAKE YC** — Wednesday nights: 8/3, 8/10, 8/17, 8/24, 8/31, 9/7, 9/21. Info, [www.flyc.org](http://www.flyc.org).

**GOLDEN GATE YC** — Friday nights: 7/29, 8/12, 8/26. Leslie Iacopi, (415) 931-3980 or [lesliesailor2003@yahoo.com](mailto:lesliesailor2003@yahoo.com).

**ISLAND YC** — Friday Night Twilight: 7/29, 8/12, 8/26, 9/16. John New, (510) 521-2980 or [iyrcracing@yahoo.com](mailto:iyrcracing@yahoo.com).

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

**LAKE WASHINGTON SC** — Thursday nights through August. Dan Clark, [www.lwsailing.org](http://www.lwsailing.org).

**LAKE YOSEMITE SA** — Thursday nights through 8/25. Tom Cooke, [tcookeatty1@yahoo.com](mailto:tcookeatty1@yahoo.com).

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

**OAKLAND YC** — Wednesday Night Sweet 16 Series through 8/31. John, (510) 366-1476 or [j\\_tuma@comcast.net](mailto:j_tuma@comcast.net).

**RICHMOND YC** — Wednesday nights: 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](mailto:ericarens@comcast.net).

**ST. FRANCIS YC** — Wednesday Night Series: 8/3, 8/10, 8/17, 8/24, 8/31. Thursday Night Kiting Series: 8/4, 8/18, 9/1, 9/15. Friday Night Windsurfing Series: 7/1, 7/29, 8/5, 8/19, 9/2, 9/16, 9/30. Info, [racemgr@stfyc.com](mailto:racemgr@stfyc.com).

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

**SANTA ROSA SC** — Monday Night Twilight Series: 8/1, 8/8. Info, [stevsars@sonic.net](mailto:stevsars@sonic.net).



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## CALENDAR

**SAUSALITO YC** — Tuesday Night Summer Sunset Series: 8/9, 8/23, 9/6, 9/20. Dave Borton, (415) 302-7084 or [race@sausalito-yachtclub.org](mailto:race@sausalito-yachtclub.org).

**SEQUOIA YC** — Wednesday nights through 10/12. Steve Holmstrom, (650) 610-9501 or [www.sequoiayc.org](http://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](mailto:rogerlaser@yahoo.com) or (408) 249-5053.

**SOUTH BEACH YC** — Friday Night Series: 7/29, 8/5, 8/19, 8/26. Tad Sheldon, (408) 546-1240 or [www.southbeachyc.org](http://www.southbeachyc.org).

**STOCKTON SC** — Wednesday nights through 8/24. Patrick Felten, (209) 518-6371 or [regatta11@stocktonsc.org](mailto:regatta11@stocktonsc.org).

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

**TAHOE WINDJAMMERS YC** — Wednesday nights through 9/21. Jerry, (530) 318-5210 or [jerry.starkey@att.net](mailto:jerry.starkey@att.net).

**TIBURON YC** — Friday nights through 9/9. Ian Matthew, [ian.matthew@comcast.net](mailto:ian.matthew@comcast.net) or (415) 883-6339.

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

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

### August Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
8/06Sat	0611/4.1	1100/2.2	1748/6.3	
	LOW	HIGH	LOW	HIGH
8/07Sun	0048/0.3	0748/4.0	1210/2.7	1847/6.4
8/13Sat	0555/-0.3	1254/5.3	1758/2.2	
	HIGH	LOW	HIGH	LOW
8/14Sun	0005/6.1	0628/0.0	1324/5.3	1839/2.0
8/20Sat	0453/3.8	0951/2.5	1628/5.5	2327/1.3
8/21Sun	0623/3.7	1044/2.9	1717/5.5	
	LOW	HIGH	LOW	HIGH
8/27Sat	0443/-0.3	1142/5.2	1642/2.1	2254/6.5
8/29Sun	0521/-0.3	1213/5.5	1728/1.5	2345/6.4

### August Weekend Currents

date/day	slack	max	slack	max
8/06Sat	0144	0434/2.8F	0753	1006/2.1E
	1318	1624/2.6F	1925	2240/4.2E
8/07Sun	0258	0557/2.7F	0913	1115/1.6E
	1430	1730/2.3F	2027	2348/4.1E
8/13Sat	0115	0428/4.7E	0817	1122/3.9F
	1425	1659/2.9E	2017	2309/3.2F
8/14Sun	0159	0504/4.5E	0853	1153/3.8F
	1458	1731/3.1E	2058	2347/3.1F
8/20Sat	0041	0325/2.1F	0643	0905/2.0E
	1204	1520/1.9F	1815	2133/3.3E
8/21Sun	0145	0427/1.9F	0752	0959/1.5E
	1251	1612/1.7F	1905	2229/3.2E
8/27Sat	0002	0313/4.7E	0708	1007/3.8F
	1320	1546/3.0E	1905	2158/3.3F
8/28Sun	0053	0400/5.0E	0747	1044/4.1F
	1355	1629/3.7E	1951	2245/3.7F

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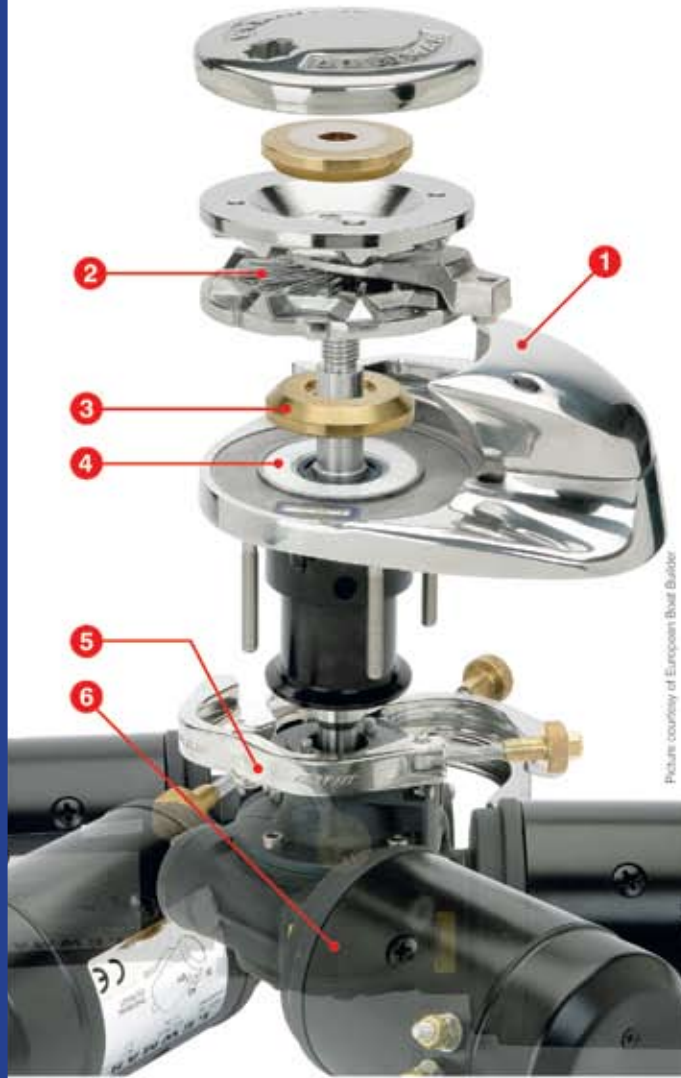


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## LETTERS

### ↑↓ HONEYMOONING IN STYLE

We just got back from our honeymoon aboard *Tigress*, our new Prout 50 catamaran. We spent two weeks touring all over the Bay and Delta, and as far north as Napa. We anchored out most of the time. While we were a motorboat for the trip, we're going to get our mast stepped tomorrow. Finally!

The honeymoon was our first cruising experience, my second time ever anchoring, and Elena's first. We had a fantastic time and learned so much. But it also felt like slipping into comfortable old shoes, doing what we were meant to be doing all along. And wow, being anchored out on a catamaran is just plain heaven compared to being anchored out on a smaller monohull.



LATITUDE / RICHARD

**David and Elena aboard their honeymoon quarters. Anniversaries in the South Pacific?**

We were also excited to see little *Tigress*, our wood Bristol Channel Cutter, next to *Nautigal* on page 94 of *Latitude* in your Master Mariners Regatta coverage. It was our first time in the regatta, and we had a lot of fun.

We also spent the first weekend of our honeymoon aboard little *Tigress* in the Master Mariners Boat Show at the Corinthian YC. It was our second year there. One of the best things about having a wooden boat is the really wonderful people in the Master Mariners Benevolent Association. Hopefully the members won't despise us too much for buying a modern fiberglass catamaran — a 'double Clorox bottle', if you will — which is about as far as you can get from a full-keel wooden monohull.

By the way, we'll keep an eye on *La Gamelle* for you while you're bringing *Profligate* back to California.

David & Elena Esser  
*Tigress*, Prout 50 Cat  
Little *Tigress*, Bristol Channel Cutter  
Marina Village, Alameda

*Readers — We met David and Elena, our new good friends, a couple of months ago when we got an end-tie for La Gamelle behind Tigress at Marina Village.*

*Does it seem crazy to anyone that a guy who had only anchored out once before in his life would own two boats, including a huge new cat on which to go cruising? And whose new wife was, just a short time ago, so afraid of the water that she had difficulty walking down a dock? If you read this month's Changes about cat builders and owners Al and Jill Wigginton, you'll realize that this 'all in' attitude would make all the sense in the world to them.*

### ↑↓ INAPPROPRIATE COAST GUARD ACTION

It's been a few months, but while on our way down Raccoon Strait to the start of the Elite Keel Race on the Olympic Circle on May 15, we had a very unnerving experience.

It was about 10 a.m., and we were flying the kite on my Etchells as we exited the Strait in maybe six knots of wind. There was a large ship headed north a couple of miles away.



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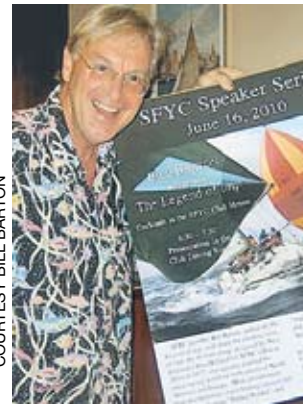
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## LETTERS

This was nothing unusual. Then I noticed a powerboat near the freighter taking off on a beeline toward us. Was this Philippe Kahn's support Protector racing to retrieve something forgotten ashore?

In a few moments, it was clear that it was not, but rather the Coast Guard or something more menacing coming right at us. They buzzed us full tilt and came to an abrupt halt about 30 yards from us with a young uniformed and helmeted fellow aiming his bow-mounted machine gun right at us! For several moments I thought we were going to be killed. I stuck both hands in the air and froze.



COURTESY BILL BARTON

**Bill wasn't looking so happy when the Coasties aimed their automatic weapons at him.**

Another member of their crew shouted, "If you get within 500 yards of that freighter, we will take ACTION!"

"Yes, sir," I shouted back in disbelief. For a moment I was dazed — and not sure what country I was in. The shock of that incident lasted for days. As far as I'm concerned, it was very unsettling and totally inappropriate. Have other *Latitude* readers had similar experiences?

By the way, I'm doing a second run of my book, *The Legend of Imp*, with a number of corrections and a few more photos.

Bill Barton  
San Francisco

Bill — According to Homeland Security, recreational vessels are supposed to "keep their distance" — whatever the hell that means — from all military, cruise line, or commercial shipping.

When we're sailing La Gamelle in the Oakland Estuary, we and others usually come to within about 15 feet of commercial ships before tacking and nobody has objected yet. So we guess that's a cool distance.

The law is more specific when it comes to Navy vessels. All vessels have to slow to "minimum speed" when within 500 yards of any U.S. Navy vessel, and in any event not approach closer than 100 yards. A violation of the latter is a felony, and could mean you'd be fined \$250,000 and have up to six years in prison to work on the next edition of *The Legend of Imp*.



LATITUDE / RICHARD

**Sailboats in the Estuary 'keeping their distance' from commercial shipping.**

### THE TAHITI-MOOREA RENDEZVOUS WAS PERFECT

If I may be so bold as to speak for the other attendees of the Tahiti-Moorea Sailing Rendezvous, I want to thank *Latitude 38* for a remarkable weekend that we'll never forget. From the registration on Friday night to the authentic Polynesian meal on Sunday afternoon, it seemed that all of the events were pulled off without a hitch. Well, if there had been more wind for the sail from Tahiti to Moorea on Saturday, it would have been flawless but that appears to be the only detail that was amiss. As for the Polynesian drummers, I think I'm going to



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## LETTERS

recommend that my yacht club have them at the finish line of all their races. What a dramatic effect!

From the dancing and canoe races to the fruity rum drinks and the memorable awards ceremony, the Tahiti-Moorea Sailing Rendezvous was really over-the-top fun. Just having a venue for cruisers to congregate in a spectacular setting would be justification for the event, so all of the things we participated in and watched were like icing on an unforgettable cake. The whole weekend has now become a treasured memory.



LATITUDE / ANDY

**The vahines put on an unforgettable show for the Puddle Jumpers at the Tahiti-Moorea Sailing Rendezvous.**

After the word from this year's participants gets around to next year's Puddle Jumpers, I'm sure the number of attendees will swell. I know I'm looking forward to returning to a future Rendezvous. We are sad to be leaving French Polynesia, but new adventures and destinations await us.

Neal Schneider  
Rutea, Contest 48  
Opunohu Bay, Moorea

Neal — Thanks for the kind words. Latitude's Andy Turpin is the one who worked tirelessly on this end to put the Rendezvous together, so it is he who deserves the credit. But we could never pull off the Rendezvous without our principal Tahiti partner, Stephanie Betz, who has been a great friend and aid to the international sailing community during her 15 years in the islands. Dates for the 2012 Rendezvous have been set, by the way: June 29-July 1.

### ↑↓ **MORE THAN JUST A DIFFERENCE OF 22 MONTHS**

I just read the July issue — thanks for including my letter in the Letters section. But there was a significant typo. I've been cruising down here in Mexico on \$350/month for two years, not just two months.



COURTESY HALE MOANA

Chuck Losness  
Hale Moana  
Gulfstar 37  
Puerto Escondido,  
Mexico

**Big bang for the buck quality of life living.**

Chuck — Thanks for the correction. While cruising on \$350/month for just two months could be seen as a short-term fluke, cruising on \$350/month for two years puts it in an entirely different league.

### ↑↓ **A KILLER OF A COURSE**

On the weekend of June 24-26, the Stockton Sailing Club held its annual South Tower Race, a 140-mile all-inland-water race. As anyone who has ever tried to sail back to San Francisco from deep in the Delta knows, it's a very tall order with lots of short tacking, heavy winds and steep chop, and night sailing. And once you get to Blackaller Buoy near the Golden Gate Bridge — pretty beat up, no doubt — you still have a 70-mile spinnaker run back to Stockton.

Given the difficulty of the course and conditions, it's un-

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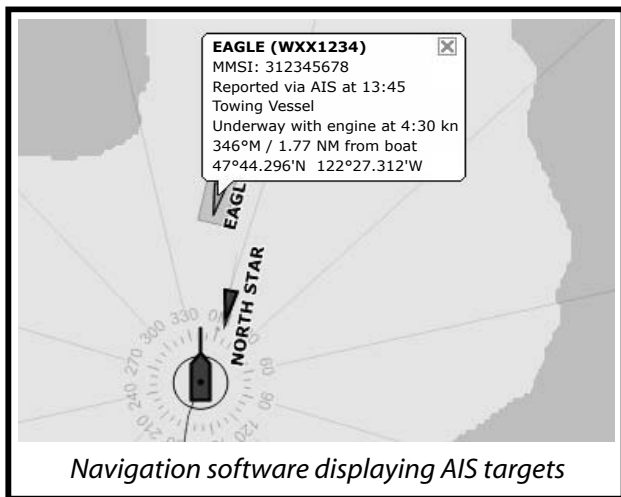
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## LETTERS

derstandable that only six boats entered. Tom Lueck's Hunter 40 *Sir Leansalot* led the pack — until getting dismasted before even getting out of the Delta. Fortunately the rig fell onto the back of the boat and nobody was injured. They were able to motor home, dragging the mast in the water behind them.



COURTESY FROGGY DEUX

**Congrats to George and everyone else who finished a killer South Tower Race.**

Dana Badley's Nonsuch 30 *Purfection* turned back Saturday morning after a halyard failed in Raccoon Strait on their way to the turning mark. And Sam Dameron's Hunter 30 *Epiphany* dropped out on Saturday at the Brothers because of the adverse conditions. It was a hard race.

The race started at 11 a.m. on Friday, and those of us on my Merit 25 *Froggy Deux* finished about 5:30 p.m. on Saturday — just 15 seconds behind *Cloud Nine*, Steve Palmer's Catalina 30 from Antioch. With the exception of the delamination of an older jib while sailing through San Pablo Bay, things went pretty well for us, as we had great spinnaker weather all the way home. It was our reward for hanging in there, and we took honors in the division for heavy boats.

The crew of the Ranger 22 *Blackfin*, the smallest boat in the race, was determined to finish by 8 a.m. on Sunday, the deadline for the award's ceremony. They did.

George Siro  
*Froggy Deux*, Merit 25  
Stockton SC

*George — That's a tough course. We salute all of you who finished, and give a tip of the hat to those of you who were brave/foolish enough to start.*

### ↑↓ MORE NAKED — AND WE'RE GOOD WITH THAT

Last month's *Latitude* had a *Sightings* by me on how to properly clean a fish. I'm going to follow that up with this letter on How to Get Out of a Watch. I have to warn you, it's a little more difficult.

Last November, my husband Dave and I, both in our 30s, were heading south to warmer waters after a summer in the Salish Sea. Our first leg of the trip down was from the Strait of Juan de Fuca to the Columbia River, and we were transiting the Washington coast about five miles offshore — right where all the crab floats are. This is a place where you really need to pay attention so you don't get a float wrapped around your prop.

Evidently somebody — it wasn't me! — didn't pay attention, because we did get a float wrapped around our prop. We were able to cut the line to the crab pot without too much trouble, but we really needed to get the line off the prop. After all, we were planning to cross the Columbia River bar the next morning, so we needed the engine to be working.

Dave decided to 'brave the elements' by jumping into the cold ocean wearing his survival suit. He was actually excited to finally be able to try the suit he had picked up in a screaming deal at a local swap meet. As we both quickly learned, survival suits are apparently only for worst-case scenarios — i.e. you're nearly a goner already and about all you're able to do is float on your back.

Survival suits are *not* made for swimming around, let alone diving under your boat while you are out to sea! Dave nearly drowned while wearing the survival suit. After quite

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## LETTERS

a struggle, we got him back on the boat, at which time we needed to come up with another solution.

"What the hell," I finally said, "I'll do it." I'm always the one doing these types of things anyway. I didn't have my wetsuit onboard, and what's the point of putting on a bathing suit when you're all alone out there? So I jumped in naked. Yes, the water was cold!

I had on my snorkel gear, a very sharp 8-inch chef's knife



DAVID KANE

***A sharp knife cuts best, even in icy water.***

was taped to a rope, and we had tied a bowline around me so I wouldn't get washed away from the boat. Conditions were pretty rough, so it was a struggle for me to even get down to the prop. I started unwrapping the rope, but only got about two wraps off before I needed to come back up for air.

"I don't think I can do this," I yelled to Dave. "There are like 30 wraps."

"Use the knife," my husband shouted back. "It's really sharp."

So I went back down and, after a couple of more dives, I got the rope off. That knife cut through the line as if it were butter.

All in all, I was in the water for more than a few minutes, and didn't collect more than a couple of bruises. But for the rest of the day, I was 'The Queen'. Warm shower, pillows, fresh coffee — and no more watches for the rest of the day! The things I'll do to get off watch.

For those who might be interested, David, who was a construction project manager, got this sailing thing started by singlehanded his Beneteau from Seattle to Mexico in '05, and continued through the South Pacific to New Zealand. His credo is: "Count me in for shoreside adventures from climbing the tallest mountain to hanging with the locals to tracking down the coldest beer and the best local bands. On the water, you'll find me helping out other sailors, swimming, snorkeling, kayaking, fishing, reading and maintaining our cat."

It was while in New Zealand that we met. We sailed from there to Fiji and Vanuatu, our favorite place. We then sold Dave's monohull in Australia in order to buy a PDQ 36 cat — in New York, of all places. After sailing her down to Guatemala, we decided she wasn't the boat we wanted for circumnavigating. Fortunately, we just happened to find our dream boat, a Chris White Atlantic 42 catamaran, at a great price in Honduras.

This was in June of '09 during the coup there, which was exciting. We sailed our new cat, *LightSpeed*, down to Colombia, then back up to Belize to get married, then back down to Panama to transit the Canal so we could come back up to British Columbia. As you read this, we're probably up in Alaska for the summer, and Dave has sailed 40,000 ocean miles and I've sailed 15,000 ocean miles.

***After a couple of false starts, the Kanes found their dream boat in 'LightSpeed'.***

But we're not done. Here's our plan for the next six years:

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COURTESY LIGHTSPEED





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## LETTERS

2012: Mexico, Marquesas, Tuamotus, Society Islands, Cook Islands and Line Islands.

2013: Line Islands, Cook Islands, Samoa, Fiji, Vanuatu, Solomon Islands, Papua New Guinea, Palau and Indonesia.

2014: Indonesia, Malaysia, Thailand, Cambodia, Vietnam and elsewhere in Southeast Asia.

2015: India, Madagascar and South Africa.

2016: South Africa, Brazil, Uruguay, Argentina and Chile.

2017: Chile, Easter Island . . . South Pacific again?

Did I mention that we do offshore sail training charters?

Kathy Kane

*LightSpeed*, Chris White Atlantic 42

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*Readers — As thrilling as Kathy's story is, and as much as we admire both Kathy and Dave's bravado, we want to caution everyone that diving under a boat offshore in even relatively calm conditions is a risky proposition. If the hull came down hard enough on the diver's head, or he/she were to get fouled in the line, there could be an unconscious person in the water with just one person left on the boat. Then what?*

*Sometimes you just gotta do what you gotta do, of course, particularly if you're an accomplished daredevil. But please, be careful out there.*

### ↑↓ THE DRUNKEN FISH TECHNIQUE

I'm writing in response to Kathy Kane's July *Sightings* item about cleaning fish. Has anyone ever sprayed vodka into the gills of the fish? I would think that would be a more humane way of killing the fish than the method described in the article. A plastic spray bottle is not expensive, and a lesser priced 80% proof may work just as effectively as a 100% proof vodka.

Gene Voegelé  
San Diego

*Gene — When in the Caribbean, we've poured rum in fish gills; when in Mexico, tequila; and when in the States, vodka. But after years of observing the results — a relatively slow and violent death for the fish, and a drunk fish ending up as bloody a mess as a human drunk — we've decided that it was actually alcohol abuse. Kathy Kane's ice-pick-through-the-brain — particularly when administered by an attractive naked woman — seems like a far more humane way to be dispatched. And remember, the quicker death leaves the meat in better condition for sushi.*

### ↑↓ NO SHORTAGE OF CITIZEN-HEROES IN WASHINGTON

I don't know if you saw the KIRO-TV report, but on July 12, two brothers from Bellingham, Washington, came to the rescue of 27-year-old Vay Vong of Seattle, who suffered leg cramps and slipped beneath the surface of Lake Chelan while trying to swim back to shore from a floating dock. According to the report, a fully clothed Tyson Clarke, 22, and his brother Andrew, 18, immediately dove into the water and swam out to Vong. They kept diving down until they could feel his hand, at which point they pulled him to the surface. After assistance from a high school health class that happened to be nearby, Vong was rushed to the hospital. At last word, he was in critical condition, but recovering.

A friend of Vong's called the Clarke brothers heroes. The brothers denied it, saying they just happened to be in the right place at the right time.

Quite a counterpoint to what the Alameda Fire Department



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## LETTERS

did — or didn't do — on Memorial Day.

Paul Brogger  
Mid-Life Cruises, San Juan 28  
Olympia, WA

Paul — After a troop of Alameda Fire Department's best stood around with their thumbs in their pockets for an hour watching Raymond Zack die in chest-deep water on Memorial Day, a lot of Latitude readers said they thought it was indicative of the country's having gone to hell. We disagreed, saying that we thought the gutless response was an Alameda Fire Department-specific problem. We like to think that the Lake Chelan incident is evidence that we were correct. By the way, the water in Lake Chelan is colder than in the Bay, and the Clarke brothers reportedly had no safety training, no special equipment, and no fat-ass labor contract paying them \$15k+ a month. They just had a decent sense of humanity.

By the way, shortly after the Alameda Fire Department let Zack drown without lifting a finger to try to help, the City Council approved a new labor contract with them. On the firefighters' side, they agreed to increase pension contributions by a whopping 2%; that the spouses of those with the department less than five years wouldn't get full health benefits for life; and they wouldn't ask for raises for six years. Of course, with even base-level firefighters having been compensated as much as \$249,000 in one year — not including future pension benefits — that's not giving up much, is it? In return, the city agreed that firefighters wouldn't have to rescue anyone in water over 12 inches deep or less than 80 degrees. Unless, of course, it was some babe between the ages of 18 and 35 in a tiny bikini. Hey, ho, way to go, Alameda!

### ↑↓ A DAUNTLESS THANK YOU

I want to thank *Latitude 38* for once again sponsoring my schooner *Dauntless* in the Master Mariners Regatta. We had a great time, and *Latitude's* Christine Weaver and her boyfriend Jonathan Gutoff were great crew.



PETER LYONS / LYONSIMAGING.COM

We also had a terrific sail back to San Diego. We went a couple of hundred miles offshore, where we found 25+ knots of wind all the way home. This resulted in one 215-mile day. It was an E-Ticket ride. Thanks again, and we're looking forward to seeing you all off at the start of the Baja Ha-Ha again this year.

Paul Plotts  
*Dauntless*, 71-ft schooner  
San Diego

### 'Dauntless' will again escort the '11 Ha-Ha fleet.

Paul — The pleasure is all ours. We can't tell you how much everyone appreciates your bringing your fine schooner 500 miles upwind from San Diego just to help the Master Mariners Regatta be the great event that it is. As for us, it wouldn't be a real start of a Ha-Ha without *Dauntless* there flying the big American flag in the middle of the fleet. Thank you!

### ↑↓ IT'S \$30 FOR 30 DAYS AT SANTA CRUZ ISLAND

To clarify *Latitude's* July issue statement about the permit fees for the Nature Conservancy's 76% share of Santa Cruz Island, it's \$30 for a period of 30 consecutive days, or \$70 to cover all of the months remaining in a calendar year. Permits are required only if you're going to go ashore, as there is no charge to anchor anywhere around the island. No reservation



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# LETTERS

or permits are required to land on the National Park's 24% of the island — unless you plan to camp overnight.

This brings us to the California Channel Islands versus other warmer cruising venues. It's been a rare early summer for my wife and me, as by the Fourth of July we'd cruised two entirely different U.S. venues.

On Memorial Day Weekend, we joined friends aboard their Island Packet 37 at Tierra Verde on Florida's central west coast



WEBB LOGG

## Which is better — California's Channel Islands . . .

age, where we were protected from easterly winds by the surrounding reefs and shoals. We mellowed out with gin and tonics in defiance of the pleasantly warm east and northeast winds that blew 15 to 25 knots for our entire stay. The water was a wonderful 82 degrees, there were tarpon everywhere and smaller tropical fish on all the shallow coral reefs, and the vistas were delightful. It made us wonder what could be better.

We suppose there were two downsides. One was the nightly thunderstorms, with gusts to 36 knots and torrential rain. Actually, they didn't make us too uncomfortable — except when upwind boats started dragging! The biggest downside was that it was a 32-hour motorsail each way. In fact, unless you have your boat in the Keys, it's a long way to the Dry Tortugas from just about anywhere, and it's not always a pleasant crossing.

Scarcely a month later, over a long Fourth of July weekend, we anchored for the first time in two years at Coches Prietos at Santa Cruz Island, one of the prettiest places in all of the Channel Islands. We had a delightful reach in 12-15 knots across the East Santa Barbara Channel from Ventura, which brought us around to the southern side of the island in less than three hours. From there, we motored nine miles to Coches and dropped the hook, where it remained down for four nights.

It being a holiday weekend, we didn't get one of the best spots close to the beach, but our spot was open to the



WEBB LOGG

## . . . or Florida's Dry Tortugas?

warmish southwest breeze that filled in each afternoon. It was a mostly sunny weekend, with water near 70°, a little fog in early morning, and some rolling at night — but no storms or rain. Swaying at anchor once again in the afternoon breeze, this time on our own sailboat, with G&Ts in hand, we couldn't help but compare the Channel Islands to the Dry Tortugas.

Santa Cruz Island is always beautiful, and the wash of the sea against its rocky shore is a refreshing, nurturing sound that we enjoy. The moonless night displayed a breathtaking star canopy comparable to that seen in the high desert. And

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## LETTERS

the placid, open sea to the south was inviting.

Yet the vast, encompassing aqua blue of Dry Tortugas National Park, as seen from atop Fort Jefferson, was comparable to the vistas from Cavern Point on Santa Cruz Island. And the semi-enclosed, protected anchorage was much better for sound sleep — even in thunderstorms — than one open to the sea. And there was more easily-observed sea life at Tortugas. Coches offers more seclusion but, because it's not a national park, there are no services or moorings.

Collectively, the California Channel Islands have nearly — but not quite — everything that one would want in a cruising ground. But what area does have it all? The Channel Islands are certainly unsurpassed in their accessibility to Southern California mariners, and in their variety of venues. Still, there are many other exquisite cruising venues out there to be tried. So we say, 'try 'em all!'

Ray & Bette Wilson  
*King's Gambit*, Bavaria 38  
 Long Beach

*Ray and Bette — Latitude loves your 'try 'em all' attitude. But sorry that we weren't as clear as we could have been about the landing permit fees for the Natural Conservancy's part of the island. As we're planning several sailing-hiking trips to Santa Cruz Island this summer and fall, we'd done all the research, we just failed to communicate it clearly.*

*Speaking of communication failures, the 15 illegal immigrants who got dumped off at Santa Cruz Island in early July are probably trying to figure out what their boat driver didn't understand about their wanting to get dropped off on mainland California, not an offshore island.*

*For those of you keeping score at home, in 2010 some 867 illegal immigrants and smugglers were arrested at sea or along the California coast, which was more than double the number in '09. With recent panga-load landings at such diverse places at Carlsbad, Laguna Beach, tony Malibu, and Santa Cruz Island, the total is expected to be much higher for this calendar year. Officials say that those engaged in human trafficking have been smuggling drugs at the same time, with one boat found to have had 500 lbs of pot aboard. This has led to discoveries of smuggling vessels at Catalina and Santa Rosa islands, and the suspicion that the islands are becoming home to lookouts for the smugglers.*

### ↑↓ THE SINKING OF KA-EM-TE

Did you know that *Ka-Em-Te*, which sank after the two owners and two crew were rescued by a ship 650 miles southwest of Pt. Conception on their way back to the States from Mexico,



USCG P03 ANTHONY SOTO

**The crew of 'Ka-Em-Te' was rescued by a Chinese freighter.**

was a 30-ft Bayliner sailboat? There's a reason they are called Bayliners, not 'Oceanliners'.

Jason Dicks  
 Myrtle Beach, SC

*Jason — We're not familiar enough with the Bayliner sailboats to comment on how stoutly they were built. But according to the blog main-*

*tained by Ka-Em-Te's Oregon-based owners, Doug Merrell and Trisha Kelsoe, the couple had made a lot of improvements to the boat prior to their sailing to and spending three years in San Carlos, Mexico. As they elected to try to sail the clipper*



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## LETTERS

route back to Oregon, which necessarily took them something like 500 miles offshore and away from almost all shipping, it's clear they had confidence in their boat.

For the record, a lot of very high-quality boats have sunk after striking submerged objects. Ka-Em-Te managed to sail for several more days before her steering became so bad the crew decided to abandon the boat. And rather than freaking out and issuing a mayday, they issued an appropriate pan pan. You might also note that Trisha said she regretted not scuttling the boat because, even in Ka-Em-Te's debilitated condition, she wasn't going to sink right away, and therefore posed a hazard — albeit a very small one — to navigation. You can read the full story of Ka-Em-Te's fate in this month's Sightings.

### ↑↓ I DON'T GIVE A RAT'S ASS

I anchored my Catana 40 *Paradox* in Barra de Navidad for a week this March while my wife went home to do tax paperwork and see the kids. One night I got up to pee, and sat down on



CARL CARLSON

### Every man's nightmare . . .

the bowl in the dark, as I usually do to avoid making a mess. I suddenly felt a scratching around my private areas! I jumped up and turned on the light to find a rat struggling for his life in the salt water of the head. After examining myself to insure the family jewels hadn't suffered any damage, I drowned the rat and threw him overboard. I did notice that he'd scratched off most of the calcium stains that had collected around the base of the bowl, stains I had been meaning to clean.

I set some traps, but never did catch any other rats. The only food damaged was a box of ramen noodles that had been chewed through. I guess the salt made him thirsty, and he fell into the toilet bowl trying to get a drink. Other sailors have told me that snakes as well as rats swim in the Barra lagoon and can crawl up anchor rodes. My advice is to keep the toilet cover down when in Barra.

Carl J. Carlson  
*Paradox*, Catana 39S  
Guaymas, Mexico

Readers — In response to our running this item in *Lectronic*, several readers wrote in with suggestions on how to keep pests and vermin off boats. Read on.

### ↑↓ RESORTING TO CHEMICAL WARFARE

Years ago, I used to keep my old Sabre 34 *Freedom Rider* up in the Delta for a couple of months in the summer. I would work during the week and spend weekends on the boat. When I opened the boat one weekend, I found ants all over the galley counter, the dry locker, and the surrounding cabinets. And when I say all over, I do mean all over!

I was pretty shocked because I'd heard of rats and roaches on boats, but ants? Upon close inspection, I discovered a line of ants coming down my finger pier from the levee berm at the head of the dock. I surmised that the ants had crawled up my dockline and got in the boat via the engine air intake next to the aft cleat.

Not wanting to spray insecticide in my boat, I used a wet sponge and a lot of running water to wipe up the ants and flush them down the drain. It took over three hours, but I cleaned out every cabinet and counter until there was no

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Onne van der Wal photo



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## LETTERS

more trace of the ants. Furthermore, I bought ant traps for the counter and cabinets, and I sprayed my docklines and end of the finger with Raid to prevent another invasion. All seemed good for the next 36 hours, so I figured I had the problem licked.

But when I returned to my boat the following weekend, I found the ants were up to their old tricks. There were not as many as before, so I figured these were stragglers from the first invasion, and that their reinforcements had been cut off when I sprayed the docklines and dock the week before. Once again, I went into wipe-up mode, and for the next 36 hours no ants were to be seen. Mission accomplished!



That Sunday, after a great weekend in the Delta, I started to put my boat away for the week. Going through my shutdown checklist, I lifted the floorboard in the main salon to make sure the bilge was dry. What did I see, but millions — OK, maybe just many thousands — of ants in a mass, many of them carrying eggs! Reinforcements from outside weren't necessary, as they were multiplying right there in my bilge!

**"After a while, I said the heck with Geneva Conventions."**

It became clear that my adhering to the Geneva Conventions by fighting ants with just a wet sponge wasn't going to cut it, so I reverted to chemical warfare and sprayed the bilge with ant killer just before leaving for the weekend. The good news is that it did the trick. The bad news was that the boat smelled of ant killer for the next three weeks and I didn't feel comfortable spending too much time aboard. As a result, I lost a couple of weekends of Delta Dawdling.

Jamie Rosman  
 Tardis, Taswell 49  
 Ex-Freedom Rider, Sabre 34  
 San Francisco

### ↑↓ TRY NEW AND IMPROVED 'GECKO GUARD'

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SALLY MANDER

Reylyn Yarussi  
*Tropical Dance*  
 Gulfstar Sailmaster 50  
 San Clemente

**New and improved Gecko Guard kills 200 cockroaches a day.**

Readers — Some might laugh, but geckos are popular roach controls throughout the tropics as well as in places such as New York City. Noisy geckos are said to be able to consume as many as 200 cockroaches a night. But if you've got a cat on your boat, you won't have your gecko(s) for long.

### ↑↓ THE CONE OF DEATH

I suggest putting rat guards facing out on anchor/docklines, and spraying them liberally with pesticide. This definitely works for rats and snakes. A few roaches might be able to scurry around the funnel, but hopefully the pesticide will get them before they become too much of a nuisance.

Paul Fowler  
 Santa Cruz

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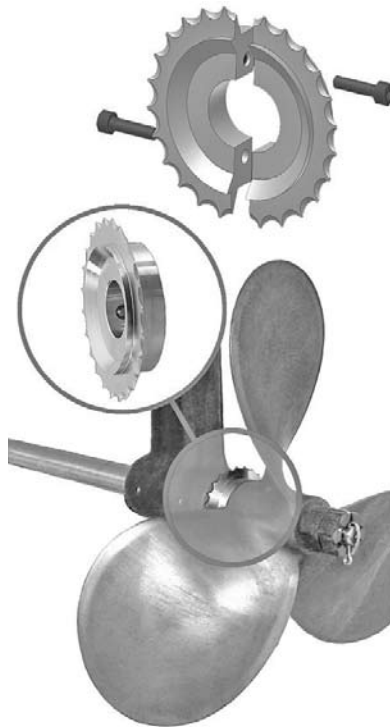
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## LETTERS

### ↑↓ DROPPING THE RATS OFF AT THE POOL

When it comes to rats, my advice would be to keep the seat up. It sounds like a great way to catch an unwelcome intruder!

Cameron Vawter  
Calistoga

### ↑↓ IGUANA POO IS NOTHING COMPARED TO ROACHES

Based on my 17-year circumnavigation, it is virtually impossible to prevent pests from stowing away on a cruising boat. But you don't have to welcome them aboard. We had our fair share of invasions of pests, both vermin and uninvited friends, but I'll limit my comments to the former.

The most inviting situation for rats and cockroaches is for a boat to side-tie to a dodgy wharf. If you want to hail every pest in the 'hood, put your garbage bag on deck or on the bulkhead near your boat, and leave it there overnight. You can avoid almost anything but the odd sea snake by anchoring out, or if need be, tying up in a clean marina. In Europe, it is best to Med-moor rather than side-tie, and raise your *passarelle* — i.e. boarding plank — when you are not using it.

Keep your food stored in rigid sealed containers, preferably ones that rats and weevils cannot chew through. If possible, store the containers in a locker that has no limber holes or other easy entry points. Putting bay leaves in or near your



COURTESY MOONSHADOW

### The 'green' solution to pests.

flour and grain items will help deter weevils. Bugs tend to be more prevalent in unpackaged foods purchased from open markets in Second and Third World countries. Soak veggies in a bucket of water with a drop of bleach to kill bugs and larvae. Put grains in the microwave to kill any bugs or larvae. Leave cardboard and other packaging ashore, as it is breeding grounds for cockroaches and other undesirables. Keep your galley clean and free of grease and food scraps.

As a matter of course, we put cockroach hotels in all our food storage areas and change them regularly. We also keep sachets of rat poison in lockers and bilges throughout the boat.

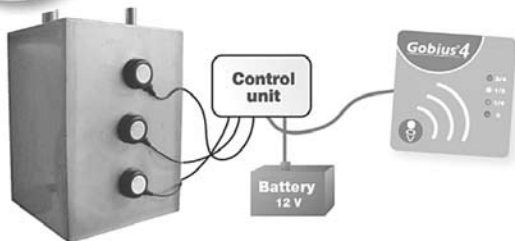
If you are invaded by pests, you must act immediately and decisively to remove them from your boat. A rat can and will chew through plastic, wiring, and even your sails — and therefore can cause extensive and expensive damage in just a few days. Sharing your living space with a horde of cockroaches is not much fun, either. Pull apart and thoroughly clean any area where there are signs of pests. Make every attempt to remove, trap, or kill the invaders and their nests, and remove any eggs and larvae. Keep some mouse traps and bug spray onboard just in case.

Critters can easily make their way on board. The only problem with 'Iggy', who was a regular visitor while we were in a slip on the New River in Ft. Lauderdale, was when he left a big poo on the deck.

My having made many reports to *Latitude* over the course of my long circumnavigation, I hope nobody minds if I put in a plug for *Moonshadow*, my beloved Deerfoot 2-62. She's for sale, and truly in excellent condition and equipped to go offshore tomorrow. We're selling her as a turn-key operation, with all the offshore cruising gear, dinghy/outboards, spare parts, tools, appliances, galleyware, etc. for \$499,000. Her next caretaker would literally only have to make a trip to the

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



### **Alameda – Dan Niessen**

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



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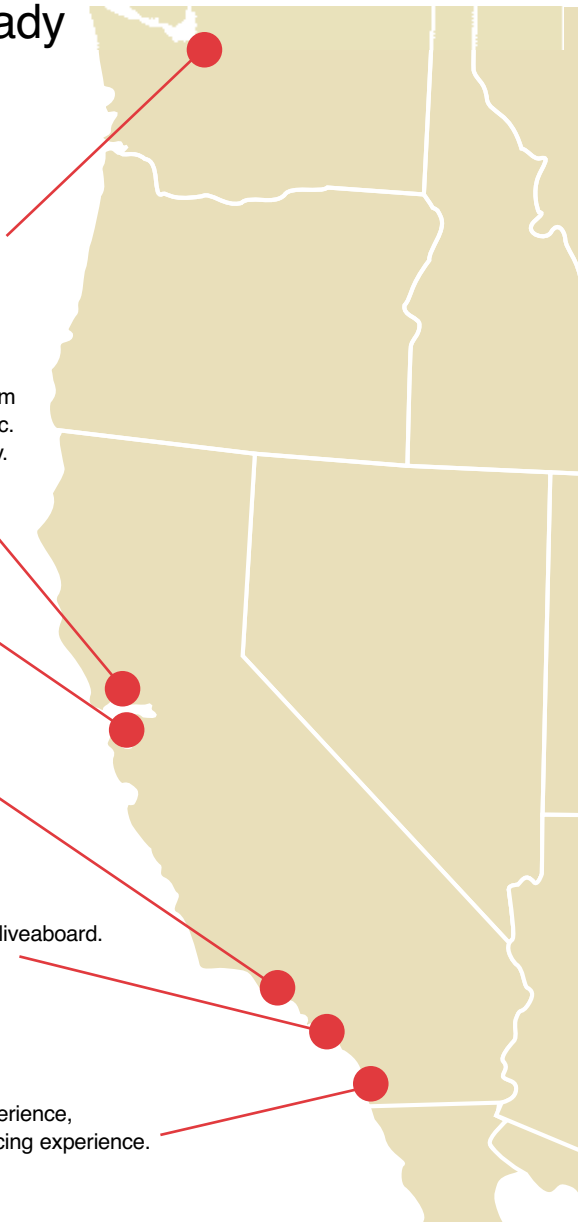
Tom Stallings has over 35 years of boating experience and is a current Dana Point liveaboard. Along with his thousands of ocean miles, Tom holds a U.S.C.G. Master License.



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## LETTERS

supermarket and she'd be ready to cruise anywhere.

By the way, I have to agree with the Wanderer about the appeal of small and nimble sailboats. I have been racing on Stewart 34s, a New Zealand one-design racer-cruiser for the past 12 years, and when 'Shadow' sells, I plan to buy one. But as the Wanderer also knows, there's nothing like a big boat when you're living on board and sailing across a lot of open water.

George Backhus & Merima Dzaferi  
Moonshadow, Deerfoot 2-62  
Lying in Jacksonville, Florida  
Ex-Sausalito / Auckland, New Zealand

### ↑↓**EQUAL COPPER RIGHTS FOR ALL**

*Latitude* has been reporting on recently passed legislation in my home state of Washington that bans copper-based bottom paints. As a fish-loving environmentalist, I'm all for it — but only if adequate alternatives can be developed. In my opinion, the law we passed is a politically mutated sham that will burden the small boat owner and do little or nothing to improve water quality. Why? Commercial vessels and yachts over 65 feet are exempted.

I cannot fathom the reason for this exemption. It is tempting to think that those groups had better lobbyists in our state capital, but who knows? In any case, knowing that Microsoft billionaire Paul Allen's various megayachts and the Washington State Ferry System will be dumping more copper into Puget Sound every day than my little *Islander 28* is likely to leach in her lifetime makes it very difficult for me to buy into the idea that I'm going to buck up and help save our waters.

As I said, I'm all for helping to improve water quality, but the policies must be fair. As written, ours is not.

Jeff Lange  
Annie Lee, *Islander 28*  
Anacortes, WA

*Jeff — It does seem odd that the vessels being exempted from the law will be: 1) Government ferries. Shouldn't Washington's 'green government' be leading the 'green revolution' by example? 2) Boats over 65 feet, which proportionally use more bottom paint than smaller boats. If we ever take Profligate to Washington, we suppose we're going to have to consider adding a 2-ft broomstick to her bow to qualify for the exemption. And 3) the megayachts of billionaires, who more than anyone could afford the extra expense — albeit minor — that will be incurred by the mandated use of non-copper bottom paints.*

*By the way, has the state of Washington gotten around to passing legislation that will prohibit the use of copper in brake pads? As most people know, copper from brake pads is the biggest source of copper-related water pollution.*

### ↑↓**"I'VE GOT AN ITCH RIIIIIGHT THERE"**

Just because the development plans for Treasure Island have been approved by the city of San Francisco doesn't necessarily mean the projected buildings will actually be built.

Years ago, the Navy gave their old training center to the city of San Diego for what was to be low-income housing. It took years for the city to do anything, and when they decided to act, the low-income housing was cancelled because "developers couldn't make enough money." That meant the lottery for getting onto the list to buy the low-cost housing was cancelled as well. A new list of people was created to see who got first crack at no-longer-low-income housing and the list was heavy on city council members and family members



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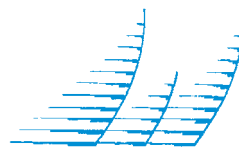


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## LETTERS

of the developers, who bought up a bunch of places. Then they rented them out, even though a condition of purchase was that they be owner-occupied for the first two years.

If you believe what the developers say, you're crazy, but that's how it went in San Diego. We'll have to see what happens at Treasure Island.

Paul Clausen  
Washington County

*Paul — Are you trying to suggest that developers and members of government have a 'scratch my back and I'll scratch yours' relationship? Come on, this is the United States, where everybody has equal opportunity and is treated equally. The next thing you'll be telling us is that the only two classes of people who can legally profit from trading on inside stock information — a.k.a. having a license to print money — are members of Congress and the members of the staff of members of Congress. Oh wait, we forgot, that's true.*

### ↑↓ DOWN WITH MULTIHULL PREJUDICE!

I guess the Bay Area is no different than much of the rest of the world when it comes to marinas being prejudiced against



ANNE THOMAS

*With the N/M 39 'Raven' laying next to the 63-ft 'Profligate', we can see an argument for multihulls paying more for berthing than monohulls.*

multihulls. I'm wondering when we'll get a marina that caters to multis, such as the one in Annapolis.

I'm down here at Gravelle's Boat Yard working on my Sea-runner 31 tri, and am hoping to make the Baja Ha-Ha this fall. But if I get a slip in the harbor here, they automatically charge me 200% of the monohull rate. It doesn't make any



ANNAPOLIS CAT CENTER

*The Annapolis Multihull Center is small but friendly.*

difference whether I'm on an end-tie, which would mean that I'm taking up the same amount of dock space as a similar beamy monohull. The policy is no different from that of any other marina in the area, so I'm not picking on Moss Landing. In fact, the berth rates here are very reasonable — particularly when compared to those of Santa Cruz. It's just unreasonable that they double my rate for no other reason than that they can.

Tom Van Dyke  
en pointe, Searunner 31  
San Francisco

*Tom — The fact is that multihulls do have a much bigger 'footprint' than do monohulls, so you would expect that they be charged more. Of course, a 60-ft monohull also takes up more than three times the square footage of a 20-ft monohull, but*

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## LETTERS

they don't pay three times as much per foot. So you're right, something is funky somewhere.

For the record, the berth rates for a 35-ft slip at the Annapolis Catamaran Center are \$800/month.

### ↑↓THE TROUBLE WITH CATS . . .

We enjoyed the June 27 'Lectronic photo of *Profligate's* tight squeeze when being lifted out at the La Cruz Shipyard. The accompanying photo is of our new-to-us Catana 44 *Taiga* being hauled for the summer in Charleston, South Carolina, after our winter cruise in the Exumas. You can see the fenders are on the trampoline because we only had two inches' clearance in the slip!



COURTESY TAIGA

**It was a tight fit, but 'Taiga' fit nonetheless.**

Other than hauling our cat by crane, this was one of only two Travel-Lifts at a dry storage yard anywhere south of the Chesapeake Bay capable of hauling a cat with the 23-ft beam of our boat. The other was in Thunderbolt, Georgia, but they didn't have long term storage available.

Jack & Sherri Hayden  
 Vets of the '99 Ha-Ha  
*Taiga*, Catana 44  
 Eagle River, AK

*Jack and Sherri — Two inches?! That's one-fourth of the clearance we had. We're going to stop bragging.*

### ↑↓"THE ERIK SEEMED OK TO ME"

I've been on eight fishing trips out of San Felipe, the last two of which were on *Erik*, the boat that sank in stormy conditions on July 3, tragically claiming the lives of seven Northern California men.

While the fishing boats I went on were not 'Princess boat pristine', to my eye they were seaworthy for the conditions in the Sea of Cortez. The crew were good sailors and great fishing guides.

Anyone going on a trip on a Mexican boat should be forewarned that the regulations and enforcement we seem to resent in U.S. waters are not to be found in Mexico. I spent some time on the bridge with the captain on the first trip that I took and noticed that the only navigation aids aboard were a compass on a gimbal, a chart, and a VHF radio. Realizing that if something were to happen, the radio would probably be out of range and useless, I decided to bring my own emergency equipment on my next trip. For all future trips, I brought PFDs for all in my party, a compass, a chart, and an EPIRB. Fortunately, we never needed this equipment.

My being an avid racer on San Francisco Bay and a reader of *Latitude 38*, my sailboats and crew were always ready for the worst. Whenever people venture out on big waters, there will be boating tragedies, some because of nautical ineptitude, but most just because of bad circumstances. We have had our share of tragedies in the Bay Area, but sailors here are knowledgeable and prepared. *Latitude 38* is a shining light in the effort to keep sailors prepared.

Joe Boone  
*Blitzen*, Ranger 23  
 Loch Lomond

*Joe — Thanks for the observations and kind words about*



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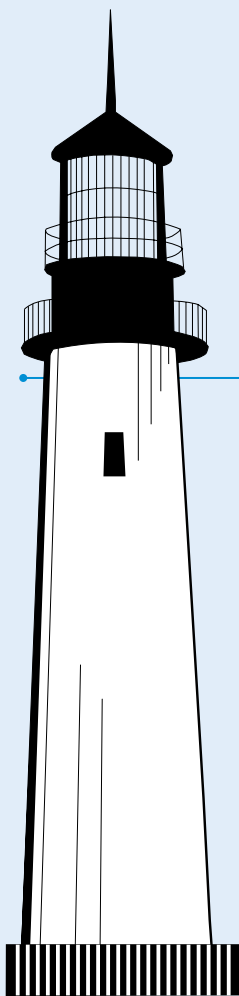


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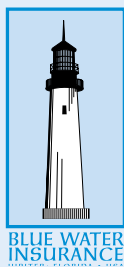
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## LETTERS

Latitude.

Frankly, we're baffled by several aspects of the terrible Erik tragedy. First of all, we're talking about a 115-ft vessel that had been safely plying these waters for many years, and with an experienced crew aboard.

Second, although hit by a "furious and brief" storm that reportedly produced 50-knot winds and 15-ft seas, such storms, whether they be *elefantes* or *chubascos*, are common as dirt in the Sea in the summer. Every summer cruiser in the Sea has been through a bunch of these "furious and brief" storms, and no doubt Erik and her crew had been through scores of them. So it seems to us that the weather couldn't have been that much of a problem — unless something about the extreme tides in that part of the Sea made the seas much worse than they otherwise would have been.

Third, what in the hell was the captain of the Erik doing steering the vessel beam to the seas? This was reported by one Novato survivor, who had been up in the wheelhouse with the captain until just before the fatal wave hit. No matter if you graduate from Annapolis or are a seat-of-the-pants Mexican mariner, you know that being abeam to big seas is something you want to avoid at all costs.

It's just not clear to us what went wrong — catastrophic boat failure, drunk captain, 'roguish wave'. We'd sure like to know more.

Government oversight of passenger vessels varies tremendously around the world, and can vary even more within a country based on local corruption. Look what just happened in Russia, where 129 people died. And while in Vietnam and Cambodia two years ago, we travelled and/or slept on several dicey vessels we wouldn't have gotten on if we hadn't been confident that our daughter and de Mallorca could have easily swum to shore or to another boat. Indeed, when we heard that one of the overnight tourist boats at Halong Bay, Vietnam had suddenly sunk on February 15, claiming the lives of 12 tourists, it came as no surprise. And if we get a report tomorrow that a river ferry in Ho Anh sank with the loss of 200 lives and 100 motorbikes and 100 bicycles, it wouldn't be a shock either.

While Mexico may not have as high standards as do the United States, Canada, New Zealand, Australia or the rest of the first world, they do make an effort.

It's important also to realize that we in the States don't have a perfect record either. For example, on March 6, 2004, the Coast Guard-inspected vessel Lady D, with two crew and 23 passengers aboard, flipped while on a water taxi route from Fort McHenry to Fells Point, Maryland. Five passengers died, and four suffered serious injuries after the boat went over in moderately rough conditions.

A little more than a year later, the Ethan Allen, a 40-ft, glass-enclosed tour boat flipped with 47 passengers — mostly senior citizens — in calm conditions on New York's Lake George. Twenty passengers died. Despite the fact the Ethan Allen was certified by the Coast Guard to carry 47 passengers, the National Transportation and Safety Board later concluded that she shouldn't have been certified to carry more than 14 passengers. Weather was determined not to have been a factor.

Then there was the famous case of the 310-ft Staten Island ferry Andrew J. Barberi, which crashed full-speed into a concrete pier at the St. George, New York, ferry terminal on August 15 '03. Eleven of the 1,500 passengers were killed and 71 injured, some critically. The law, reasonably enough, required that two pilots be in the wheelhouse when the ferry was about to dock. Alas, most of the pilots thought this policy was too much of a bother to follow, so only pilot Richard Smith, who had been observed slumped over the controls, was in the wheelhouse.

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## LETTERS

Shortly after the incident, Smith tried to commit suicide, first on the vessel by slashing a wrist, then at home with two pellet gun shots to the chest. He wasn't any more successful with these attempts than he was with docking the ferry.

Smith, who was found to have taken two painkillers and fell asleep while at the helm, was later sentenced to 18 months. He must have come before a hard-ass judge, because that's just over six weeks for every life that was lost on his account. To date, the city of New York, which argued that the accident was an "act of God," has shelled out \$55 million to victims and families of victims.

We support your idea of bringing your own radio, GPS, EPIRB or Spot Messenger, and PFDs on fishing trips to Mexico. And probably on other private and public transport vessels, too, no matter if they are in India, Mexico or the United States. No, we aren't very trusting of others.

### ↑↓ A WHALE OF A COLLISION

When I was a cadet at Cal Maritime, we were steaming toward Tahiti at 10 knots and we hit a whale. So the slow speed didn't prevent the collision, as the activists' proposal for marine sanctuaries along the California coast is mean to accomplish. I'm not sure if the whale we hit survived or not, so I don't know whether the slower speed was less fatal.

Richard Frankhuizen  
Folsom

Richard — Given the dramatic increase in the whale population on the west coast of the Americas, we sure wish something could be done to eliminate or at least reduce collisions between whales and vessels of all sizes.

When we had Profligate hauled at La Cruz Shipyard last month, the Pearson 36 Luffin It II was hauled out nearby with a big crack forward of the starboard beam and a mangled prop shaft. Yard Manager John Gerber explained that she had been hit by a whale. If we're not mistaken, the cost of the repairs — all the interior near the crack would have to be removed and replaced — was going to exceed the value of the boat.

### ↑↓ WHAT ABOUT THE COSTS OF INSURANCE?

I have been sailing the Bay for the last six years. Having read about how couples can cruise in Mexico for \$1,500/month, including maintenance and expenses, I'd like to find out if such expenses include boat insurance, health insurance, related car expenses, clothing, repairs and more. I ask this because my annual boat insurance cost is nearly half of this stated monthly expense. I would be interested in reading about how those out there do this.

Haro Bayandorian  
Sail La Vie, Catalina 36  
Coyote Point Marina

Haro — The following letter should have what you're looking for. You should also be able to find all the details in July's Cost of Cruising article, which features several spreadsheets that detail every penny that a cruising couple or family spent. Other readers told of their cruising expenses in July's Letters. You'll note the costs ranged from \$350/month to \$5,000/month. And yes, there are others who spend much more money than that each year.

When it comes to boat insurance, it would be interesting to know what percentage of cruisers have it. We'd guess fewer than 50%, but with a much higher number of more expensive boats being insured.



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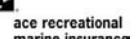
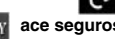
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## LETTERS

### ↑↓ **MORE MEXICO CRUISING COSTS**

I've become curious to learn what we've spent this year to keep our boat in Mexico and cruise her roughly seven months a year. We stay at our San Diego home the rest of the time, keeping our boat in Marina Mazatlan when we're not using her. The following annual costs — they are rough rather than exact — do not include the costs related to our San Diego home.

1) Insurance: We pay \$1,700/year for our '84 Sabre 38 that is valued at \$80,000. This includes Mexican liability.

2) Marina slips and a boat manager when we're gone: \$3,700.

3) Boat repairs, bottom paint (ours lasts three years), spare parts and misc.: \$1,100. This number could vary if a major component needed replacing.

4) Round-trip airfare for the two of us from Tijuana to either Mazatlan or Puerto Vallarta on Volaris, the Mexican discount airline: \$1,400.

5) Visas and fishing licenses: \$130.

6) Day-to-day expenses, such as eating out, fuel, food and pocket cash: \$7,500.

The total annual cost is \$15,530, divided by 12 is \$1,295/month.

We try to stay out of marinas as much as possible, but it still works out that we have our boat in a marina about seven months of the year. Since our boat is just 38 feet, we usually get a lower rate than 40-ft boats. And the summer rates are much lower than the winter rates.

While we don't dine out a lot, we don't severely limit ourselves either. We haven't done as much inland travel as many cruisers do, so we haven't incurred any of those costs.

Since being in Mexico, we've had some other major expenses that weren't reflected in last year's totals. They include major upgrades, such as a new engine, a new windlass, an SSB radio and so forth. I assumed the 'cost of cruising' premise is to know what it costs to cruise

***A huge dinner such as this, with soup, dessert and all the tequila you can drink, is \$10. Street taco dinners are much less.***

only, as those major costs would have been in incurred if the boat had been kept up in the States, too.

I hope this adds to the information out there. We'll be interested in seeing what others are spending down here.

Jan & Vivian Meermans  
Ha-Ha '06  
Capriccio, Sabre 38  
San Diego / Mazatlan

### ↑↓ **MINI CHANGES IN LATITUDE**

Nancy — Bahama 25

Mike Nichols

My first change in latitude!  
(San Francisco/Monterey)

My 'cruise' only involved a one-degree change in latitude, but it was a start. I left Paradise Cay in Tiburon on Monday morning, June 6, after a weird weekend of weather. I thought I was clear of it, but I was greeted with showers and 17 knots of wind at the Golden Gate at 9 a.m. They say your worst weather is either at the beginning or the end of your voyage, so I hoped I was getting mine at the beginning.

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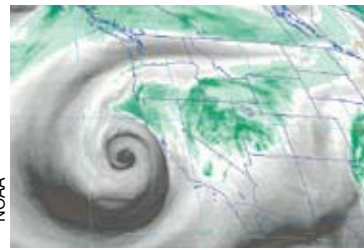


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# LETTERS

I had a nice but cloudy sail down to Half Moon Bay, where I spent the day and night. The next day started out light, but then southwest winds slowed down my passage to Santa Cruz. I tacked all day and, in the afternoon, the winds picked



NOAA

**Mike hopes this was the worst weather he'll see during his cruise.**

up to 20 knots or so. I was only off Pigeon Point as the sun went down, so I dropped the sails and lay ahull all night. It was a bit too rough for me to change headsails and heave to, but lying ahull worked just fine. I was up every hour or so checking my position, and only drifted about four miles. The sea was full of phosphorescence every time a wave broke!

At first light, I headed east to Santa Cruz. It was about a seven-hour sail with following winds and seas. What a beautiful day!

I spent a couple of days resting and visiting in Santa Cruz. Considering the damage caused by the recent tsunami, the harbor looked pretty good, although they were still driving new piles and cleaning up. And the boatyard was busy inspecting boats that had come adrift and might have suffered damage.

The Santa Cruz Harbor has a great location, with restaurants, coffee shops and a great beach. I wish it were a bit closer to Steamer Lane or Pleasure Point, as getting to those surf spots takes some time.

After waiting out small craft advisories for four days, I headed for Monterey on June 13. The sail was great, and I saw whales, dolphins and all kinds of birds. When sailing over Monterey Canyon, I marveled at the fact there was 10,000 feet of water beneath my boat's keel. And that Mt. Whitney, just a few hundred miles away, is 14,000 feet above sea level.

I spent a couple of nice days in Monterey exploring the Old



MIKE NICHOLS

**Hopefully, you'll catch Mike's next cruise report in 'Changes'.**

Town, as well as Cannery Row and the Aquarium. I am doing the trip in legs, and hope to get as far as Mexico. But for me, it was time for me to head home. So I left the boat on a mooring ball in Monterey Harbor, which is close enough for drives down to do some sailing and upgrades/repairs. I hope to sail from Monterey down to Morro Bay or Ventura in October.

Thanks to all those I spoke with — including *Latitude* — who encouraged me to peel myself away and go! One degree down, more to come!

Mike Nichols  
San Rafael

Mike — As Lao Tzu pointed out, "A journey of 1,000 miles begins with a single step." But perhaps even more applicable to you, he also wrote, "When I let go of what I am, I become what I might be." Hmmmmmm. Something to meditate on while lying ahull.

By the way, we put your report in Letters rather than Changes because an old Latitude rule says a contributor has to sail south of Point Conception or north of Drakes Bay to qualify for Changes. So we'll be looking forward to your next report.



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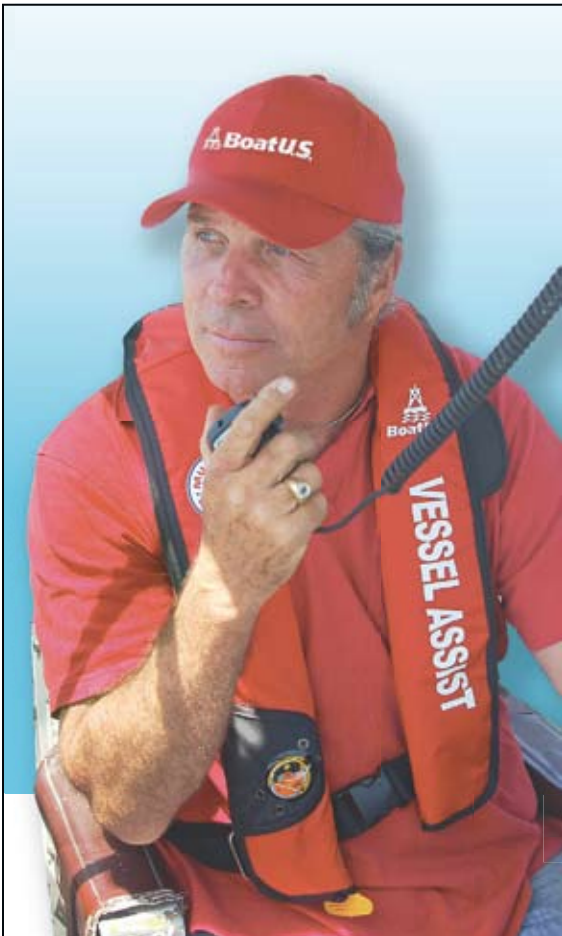
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## LETTERS

### ↑↓ FRENCH TRUCKERS AND BRIDGE CLEARANCES

I'm a bit behind the curve on the Petaluma Bridge height caper, but thought I would throw my two cents in the ring.

First, Beau Vrolyk, the previous owner of our Wylie 65 *Saga* is correct, just send somebody up the mast to make sure it will clear a bridge. That's what we did while working our way up the Rio Dulce when we weren't sure about the bridge height there. *Saga's* stick topped out at around 95 feet off the water, so thank God for the electric winches to raise somebody to the top of the mast.

By the way, we were comfortable with this technique when it came to checking the clearance on bridges, but didn't feel comfortable with it when we encountered high-tension power lines — such as near Poulsbo in the Pacific Northwest. In that case, we felt discretion was the better part of valor.

Second, as the owner of the cat going up the Petaluma River demonstrated, just because you don't 'fit' doesn't mean you can't go. This was demonstrated to me many years ago when we were doing the Intracoastal Waterway on our 40-ft sloop. We arrived at a bridge at the southern end of the delightfully named Pongo River / Alligator Swamp Canal, to find a bigger sloop jilling around the bridge there. We came up alongside, and the skipper asked if we wouldn't mind doing him a favor. His mast was a bit tall for the bridge, he explained, so he wondered if we would take his spinnaker halyard to our weather rail and help pull his boat over sideways a bit. Without too much thought I agreed.

He had calculated the angle of heel required to reduce his mast clearance sufficiently to get under the bridge. We cinched his halyard up tight with the boats rafted together, being careful not to bring our masts into contact. Then we slowly steered toward opposite sides of the channel. It is an eerie feeling to be heeled over, rail under with no sail set! My ever-suffering wife kept an eye on the other boat, I kept my eyes dead ahead, and we made it under the bridge none the worse for wear.

I'm not sure that I'd want to do that every day, but the laws of geometry are there to be used.

It reminds me of the old French joke about two truckers who get to an underpass and realize their truck is a few inches too tall. After a few minutes of head scratching, one driver's face lights up and he says, "I've got it; we'll just let some air out of the tires until we get under." His partner gives him a withering look and replies "You idiot, it's not down there that's blocked, it's up there!"

Matt Stone  
Napa

### ↑↓ THERE'S ALWAYS THE SHOTGUN SOLUTION

When I have nothing else to worry about, I worry about how one would take down an in-mast furling main that has become hopelessly jammed while halfway out. Naturally, I add to the fun of worry by imagining this calamity occurring in the middle of The Slot with the wind blowing 30 knots.

I would love to hear the presumed wisdom about what to do in such a situation. The simple answer, of course, would be to not let it happen. The second simple answer is to not have in-mast furling. But what if?

Tony Sowry  
Bantham, Catalina 42  
Sausalito

*Tony — It wouldn't be the ultimate calamity if such a main got jammed in The Slot because, without too much trouble, you could get into the lee of the Sausalito headlands or Angel*

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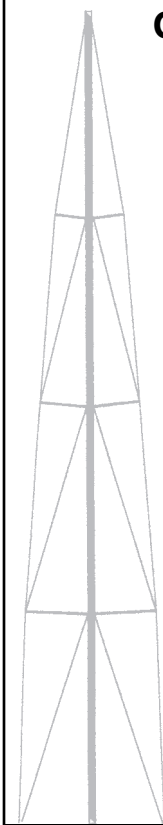
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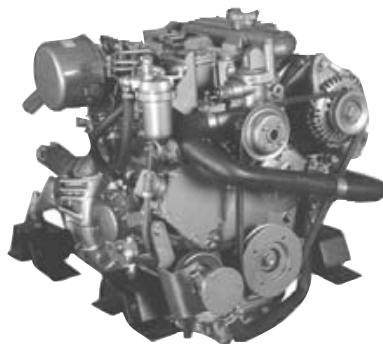
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## LETTERS

Island until things settled down. What would be worse is if it happened halfway between Mexico and French Polynesia — which is exactly what Pedro Fernandez de Valle, in this month's Changes, reports happened to the crew of the Jeanneau 54 San Souci II. When they sent a crewmember to the top of the mast, the brave soul was, thanks to the rolling seas amplified by the height of the mast, "beaten like a piñata."

Anyway, that's a great question to those who have in-mast furling mains. Has your main ever gotten jammed, and was it difficult to get unstuck without professional help?

It's expensive, of course, but there's always the technique used by around-the-world maxi multihull racers who, if they were unable to reef the main because of the force of the wind, reserved the right to shoot it to bits with a shotgun.

### ⇕SIMPLE DISTRACTIONS FOR MORE COMPLEX LIVES

Simplification is a beautiful thing. That's the hit I got on the Estuary on Friday, June 17, and again on Saturday, June 18, when I saw the Wanderer 'Zen Sailing' his syndicate's pretty old Olson 30 *La Gamelle*. Based on the big smile on his face, he sure looked happy messin' around sailing that boat. In fact, it got me in the right mood to give the public free rides on my F27 *Origami* during the Sailstice event at the Encinal YC on Saturday.

As it turned out, one guy came up to *Origami* bummed that all the slots for rides on my boat had been taken. He seemed all right, so I told him if he could figure out a lift back to Alameda that night, he could help me deliver my tri back to Sausalito rather than just get a wimpy little 'ferry' ride on her near the Encinal YC.

As we motored out the Estuary toward the Bay, I pointed out the Wanderer, who was tacking up the Estuary aboard *La Gamelle*. The guy, Nate Cutler, replied, "Yeah, I know him. I recently had my Olson 30 up for sale and we talked on the phone quite a bit. It was only because of a various set of circumstances that I ended up selling my boat to someone else."

So naturally I felt the two of you should meet, which explains why the Wanderer and *La Gamelle* were being chased by the nitwit on the motoring F27 while you were tacking out the Estuary.

Once Nate and I got out to The Slot, we saw 17 knots of sustained boat speed, and were getting soaked on the ama. I was a little worried I might be freaking him out, but I needn't have worried. Tiller extension in hand, Nate told me that the F27 was his dream boat, but that he'd never been on one before. A simple afternoon sail on an older boat making a guy happy — seems I'd seen the same thing back on the Estuary two days in a row.

Following the Wanderer's stories about *Profligate* years ago contributed to my multihull conversion, and I've vowed to get *Origami* to the start of the Ha-Ha in '12. But watching the Wanderer sail the syndicate's pretty little *La Gamelle*, a guy could easily get distracted into burning some airline miles in helping with a delivery or racing crew to/in the Caribbean. Simple sailing for our overly complex lives. If the Wanderer is keeping a potential crew list, perhaps he could tack on one more name and number.

But I'm glad you found your latest boat and are restoring her to sailing grace. It's a really good story.

Greg Carter  
*Origami*, F27  
Sausalito

Greg — We can't tell you what pleasure and contentment



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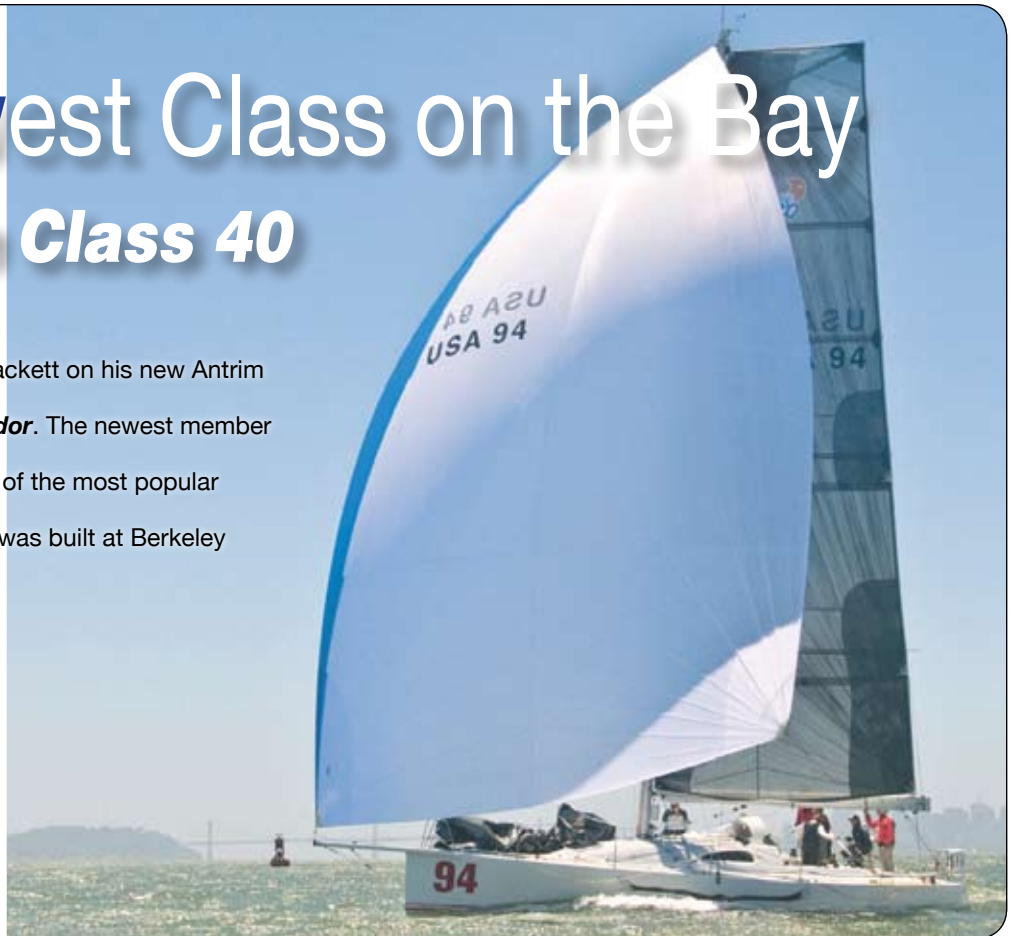
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Frank Gallovich

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## LETTERS

*little La Gamelle has brought us in such a short amount of time, thanks to her reintroducing us to the very essence of sailing. She's far from being in perfect condition, but so are we, which means it's been a perfect match.*

*While we're still in the communing-with-La Gamelle-one-on-one stage, it's funny how, if you really enjoy an activity, you get almost as much enjoyment by sharing it with others after a while. That being the case, when we get to Bahia Santa Maria*



COURTESY LA GAMELLE

### **Simplicity has its benefits.**

*during the Ha-Ha each year, or over to Punta Mita, we actually have a better time teaching people how to surf than surfing ourselves. And how, when we get the chance, it's so much fun to take new people sailing on Profligate. Indeed, we hope to get a lot more people out on the big cat in Southern California this summer and in Mexico this winter.*

*As you might imagine, the other members of the La Gamelle Syndicate are asking how and when the Olson 30 is going to get to the Eastern Caribbean. The answer is that we don't know, but we suppose the first step would be to find a truck and trailer to drive her to the East Coast late in the fall or early in the winter. Anybody have any ideas? As for future crew/delivery opportunities on her in the Caribbean, we'll keep everyone posted.*

### **↑↓\$27.50 IN CASH OR A \$50 CAR RIDE**

After four years in Mexico, we brought *Psyche* back to the United States. Though it's a little late in the season to pass on the news to others doing the Baja Bash, I learned something about U.S. Customs in San Diego that might be helpful to others.

It's true that you can tie up to the Police Dock in San Diego 24/7 to clear Customs — although you may have to wait an hour or more for them to come from the airport. However, you will need exactly \$27.50 in cash or to be able to write a check for that amount.

If you arrive late — we arrived at midnight — and don't have correct change or carry checks, they will pull your ship's papers and make you travel to their downtown office the next day to pay. As anyone who has been there knows, the Police Dock is a pretty quiet place late at night, so there was no place for us to get exact change. Since the Customs folks would accept nothing else, we were forced to delay our departure — we wanted to leave immediately as the weather was as good as we'd seen — spend the night, and pay \$50 for a round-trip taxi ride to their office downtown.

Granted, it takes a specific set of circumstances to get hung up like we did. And even the police officer in charge of the dock the next morning said he couldn't understand why Customs does it that way, as many arriving mariners are caught unaware. So make sure you have the cash or a check — or arrive during the day when you can get change.

Steve Truax  
*Psyche*, Taswell 43  
Lotus



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# LETTERS

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Steve — Thanks for the heads up. True, the information may be too late for most of this year's Bashers — but not all. We got your email on July 13, and we and Profligate were still in La Cruz with our Bash ahead of us. Here's hoping we have correct change in U.S. currency.

By the way, we wondered if you were joking about there being a place called Lotus in California. We Googled it and found out you weren't pulling our leg, because it's right there near Placerville.

## ↑↓THERE'S NO SUCH BEAST . . . YET

My husband and I are trying to get our ducks in a row so we can join this year's Baja Ha-Ha. Do you have any info on having a boat trucked back from Cabo to Ensenada or the United States? And what would be the cost and recommended companies?

Terry Albrecht  
Planet Earth

Terry — To our knowledge, it's never been done from Cabo or La Paz, although we're not quite sure why. Marina Seca, near San Carlos on the mainland, did it for many years. They would lift out the boat, put it on their truck, and drive it to Tucson, where it would be unloaded and put onto a U.S. carrier. If we remember correctly, it cost about \$5,000 to ship a 40-ft boat back to Southern California, but apparently it just wasn't worth the effort, as they stopped the operation a few years ago.

However, in early July, after 15 years of battling over the details of the North American Free Trade Agreement (NAFTA), the U.S. and Mexico recently signed an agreement that would finally allow Mexican trucks to deliver goods into the United States and U.S. trucks to deliver goods into Mexico. Perhaps this will encourage somebody to jump into the over-land boat delivery business. Of course, the agreement also has to be passed by the U.S. Congress, so don't hold your breath.

Other options are having Dockwise bring the boat from La Paz or Lazaro Cardenas to Ensenada in the spring, or having someone like the author of the following letter deliver the boat back. By the way, if you just want to do the Ha-Ha and get your boat right back, November and December are considered generally good months to Bash.

## ↑↓"IT'S ONLY A BASH IF YOU MAKE IT ONE"

As I write this, I'm in Turtle Bay in the middle of my eighth trip back to San Diego from the Mexican mainland. For me, this year has been a little up and down relative to the weather, but



LATITUDE / ANNIE

watching the news, it seems the weather has been a bit weird all over. We've been bucking marginally high winds, and have had seas ranging from flat calm to 8- to 12-footers with 8- to 10-second intervals.

Harry Hazzard has plenty of experience 'bashing' up the coast on 'Distant Drum'.

In the past, I always contended that traveling north

was only a Bash if you made it one. I know there have been books written about it, and different theories thrown from here to there. But just going out there and getting yourself beat up so you'll have something to write or complain about is not quite my cup of tea. I believe that picking weather windows

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## LETTERS

and having places to pull into is a bit smarter.

After stopping in Cabo for fuel and/or provisions, past trips have taken as long as 15 days — although some have been as short as five days. I find it interesting that this year, of the 12 boats in Turtle Bay with us, half are world-class cruisers, some of whom are completing their third circumnavigation. Another who is a frequent flyer in the singlehanded events between California and Hawaii. None of these folks are complaining.

In fact, it was interesting to listen in on a radio conversation between two of the more seasoned cruisers. What I heard was, "We don't mind the wind, 20 to 30 knots is nothing. However, at our age and the time spent out here, we like a little more comfort." It seems they have learned something in their travels.

For those folks who are thinking about using Dockwise to ship their boats home, I will gladly deliver your boats north at half the price. I love to sail. We spend about half our time sailing when going north. It may take us a couple of days longer, but we have a good time.

See you this fall!

Harry Hazzard  
Vet of five Ha-Ha's  
Distant Drum, Beneteau Idylle 51  
San Diego

Harry — We bumped into Dan Orlando, captain of the big motorsailer Firefox, which he delivers north from Puerto Vallarta to California each spring. We told him that we heard it had taken him 23 days to do the Bash, so it must have been nasty. "Oh, not at all," he replied. "The boss said there was no rush to get the boat back, so we spent a lot of time waiting out bad weather in good anchorages like Turtle Bay. We had a great time."

### ↑↓ THE BASH WAS A BATTLE

Latitude readers might be interested to know how our family, having just completed a circumnavigation, dealt with the Baja Bash. The fact that we started on May 19 from San Jose del Cabo and didn't arrive in our homeport of Redondo Beach until June 13 will give you an idea of what kind of battle it was.

We had mostly uneventful passages between anchorages, with the exception of Turtle Bay to Bahia San Carlos. The wind, current, swell and wind chop were the most challenging



COURTESY BLUE SKY

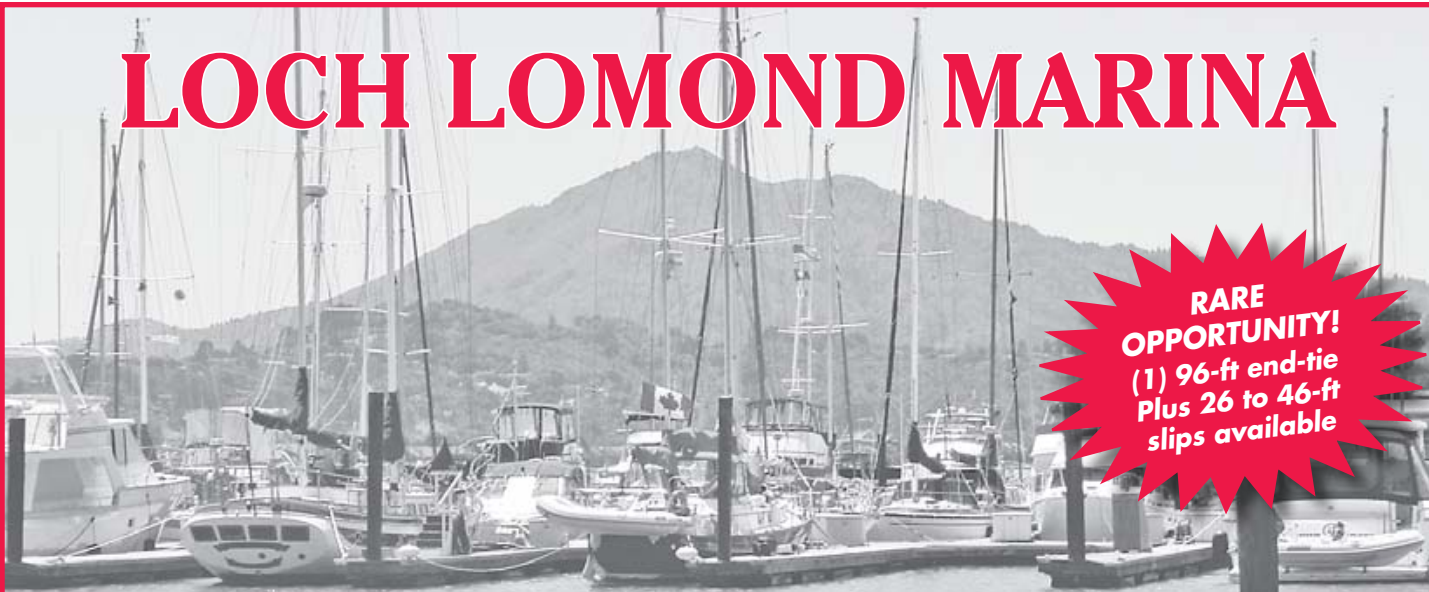
**The Mather family — Drake, Emma, Jim & Phoebe — had a brutal Bash.**

during this passage. Following non-traditional advice, we chose the outside passage from Turtle Bay around Isla Cedros. The obvious 'out' would have been the San Benito Islands or the northern anchorage at Isla Cedros, but we were well north of both of those two options

when it got rough, so we gutted it out and arrived at the Bahia San Carlos anchorage early in the morning. We made stops to wait for more favorable conditions in the following anchorages: the Puertos Los Cabo Marina in San Jose del Cabo, Bahia Santa Maria, Bahia San Juanico (Scorpion Bay), Turtle Bay, Bahia San Carlos, and Ensenada's Coral Marina.

Patience was the name of the game. But we admit to being frustrated by hearing of fellow cruisers making the entire

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## LETTERS

2,800-mile passage from Cabo to the Marquesas before we were able to make it halfway up the 750-mile Baja coast! Seriously, a good sense of humor was needed, and we spent the time in anchorages well by exploring, visiting fellow Bashers and meeting local business people

We utilized the SSB twice a day, listening to the Amigo Net in the morning and the Southbound Net in the evening to get the latest weather. Don of *Summer Passage* provided additional weather insight, and we utilized every electronic weather prediction website we could access.

Jim, Emma, Phoebe & Drake Mather  
*Blue Sky*, DownEast 45  
Redondo Beach

### ↑↓ **LATITUDE'S ONLINE CREW LIST SUCCESS STORY**

Two of my three crew for the my Baja Bash were from the *Latitude 38* Crew List. And I used 10 crew from the *Latitude* Crew List during my eight months in Mexico. The outstanding crew in the photo were recruited from the your Crew List after countless hours of emailing and screening for excellence. I recruited seven additional crew from the list during my eight months in Mexico — all superb! They are what made our journey safe and enjoyable. You can take that to the bank!

COURTESY EASILY INFLUENCED



**Brad found excellent crew on our online Crew List. L to r, Eric Orill, Brad, Will Prescott, and Paul Zasada.**

Brad Brown  
*Easily Influenced*, Hunter 42  
San Diego

### ↑↓ **MAKE IT SPF 3000 FOR CRISSY**

*Latitude* should be ashamed of itself! I'm sure that your model Crissy Fields is a nice girl who probably looks after your every need. But to have her model the *Latitude* T-shirts and not even show her face leads me to surmise that she's the victim of abuse. Surely you should have her face on the *Lectronic* site. Perhaps you should let her get a tan, too. And why is it nobody has ever seen her on *Profligate*? Are you guys too cheap to fork out the air fare? Just remember, we girls are great crewmembers, and we just want fair and equal rights.

Enraged Eva  
South Bay

*Eva* — As a highly paid fashion model, Ms. Fields is prohibited from showing her face in ads for *Latitude* shirts due to contractual obligations. Ms. Fields is happy to model for us as long as we keep her face out of the photos. Because of her sensitive alabaster skin, she prefers to sail the cloud-covered waters of the Pacific Northwest rather than aboard *Profligate* in the tropics. Gal sailors? We love them! We always have as many aboard *Profligate* as we can get.

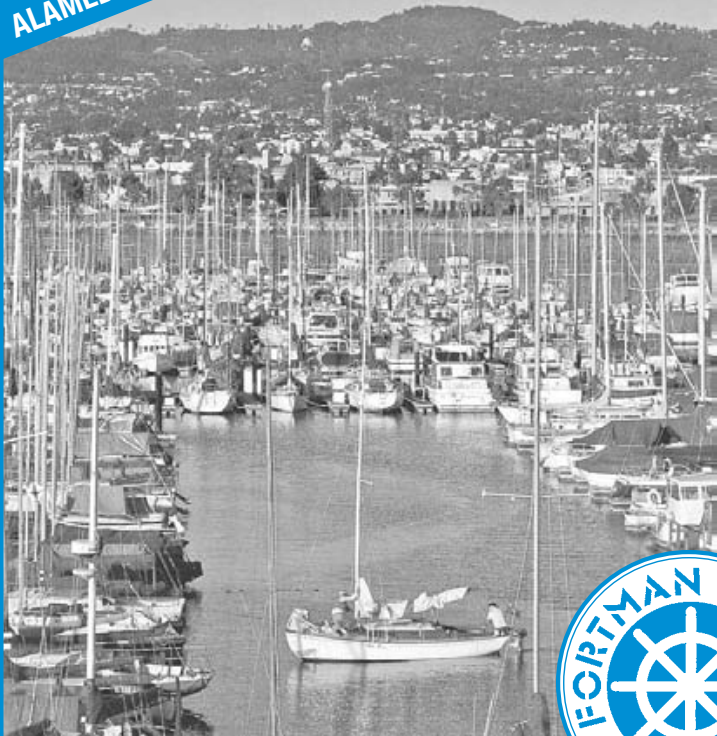
In a typical month, we receive a tremendous volume of letters. So if yours hasn't appeared, don't give up hope.

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

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



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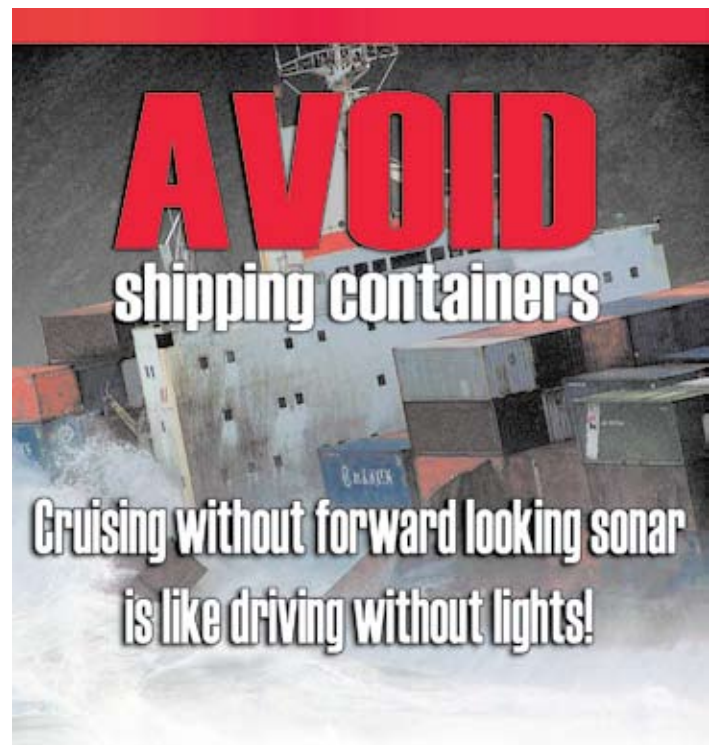
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## LOOSE LIPS

### Eight bells.

On June 5, well-known Richmond YC racer Joe Guthrie passed away after having been confined to a wheelchair since '07 as a result of two severe strokes. He was 75.

Guthrie grew up sailing in Southern California, but a trip to Panama aboard a schooner convinced the 18-year-old that his path lay on the water, not at school. Guthrie made his living by working on boats, and was a world-class sailor — he had nine TransPacs under his belt, including winning the Barn Door trophy in '63 aboard *Ticonderoga*, first overall in '83 aboard *Montgomery Street*, and again in '91 aboard *Waverunner*.

In '79, Guthrie crewed aboard *Aleta* in the Big Boat Series and made an instant connection with another crewmember — Jocelyn Nash. Guthrie wasted no time in moving from his Southern California homebase, and the pair remained together since then. Guthrie was an established and well-liked member of the San Francisco Bay sailing community, and he'll be sorely missed.

A memorial will be held at Richmond YC on October 15.

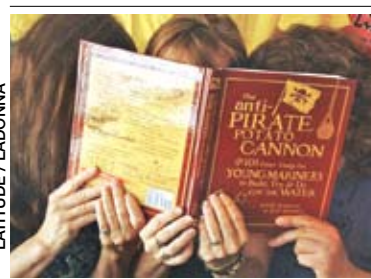
### What's on your bottom?

Researchers at the Smithsonian Environmental Research Center and Portland State University are trying to determine how often recreational boats in California move, where they go, and how often they clean their bottoms. They're hoping their research will lead to better understanding of how and why boat bottoms get fouled. "Fouling species are a nuisance to boat owners, harbors and the environment," noted a press release announcing the study. "The information gathered may help to better understand how to deal with this problem."

To reach as many boaters as possible, they've created a short online survey to gather the required info. We took the survey in less than six minutes, and the most vexing part of it was trying to remember all the places we've anchored this year. If you keep a log of your boating adventures, you might want to grab it before you start. As an incentive, anyone who enters their contact info, which is not required to take the survey, will be entered in a drawing for a \$200 West Marine gift certificate. Take the survey at [tinyurl.com/SERCsurvey](http://tinyurl.com/SERCsurvey).

### The Anti-Pirate Potato Cannon.

Summer can be a tricky time if you have kids. All too often, they're excited to be out of school but then you find them spending all their time gaming or Facebooking. Instead of simply shrugging your shoulders,

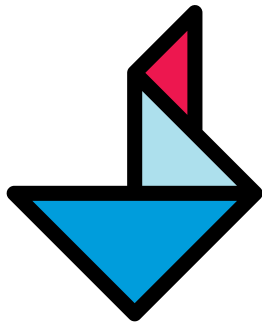


LATITUDE / LADONNA

detach Junior from his Wii and work together to create an underwater viewer from a two-liter soda bottle, or signal shore with a CD, or ward off scurvy dogs with an anti-pirate potato cannon, or even build a boat.

All of these projects, along with 96 others, can be found in David Seidman and Jeff Hemmel's book *The Anti-Pirate Potato Cannon & 101 Other Things for Young Mariners to Build, Try & Do on the Water*. We don't review very many books, but this is a great resource for seafarers — and wannabe seafarers — of all ages. You can learn to navigate like ancient mariners, how to tie a monkey's fist and heaving line, the best way to ride out a hurricane, and how to read clouds. You can find the book at online retailers as well as many brick-and-mortar stores, if you just can't wait to have a little seafaring family fun.

— ladonna



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## polynesian vakas carry a message

On any given day, a wide variety of vessels enter San Francisco Bay — freighters, tankers, barges, cruise ships, private yachts — but none are quite like the six double-hulled Polynesian sailing canoes that will make their debut here on or before August 6.

Called *vakas*, each of these sister-ships was handcrafted in a different Polynesian country in an effort to honor the voyages of discovery made by their builders' ancestors thousands of years ago. The ancient navigators relied on the sun, stars and sealife to find their way to new lands, and later, to navigate between established communities.

As the *vakas* make their way across the Pacific from Kauai, Hawaii, to the West Coast, the sailors aboard them will employ these time-honored techniques to celebrate the skills of their forefathers. But their voyage's most important goal is to draw attention to the dire state of our oceans — particularly the Pacific — due to pollution, acidification and warming.

The organizers write: "An intrinsic relationship with the Pacific Ocean exists for all inhabitants of this blue sphere (regardless of geographical distance from the nearest coast). Each and every one is connected to the ocean and its life-sustaining abilities."

The voyage is the brainchild of filmmaker Dieter Paulman, whose team is making a documentary while en route. He writes, "By showing life aboard a *vaka* as a metaphor for sustainable living, we want to portray that there is hope if we change our behavior; by showing the beauty of the sea, the whales, and other marine life, we want to emphasize that we have to act now to safeguard this beauty for our children."

According to the blog postings at [www.pacificvoyagers.org](http://www.pacificvoyagers.org), the crews have witnessed the beauty of the Pacific's ecosystem, such as breaching whales and playful dolphins, as well as indicators of its threatened state in the form of garbage floating hundreds of miles offshore.

We encourage you to have a look at these remarkable vessels and learn more about their mission during their one-week stay at Treasure Island. Their first public activity will be a chance to meet and greet the crews August 6, from 10 a.m. to 4 p.m. at the Treasure Island Building, 180 Lot, at California and Avenue C. On Sunday, August 7, the plan is to sail the *vakas* out the Gate and re-enter *en masse*, followed by a 1 p.m. traditional welcoming ceremony at T.I.

— andy

## bamboo to the rescue

When the Bay Area's Gino Valente bought his Tayana 37 PH *Amore Kai* 25 years ago, he says he had no intention of cruising her. Married to a woman fearful of sailing on his Venture 25, Gino thought she would be more comfortable on the Tayana. Since the marriage ended about a year later, we can only guess that she really hated the boat.

A longtime *Latitude* reader, Gino says he "became more interested in cruising, especially during the winter months when I read about people enjoying warmer climates while I was cold." He took a few crew positions on boats going to Hawaii and Mexico, then had the opportunity to spend the winter south of the border. "That's when I decided that this was how I wanted to live," he recalls.

When he returned to the Bay, Gino moved aboard *Amore Kai* and started the long process of prepping her — and himself — for cruising. In January '03, *Amore Kai* was loaded onto a truck bound for

continued on outside column of next sightings page

## schooners prepare

Although most old salts would agree that schooner rigs are the prettiest type of rig ever conceived, here in the Bay Area they have few opportunities to strut their stuff as a group.

We want to remind you, however, that an event designed specifically to showcase their intrinsic beauty will take place on August 27: The Great San Francisco Schooner Race, hosted by Belvedere's San Francisco YC.

Both Marconi- and gaff-rigged schooners will compete, so if you can't catch a



LATITUDE / ANDY

The Samoan vaka 'Gaulofa' will be one of six such craft to grace the Bay.



One of the more memorable ways to watch the race is to catch a ride aboard one of the fleet. Time to call in some favors!



Don't miss this year's gaggle of lovely old gals on August 27 — and make sure your camera has fresh batteries.

## to do battle

ride aboard one of these lovely ladies, we suggest you grab your camera and get out on the Bay however you can to record the spectacle, or drop by the club post-race and have a look at this lovingly cared-for fleet.

It takes a lot of wind to get a heavily built schooner moving at her full potential, and San Francisco Bay is the perfect venue to find such conditions — as proven last year, when it blew 40 knots on race day! For further info, see [www.sfyc.org](http://www.sfyc.org).

— andy

## bamboo — cont'd

Jacksonville, Florida. "My plan was to sail the Caribbean for two years before heading to the Med," he says. "I knew if I sailed to Mexico, I'd get stuck there longer than I wanted!"

But, as so often happens, plans changed. Gino cruised the Caribbean for more than four years, then transited the Panama Canal and stopped in Ecuador to get ready for his Puddle Jump. Again, plans changed. Gino's son's graduation was blamed for his first year in Ecuador. The second year was spent in the U.S. tending to a dying friend. The third year was the year Gino fell in love with a local woman and decided to 'settle down'. It was also the year he left Ecuador with a lovely French woman, bound for the Galapagos, only to turn around a day out from their starting point and deposit her ashore.

continued on outside column of next sightings page

*The 70-ft Marconi schooner 'Aldebaran' creams along during last year's Great San Francisco Schooner Race.*



PHOTOS LATITUDE / ANDY

# SIGHTINGS

## bamboo — cont'd

Finally, 2011 was the year Gino would be an official member of the Pacific Puddle Jump. In preparation for his anticipated March departure date, he decided *Amore Kai* needed a bottom job. "There were no nearby boatyards, so I careened the boat on a seawall that others had used for that purpose in the past," Gino recalls. "We went through four low tides and *Amore Kai* sat on her keel just fine, supported by five 1' x 1' x 5' beams. On January 20, just as we were starting to paint, she fell over and broke her mast."

Thankfully, *Amore Kai* was well-insured, and the insurance company decided that importing a replacement mast and associated rigging into Ecuador would be more difficult — and expensive — than simply shipping the boat back to the Bay for repairs. The plan was to motor *Amore Kai* 650 miles to Golfito, Costa Rica — the nearest place for ship transport — where she would then be loaded onto a ship and taken to Ensenada. There she'd hop a ride on a truck and

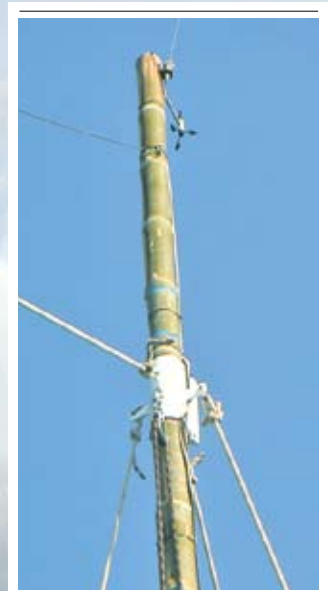
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## time to spotcheck

Later in this issue you'll find a letter from Mike and Holly Sanderson wondering if they should cruise their Catalina 34 *Southern Cross* in the Sea of Cortez or the Caribbean (page 106). The sidebar in the article notes that Catalina Yachts Chief Engineer Gerry Douglas recommends that owners of older boats, not just Catalinas, perform dye penetration tests on critical metal fittings before heading offshore, such as chainplates, to check for crevice corrosion. It's not a difficult task, but first it's important to understand how crevice corrosion works so you can identify susceptible areas.



**Above, 'Amore Kai' in happier days. Below, but she sure did turn heads with her new bamboo rig.**



**The new 'mast' didn't provide much stability but it made a good antenna mount.**



ALL PHOTOS COURTESY AMORE KAI

## your rigging

Stainless steel, the primary metal used in marine parts, is highly resistant to corrosion thanks to a surface layer of chromium oxide. This protective layer prevents surface corrosion under normal conditions, but it *can* break down, especially in spots where the part doesn't get a sufficient air supply — the point where a chainplate passes through the deck, for example. Once the oxide layer has broken down, even a little, corrosion can begin . . . then spread. As *Latitude's* publisher found out when the bolt holding the rudder to his 30-year-old Olson 30 *La Gamelle* broke,

continued in middle column of next sightings page



**The mother of invention** — Above, while careening may be your only option in many foreign ports, it does have its risks. Below, 'Amore Kai' on her way home.



## bamboo — cont'd

be let off at KKMI Richmond.

But 650 miles in the open ocean with no mast made Gino uncomfortable — not only would he have very compromised stability, but where would he mount his radio and AIS antennas? So he did what any experienced seaman would do: he improvised. "We went off into the forest and cut down a 50-ft stalk of bamboo," he says. Using the lower 35 feet, which had a maximum diameter of four inches, Gino rigged up his temporary mast/antenna holder and set off.

"Although it helped some, it was still a very rolly six days to Panama," he remembers. "It was difficult to sleep or cook. It was as bad as my trip from the Florida Keys to Cuba, when winds were about 30 knots and seas nine feet. With winds in the mid-teens and only 4-ft seas, it could have been a nice sail if I'd had my rig."

The trip may have been uncomfortable, but it was successful. *Amore Kai* was loaded onto a ship at Golfito, and is now getting some much-needed attention at KKMI as Gino plans his next adventure. "My plan is to head south to Mexico later this year," he says. "I sure don't want to be here for the cold winter months — the last eight winters in tropical climates have ruined this raised-on-the-Bay guy. Hey, maybe I'll even do the Baja Ha-Ha, so tell me how to sign up!"

Read on, Gino . . .



**Gino Valente.**

— ladonna

## baja ha-ha deadline is looming

Gino's note above reminded us that there are fewer than six weeks left to sign up for Baja Ha-Ha XVIII, our annual San Diego-to-Cabo San Lucas cruisers' rally. This year, the 'Barely Legal' fleet will sail out of San Diego Harbor on October 23 and arrive in sunny Cabo San Lucas by November 5 for an epic party at the Cabo San Lucas Marina.

If you, like Gino, are planning to do the 750-mile rally but haven't signed up yet, time's a-wasting: the entry deadline is September 10. Signing up is easy — just go to [www.baja-haha.com](http://www.baja-haha.com) and click the 'Sign Me Up' button. The entry fee is just \$375 (\$325 if your age or your boat length is less than 35) and it entitles you to all sorts of fantastic discounts, including discounted marina fees all the way down the coast. While you're there, be sure to check out the freshly updated *First Timer's Guide to Mexico* — which can be read online or downloaded for future reference — as well as the info on our Mexico-Only Crew List Party at Encinal YC on September 8.

See you in San Diego!

— ladonna

### Additional entries as of July 24:

- 92) **About Time II**, Hunter 410, DeWayne Enyeart, Friday Harbor, WA
- 93) **Alegria**, Caliber 40, Brian Black, Alameda
- 94) **Gatecrasher**, Tayana 48DS, Roger Shortz, San Diego
- 95) **NautiMoments**, Hunter 41DS, Ken & Carole Downes, Vancouver, BC
- 96) **Heart 2 Heart**, Irwin 41, Jeff Overley, San Pedro
- 97) **Destiny**, Catalina 42, John & Gilly Foy, Alameda
- 98) **Kat Den Rie**, Catalina 42, Jay Watt, Alameda
- 99) **Cat 2 Fold**, Custom 42, Brian Charette, Jackson Hole, WY
- 100) **Diamond Girl**, Beneteau 393, Larry & Nelda Read, Bellingham, WA
- 101) **WYSPA**, Baltic 55 DP, Roger Waterman, Del Mar
- 102) **Double Diamond**, Lagoon 440, Jeff & Melody Christensen, Anacortes, WA
- 103) **Borboleta**, Beneteau 405, Glen Priestley & Ken Garfinkel, Vancouver, BC
- 104) **Cool Breez'n**, Pacific Seacraft 37, C Lukin & C Gholson, Woodinville, WA
- 105) **Dolfinio**, Catalina 42, Rick Lino, Marina del Rey
- 106) **Que Sera Sera**, Kettenburg 32, Richard Hodge, Forest Grove, OR
- 107) **I Yam What I Yam**, Hans Christian 48T, Sandi Fratino, Vancouver, BC
- 108) **Chalet Mer**, Irwin 46, Geno Gehlbach, San Francisco
- 109) **Epiphany**, Columbia 28, Michael Bell, Brisbane

# SIGHTINGS

## fast track to paradise

Most would-be adventurers who dream of crossing oceans under sail spend years honing their seamanship skills and outfitting their boat with everything they might possibly need — and even then they find reasons to procrastinate about untying their docklines. Others, like Krister and Amanda Bowman take the fast track.

As Amanda explains, when they set off for French Polynesia on April 9 aboard their San Francisco-based CS 36 *Britannia*, “it had only been two years since we first stepped aboard a sailboat.” Before that they’d been “in limbo,” “yearning for adventure,” and “itching to move on to the next thing,” when they somehow decided that exploring the world under sail was the answer.

They took a battery of ASA sailing courses at Tradewinds Sailing School, and after a lot of boat hunting on Craigslist and Yachtworld, they found *Britannia*, a 1984 bluewater-ready cruiser, through John Kouny at Cruising Yachts. After months of refurbishing and upgrading her, they pared down their worldly possessions, and moved aboard last October, all the while going out sailing as often as they could. They’re both in their early 30s, and it’s indicative of their youth and lust for adventure that they once went daysailing when winds inside the Bay were clocked at 52 knots!

In January, they sailed south to Mexico. In Puerto Vallarta they met a passel of other Polynesia-bound cruisers, many of whom set sail on the 3,000-mile crossing at about the same time.

As you’ll read in our Pacific Puddle Jump Recap next month, most boats saw exceptionally good conditions during this year’s crossing. *Britannia* made 175 miles on her best day and never saw sustained winds above 25 knots. Other than the lumpy seas during the early days, they had few complaints. “Apparently, the ITCZ moved north as we moved south, and we basically missed it,” wrote Krister in his blog ([sailingbritannia.blogspot.com](http://sailingbritannia.blogspot.com)). Their original plan was to spend cyclone season in New Zealand, then start heading home in April. But what cruiser ever sticks to his game plan?

— andy

## ka-em-te lost, crew rescued

After three years of cruising the Sea of Cortez out of San Carlos, Oregonians Doug Merrell, 52, and Trisha Kelsoe, 53, were sailing home from Cabo San Lucas via the clipper route when they lost steering and had to be rescued from their Bayliner Buccaneer 30 *Ka-Em-Te*. On June 27, the couple, along with Doug’s sons Donald, 22, and Jonathon, 31, felt and heard the boat come into heavy contact with a submerged object. They checked for damage and leaks but everything seemed fine.

Over the next few days, they began having trouble with their steering. At first they believed their autopilot was malfunctioning, so they replaced it with a spare, but then that one also had trouble steering the boat. After discovering that three high-pressure systems had cut them off from their planned northwesterly course, the crew turned *Ka-*

*Em-Te*, now becalmed, north and cranked on the iron genny. A 20-knot easterly piped up, but the little boat had trouble maintaining course.

“When the wind came up we noticed the steering problems were worse,” noted Trisha. “Hand steering the boat and holding a steady course was very difficult. As we put up sail, we were shocked to find the only way we could somewhat balance the helm was to run a 130 jib and a double reef in the mainsail. Steering became progressively worse.”

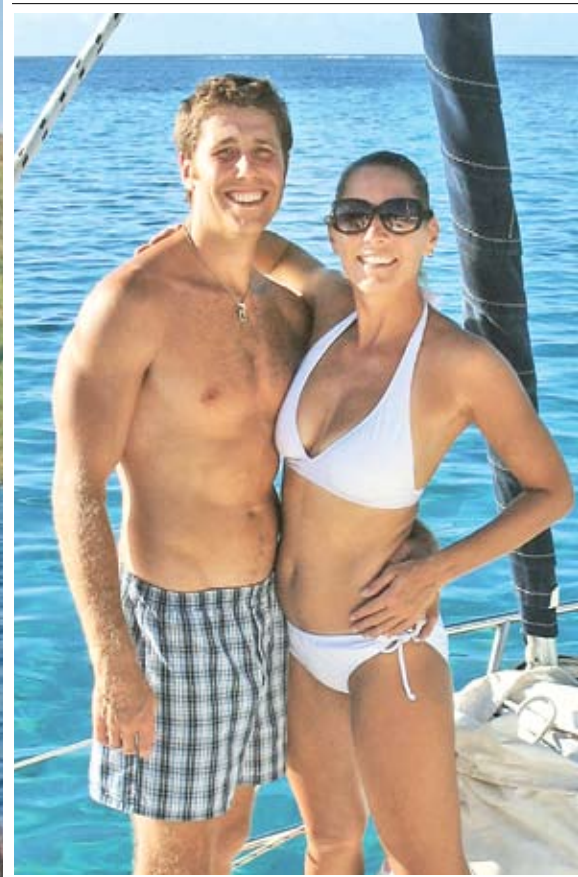
Around 3 a.m. on June 30, *Ka-Em-Te*’s steering failed altogether. While setting up the emergency tiller, the crew found the rudder shaft tube was cracked and leaking. “Upon inspection of the quadrant, we

continued on outside column of next sightings page

## spotcheck

crevice corrosion often occurs in the dark and invisible spaces on a boat.

“I spoke with naval architect and surveyor Jack Horner (a fellow ABYC Board member), who routinely performs dye penetrant tests on stainless steel fittings and standing rigging” Douglas said. “His advice was to remove any parts to be tested from the boat because misplaced dye is impossible to remove from fiberglass. He also concurred with my recommendation to test or replace any rigging



Spread: While local drummers hail her arrival, the San Francisco-based CS 36 ‘*Britannia*’ enters Moorea’s Opunohu Bay during last month’s Tahiti-Moorea Sailing Rendezvous (See page 110). Inset: You might say owners Krister and Amanda Bowman are neophytes who already have vast experience.

THE OREGONIAN



Trisha, Doug, and Dinky Dink are staying with family.



## — cont'd

over seven years old, especially before extended ocean passages."

If the rigging on your boat is older than seven years, check out Magnaflux's SpotCheck dye penetrant kit (#SK-416; see [www.magnaflux.com](http://www.magnaflux.com) for details) for about \$90. The kit includes everything a boatowner needs to check his own fittings — cleaner, penetrant, developer and clear instructions — and could save you the cost of a crumpled mast . . . or worse.

— *ladonna*

***ka-em-te*** — cont'd

noticed a 1/2-inch play in the 12 inches of exposed rudder shaft," recalls Trisha. "Steering got progressively worse and each time we checked the rudder shaft, it was getting worse in play and cracking around the area. Play in the rudder shaft was now one inch and water was leaking a bit faster — still slow but faster."

An hour later, the crew, realizing they would not be able to effect repairs mid-ocean — they were about 650 miles southwest of Pt. Conception — made the decision to call a *pan-pan* over their HF and VHF radios. Their VHF call was answered almost immediately by the Chinese freighter *OOCL Guangzhou*, which was a mere 20 miles away. A short time later, *Guangzhou's* captain had maneuvered his ship to

continued on outside column of next sightings page



SPREAD: LATITUDE / ANDY; INSET: JULIE TURPIN

# SIGHTINGS

## *ka-em-te* — cont'd

windward of *Ka-Em-Te* in relatively calm conditions and lowered two engineers who confirmed the damage could not be repaired while the boat was in the water.

It didn't take long for Doug and Trisha to realize they'd have to abandon their home of 11 years, so they grabbed what they could — including boat cat Dinky Dink — and climbed the rope ladder to safety. Three days later, they were deposited in Hawaii and flew back

continued on outside column of next sightings page

## short

**SOUTH BAY** — It would be easy to assume the worst if you'd heard that a 62-year-old windsurfer had been missing on the Bay for more than 13 hours, but Cathy Caton's rescue on the morning of July 19 after spending a very long night getting sucked into and out of South San Francisco Bay was a surprisingly happy



ALL PHOTOS LATITUDE / ANDY

## sightings

ending to a potentially deadly story. Caton and her husband, Steve Hamman, 63, took off from the Foster City shoreline the previous afternoon around 5 p.m. for a quick half-hour ride. A broken mast left Caton disabled and adrift. It must have been terribly frustrating — and probably

continued in middle column of next sightings page

**'Esmerelda' earned bonus points for flying all 21 of her sails when she glided into the Bay last month.**

*ka-em-te* — cont'd

to Portland, where they're staying with family. Trisha says that though *Ka-Em-Te* was severely damaged during her short time rafted to a 853-ft container ship and she surely sank, their one regret is that during the excitement, they forgot to cut a water line so she'd sink quickly. "I hate to think she may have been a hazard to navigation, even for a short time," she said.

Sadly, *Ka-Em-Te* was not insured. During their stay in the Sea, doctors discovered that Doug had an 8-lb tumor so all their savings went to his cancer treatment. In fact, the couple were on their way back home to earn money for more treatment. Trisha says the cruising community in the Sea was very supportive, as are their friends and family back home, and she and Doug are forever grateful.

The couple are now hoping to find a good deal on a boat or houseboat on the Columbia River. "My cruising days may be over," Doug told us, "but I don't want my life on the water to end." If you have any leads for Doug and Trisha, please email them at [trish196@netzero.com](mailto:trish196@netzero.com).

— ladonna

## real sailors arrive under sail

Pick up any coffee table photo book on international tall ships and you may notice a peculiar irony. Although these majestic sail-training vessels are built to cross oceans in all weathers during their globe-trotting goodwill missions, you rarely see a photo of one heeled over with all her sails pulling hard against a stiff breeze. That's because most tall ship gatherings take place in big cities not known for steady wind — endless photos of lovely ships motoring up the Hudson River with their sails backed come to mind.

A further irony is that few of these spectacular foreign-flag vessels ever make port calls at San Francisco, which is, of course, world-renowned for its reliably strong winds. We're simply not located on the routes that such vessels typically travel.

That's why we get all revved up when one of these elegant ladies does pay us a visit, such as the 370-ft Chilean sail-training brigantine *Esmeralda*, which called here last month. With her four masts and unusual schooner-like rig, we think she's one of the most breathtakingly beautiful sailing ships ever built.

Unfortunately, she sailed into the Bay a day after her previously announced arrival date, so few local boats were on hand to greet her. But being longtime tall ship aficionados, we give her bonus points anyway because — regardless of the thick fog — she sailed beneath the Golden Gate Bridge with all of her 21 sails neatly trimmed for the 15-knot breeze — 30,892 square feet of sailcloth.

Built in Spain, *Esmeralda* was launched in 1953 and has been touring the world with naval cadets on board ever since. She is one of the longest and tallest of all such sail-training vessels, and carries a complement of 300 cadets in addition to her 90 permanent crew. If you've ever had to go aloft while your boat was underway, you'll have some appreciation of what it would be like to balance yourself against one of *Esmeralda's* yardarms — the highest of which is nearly 150 feet off the water — while using both hands to furl a sail. In fact, just watching the young trainees scramble up the ratlines to secure the so-called White Lady's sails was enough to give us a touch of vertigo!

For info on many non-governmental sail-training opportunities for trainees of all ages, check out the Tall Ships America website: [www.sailtraining.org](http://www.sailtraining.org).

— andy



**Wouldn't want to be up here during heavy weather!**

## getting his sea legs

When John Silverwood's left leg was severed on June 25, 2005, he wasn't sure he was going to live, much less ever sail again. Silverwood and his family — wife Jean, and kids Ben, Amelia, Jack and Camille — had been sailing in the South Pacific aboard their Lagoon 55 catamaran *Emerald Jane* when they ran up on Manuae Atoll, about 190 miles west of Raiatea. John lost his leg, and nearly his life, when the boat's 79-ft mast fell on him. The family's story captured the world's attention, and two movies, along with John and Jean's book *Black Wave*, came out of the near-tragedy.

Now five years later, John is ready to set sail again. Having adapted well to his 'bionic' prosthetic leg, and having done some sailing on other people's boats, John says he finally "got permission from Jean to buy another boat." In less than two months, John found the Ohlson 38 *Espiritu Santo* in Galveston, Texas, had her trucked to San Diego and got her ready for a doublehanded trip to Hawaii with his youngest son Jack, 15. They were scheduled to leave on July 27, the day after this issue went to press.

Instead of looking for the limelight for himself, John is hoping his trip will bring awareness — and much-needed contributions — to the Challenged Athletes Foundation, a group that helps people with physical disabilities live active lifestyles and become competitive athletes. John will be posting an occasional video blog from his trip — view them at [www.challengedathletes.org](http://www.challengedathletes.org) — and promises to deliver a full report on the journey for *Latitude* readers.

— ladonna

## crony capitalism could degrade gps

U.S. taxpayers, via the Department of Defense, paid for the development, installation and maintenance of our GPS system. Now it's in danger of degradation anywhere within the range of cell phone towers — thanks to what would appear to be crony capitalism of the worst sort at the Federal Communications Commission (FCC) and the White House.

The deal is that hedge fund manager Phil Falcone and his Harbinger Partners have had a rough time of it lately. The value of their fund plunged from about \$26 billion to just \$9 billion, and the likes of Goldman Sachs have been pulling money out. Furthermore, the District Attorney's Office in Manhattan is going after Falcone with civil and criminal charges for failing to disclose that he accepted \$113 million in personal loans from the hedge fund to pay his personal taxes — giving you an idea of how much money he was making. In addition, there are allegations that when things got bad, Falcone allowed some investors to pull their money out while others weren't allowed to. Some people being treated better than others seems to be a cloud that follows Falcone around.

According to a February letter by the National Legal and Policy Center, Falcone identified a potential loophole in FCC regulations that would allow him to create a wireless communication service at a tiny fraction — \$6 billion versus \$40 billion — of the investment required by all other competitors. That's because he wouldn't have to establish a satellite system, like everyone else, to go with the land system. It's also a wireless communications network that GPS experts such as Charlie Trimble and Stan Honey say would degrade GPS accuracy when within range of cell phone towers because the frequencies of the two services are so close.

According to the letter, there have been a series of odd procedural decisions at an independent regulatory agency — the Federal Communications Commission — that appear to have been undertaken solely for the financial benefit of one individual. These process decisions, series of contacts, apparent appearances of impropriety, and potential conflicts of interest seem to reveal improper influence peddling before the Executive Branch, Office of Science and Technology Policy (OSTP),

continued on outside column of next sightings page

## shorts

quite frightening — when her handheld VHF's batteries died shortly thereafter, not to mention when she discovered her strobe light's battery was dead.

Just after dawn the next morning, a Coast Guard helo crew spotted Caton just north of the San Mateo Bridge. They dropped a rescue swimmer and hoisted Caton aboard. A very experienced windsurfer, Caton was wearing good protective gear — a wetsuit, hat, gloves, boots and PFD — which the Coasties noted helped her survive the night. Another factor was that conditions were calm and relatively



The Silverwood family — Ben, Jack, John, Camille, Jean and Amelia — not long after their rescue from Manuae Atoll.



## — cont'd

warm. The retired doctor later declined to be taken to the hospital, instead opting to head straight home — and no doubt to a very hot shower.

**LAKE MICHIGAN** — Two sailors died in the early morning hours of July 18 during the 103rd Annual Chicago-to-Mackinac Race when a severe thunderstorm sent wind speeds into the 50s. The Kiwi 35 *WingNuts* was reported capsized around 12:40 a.m. by nearby competitor *Sociable*, whose crew ended up rescuing six of the stricken boat's eight crewmembers. Sadly,

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## gps — cont'd

and the Federal Communications Commission.

They are talking about when Falcone and LightSquared CEO Sanjiv Ahuja personally visited the White House and met with the Chief of Staff at OSTP — and the next day, Harbinger's signing of a merger agreement with Sky Terra, which owned the part of the band next to GPS. Coincidence?

They are talking about things like Falcone's getting government approval for Harbinger/LightSquared to buy Sky Terra in just five days instead of the normal 180 days, and in other ways having obstacles conveniently removed. Coincidence?

They are talking about Falcone, a long and large contributor to the Republican Party, suddenly contributing the max to Democrats instead. They're talking about his wife doing the same thing. They're

continued on outside column of next sightings page



*John doesn't expect this trip to be exciting enough to spawn a book, but he does hope it will generate contributions to the Challenged Athletes Foundation.*

PHOTOS COURTESY ESPIRITU SANTO

# SIGHTINGS

## gps — cont'd

talking about Ahuja also doing the same thing. Coincidence?

They are talking about Harbinger hiring the Palmetto lobbying group, a firm that employs lobbyist Steve Glaze. In a shocking coincidence — who would have known? — Steve Glaze is married to Terri Glaze, a senior staffer at the FCC. Only a complete cynic would think that his employment and her decisions or influence were in any way linked.

If you want to read about more such shenanigans — and get so angry that you want to storm the White House — read <http://nlpc.org/sites/default/files/HarbingerLetter.pdf>.

But it's not just politically biased watchdog groups that are opposed to the deal. Reports by the White House-chartered National Space-Based Positioning, Navigation, and Timing Systems Engineering Forum (NPEF) and the Radio Technical Commission for Aeronautics both say there is no way LightSquared's high-power terrestrial network can coexist peacefully with the millions of low-power GPS devices that are in circulation today — from handheld recreational units to more complex systems used in aircraft.

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## shorts

owner Mark Morley, 51, and Suzanne Bickel, 40, were apparently unable to untether themselves from the boat, and the Coast Guard recovered their bodies several hours later. Morley had six Mackinacs under his belt and Bickel two.

Though a number of boats have been damaged or lost during the 289-mile race, according to the sponsoring Chicago YC, these are the first deaths ever to occur due to weather or accident.

**RICHARDSON BAY** — It's amazing how a relatively minor accident can gain quite a bit of attention when a video camera happens to catch it. That's what occurred on July 1 when Richard 'Rick' Parasol, 75, and James Whitbread, 60, were scooting around Richardson Bay in



'Sea Star' shoots across the Bay.



Sniffing out the breeze aboard 'Lee Hound'.



## — cont'd

a Lake LA-4-200 float plane and caught a boat's wake, resulting in a spectacular nose dive just off Horizons Restaurant. The men weren't injured and a Good Samaritan boater plucked them from the wings of the sinking plane.

Some have surmised they were showing off a little for the crowd gathered for the Friday Night Jazz & Blues Concert Series in Sausalito's Gabrielson Park, which doesn't come as a surprise to Rick's old friend The Wanderer. "Rick loves attention, no matter if it's good or bad," says *Latitude*'s publisher. "He even named his obnoxious red cigarette boat *Rude*."

Within hours of the incident, news stations everywhere were showing foot-

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**Looking Good — Who needs group therapy when you're sailing on 'Group Therapy'?**

**One hand for the boat, one for the photographer.**

## gps — cont'd

According to the NPEF, "aviation users could effectively experience a blackout of GPS capabilities, particularly around densely populated areas, where LightSquared ground stations are expected to be spaced 400 to 800 meters apart."

The report says their tests showed that aircraft flying at altitudes lower than 10,000 feet couldn't reliably count on GPS to work over Washington, D.C., much of Virginia and Maryland, and parts of Pennsylvania and New Jersey. Additionally, police cars couldn't get a GPS signal within 600 feet of a LightSquared tower. Ambulances and fire trucks have it even worse — they couldn't get a signal within 1,000 feet.

For their part, LightSquared says they pinky-swear to not to use the higher frequencies that will interfere with GPS, and suggest that a logical fix would be to retrofit every single GPS receiver in the country — all 500 million of them — with a special filter that would prevent interference but also degrade accuracy. NPEF had another suggestion: LightSquared should simply acquire the rights to another part of the spectrum for their network.

Where does the Coast Guard stand on this? Rear Admiral Robert Day, Coast Guard Chief Information Officer (CIO) and the Assistant Commandant for Command, Control, Communications, and Information Technology, made the following testimony before a committee at the U.S. House of Representatives Transportation Committee: "Thank you for inviting the Coast Guard to discuss the new terrestrial service proposed by LightSquared, and its potential to interfere and impact the spectrum used by the Global Positioning System (GPS). Although test results are still preliminary, and the testing was conducted at power levels below those at which LightSquared is authorized to operate, the Coast Guard believes that without mitigation, there could be adverse effects on its surface operations in coastal and inland waterways in the vicinity of LightSquared transmission sites, and on its aviation operations in areas surrounding the LightSquared towers. In fact, Coast Guard missions are just a portion of the many DHS operations and regulated activities that rely on GPS and could be affected."

Hmmmmmm. Did you catch the bit about LightSquared running tests "at power levels below those at which LightSquared is authorized to operate"? Can you imagine why they might want to skew the testing that way? No, we can't think of any reason either.

The FCC's period of public comment ended on July 30. We'll keep you updated on developments via *Lectronic Latitude* ([www.latitude38.com](http://www.latitude38.com)) and Facebook ([www.facebook.com/latitude38](http://www.facebook.com/latitude38)).

— richard

## dreamkeeper finds closure

Late in the afternoon of June 26, on our final northbound leg from Half Moon Bay, we broke through the cold, thick marine layer, sheeted out the sails on our Pacific Seacraft 40 *DreamKeeper*, and surfed down the 12-ft breaking seas in the outer channel and headed for San Francisco Bay. The Golden Gate Bridge was the best finish line for our circumnavigation that we could have asked for — the gateway to closure on this epic journey and the beginning of our next adventure. It'd been a little more than 4½ years since we left Sausalito and sailed under the Bridge to begin the loop around the globe. Thirty-five countries and almost 36,000 nautical miles later, we were back.

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LATITUDE / ANNIE

**LightSquared's new wireless service could make the GPS on Crissy Fields' smartphone act really, really dumb.**

# SIGHTINGS

## *dreamkeeper* — cont'd

When we left, Gar was 35 and Nicole was 32, and we found that our relatively young age influenced our journey both positively and negatively. On the plus side, we had a lot of energy for boat projects — lugging heavy diesel jugs around random towns, free-diving to clean the boat's bottom, and so on — as well as for off-boat adventures — hiking, spearfishing, scuba diving and kitesurfing being just a few. Other

cruisers would often ask, "Don't you guys ever relax?" We'd just laugh. They should have seen us when we lived on land!

The difficult part of being a younger cruiser is having few connections with folks our own age. We made many good friends in the cruising community who were 30 years our senior, but there was usually a noticeable difference in interests, energy, and generational topics of conversation. At the beginning of our journey, down into Mexico and heading through the Coconut Milk Run, this wasn't



**Gar and Nicole made many new friends during their circumnavigation, many of them locals.**

so much of an issue as we'd met a few adventurous younger sailors. But after our committing to the global loop and moving more 'off the grid' to places like the Solomon Islands, Palau, Indonesia, Southeast Asia, and onward across the Indian Ocean and Red Sea, younger cruisers were pretty much non-existent.

After the novelty of evening sundowners and cruiser beach potlucks hosted by retirement-aged sailors wore off, we craved more stimulation and shared adventures. For many of them, the most exciting aspects of cruising were the calm anchorages, cocktails, and sunsets. We noticed some didn't even get off their boats for days at a time as we zipped back and forth in our dinghy, went on adventurous hikes, long swims and free-diving and spear-fishing outings, and befriended the locals. As time went on, we realized we just didn't really fit in with most of the sailing community and we missed having friends we could really connect with.

That said, our first year across the South Pacific and to New Zealand was jam-packed with exciting sailing, beautiful cruising grounds, and great new friends. But it was the next year-and-a-half that really pushed us into a new place as adventurous cruisers. Heading north from New Zealand, we first crossed to beautiful Fiji, up to tribal Vanuatu, then onward to the Solomon Islands, the islands of Papua New Guinea, and back north across the equator to Palau, Micronesia. After four months in Palau, we sailed south and entered through the 'back door' of eastern Indonesia into Raja Ampat, the most diverse marine ecosystem in the world. We spent five months in Indonesia, most of it on our own, exploring Raja Ampat to the Spice Islands then onward toward the more-traveled areas of Flores, Komodo, Lombok, Bali and Kalimantan, before heading up to Singapore and Thailand.

Cruising in most of these areas was both amazing and difficult. Not only were our experiences rich in interaction with local people, but we often found ourselves in gorgeous natural world splendors that one sees in one's dreams. We peered into live volcanoes, drank kava with local friends, free-dived with hundreds of sharks, bought fresh fruit and orchids from kids in dugout canoes, bartered for carvings and lobster, and tied up in limestone nooks as cockatoos and hornbills did flybys.

We always went out of our way to connect with village chiefs and ask permission to anchor by their village. We'd extend extra warmth to our local guests by offering snacks or a cold soda, and tried to just be kind and friendly. We were always amazed by how many cruisers were unfriendly to local people. They never smiled or tried to speak a few words of the local language, let alone move away from the comfort

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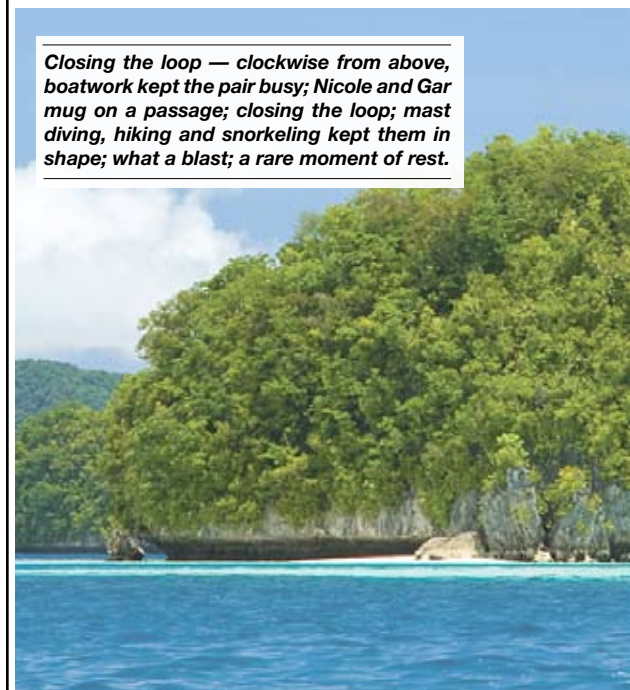
## shorts

age caught by Mill Valley resident Leif Christiansen. In fact, we'd be surprised if you missed it, but just in case, you can find it at [www.youtube.com/user/leifhoja#p/a/u/2/UIHmrEZ-3rg](http://www.youtube.com/user/leifhoja#p/a/u/2/UIHmrEZ-3rg). So the next time you think about doing something stupid, remember that nearly every cellphone out there is also a video camera and you might just become the nation's next unwilling media darling.

**SAN DIEGO** — Boaters in San Diego's Shelter Island Yacht Basin have been offered financial assistance to switch from copper bottom paint to a "non-biocide hull



**Closing the loop — clockwise from above, boatwork kept the pair busy; Nicole and Gar mug on a passage; closing the loop; mast diving, hiking and snorkeling kept them in shape; what a blast; a rare moment of rest.**





## — cont'd

paint.” The Port of San Diego received a \$600,000 grant to fund the project, which they hope will help reduce the amount of copper in their waters.

The Port will pay for the removal of old paint but it appears the application of the special silicone- or ceramic-based coating is left to the boaters’ wallets. And it’s no chump change — one estimate calls for nearly \$5,000 for the coating alone.

Funding is available through June, 2014, or until the money runs out, and is only available to Shelter Island tenants.

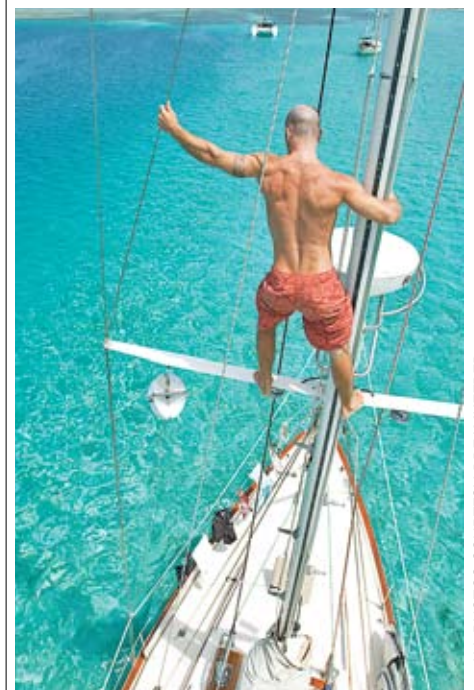
— *ladonna*

## *dreamkeeper* — cont'd

of their ‘country group’ (i.e. American boats, German boats, etc.). You’d be surprised what kind of wonderful experiences you’ll have if you just extend a big smile.

As we write this, it’s been three weeks since we landed and we are just beginning to sort out our lives. When we left in ‘06, we’d sold almost everything: our houseboat in Sausalito, our vehicles, our furniture, my work tools, and so on. We wanted to be free from stuff and open to serendipity. It just felt so good to simplify, but now that we’re back, we’re just homeless, carless and jobless. We’re figuring it all out, and though the process is difficult, it’s exciting as well. As we work through ‘re-entry’, we’ll just try not to be too sucked into the speed of life here — or be overwhelmed by the amount of food in the grocery stores.

— *gar duke & nicole friend*  
[www.svdreamkeeper.com](http://www.svdreamkeeper.com)



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