

Latitude 38

VOLUME 412 October 2011

WE GO WHERE THE WIND BLOWS



Latitude 38

OCTOBER 2011

VOLUME 412

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A Golden Opportunity

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Golden Moon*

The Express 37 *Golden Moon* won her one-design class in last month's Rolex Big Boat Series. *Golden Moon* has placed first three years in a row.

In the interest of full disclosure, *Golden Moon* is a partnership between Kame Richards of Pineapple Sails and co-owner Bill Bridge. Last year Kame built a new carbon #3 for the boat; this year we built no new sails. Yet the boat was able to sail very high and very fast in this competitive fleet.

The partnership in *Golden Moon* has given us the opportunity to test sails - something we would never do on a customer's boat. But the same tried and true designs and materials we use for ourselves we are committed to use for you. That and the promise of excellent service set us apart.

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TAYANA 48 DS



2003, \$419,000

HYLAS 46



2002, \$398,000

MARINER 50 MS



1979, \$175,000

TAYANA 37



1981, \$72,500

34' VINDO 45



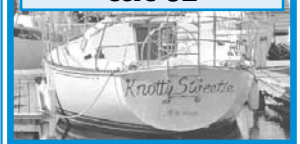
1983, \$72,000

HUNTER 34



1986, \$35,000

C&C 32



1984, \$28,500

NORWEST 33



1979, \$29,500

NONSUCH 26 ULTRA



1989, \$47,500

HUNTER 31



1984, \$23,000

ISLANDER 30



1979, \$15,000

NONSUCH 22



1987, \$17,500

NEWPORT 30



1978, \$17,000

In Grand Marina
2099 Grand Street
Alameda, CA 94501

YACHTWORLD.com

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Cover: *Groovederci* rolls to a win at the Farr 30 Worlds
Photo by Sharon Green/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, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.html.

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Sense 43



Oceanis 37



First 30



First 35



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Dehler 41, 1998
\$175,000



Beneteau 393, 2006
\$149,000



Beneteau 373, 2005
\$137,000



Beneteau 40, 2008
\$209,000



SISTERSHIP

Island Packet 45, 1998
\$235,000

SAIL			POWER							
54'	Moody	2001	38'	Island Packet	1993	135,000	33'	Hunter 33.5	1992	40,000
47'	Vagabond	1983	37'	Tartan	1982	65,000	33'	Yamaha	1978	25,000
45'	Island Packet	1998	37'	Beneteau 373	2005	137,000	32'	Island Packet 320	1998	104,500
45'	Beneteau First 455f	1991	37'	Pacific Seacraft	1984	129,000	32'	Valiant	1978	43,900
44'	Norseman 447	1984	36'	Beneteau 361	2000	105,000	32'	J/32	1997	87,500
42'	Cascade	1971	36'	Beneteau First 36s7	1998	93,900	30'	Beneteau 305	1988	35,000
41'	Dehler DS	1998	36'	Beneteau First 36s7	1998	99,500	25'	Cal 2-25 w/trailer	1979	11,950
41'	Tartan 4100	1996	36'	Pearson II	1985	57,900	24'	Corsair 750, trlr, AirDock	2008	55,000
40'	Beneteau	2009	36'	CS sloop	1988	62,500				
40'	Beneteau	2008	36'	Island Packet 350	1995	135,000	61'	Mikelson SFPH	2001	990,000
40'	Sea Wolf ketch	1968	35	Dehler	1996	82,000	53'	Navigator CPMY	1998	259,000
39'	Cal Mk II	1980	35'	C&C 35 Mk III	1983	49,500	42'	California	1987	99,500
39'	Beneteau 393	2006	34'	Catalina	1986	44,900	38'	Pearson True North	2007	327,500
38'	Ericson	1988	34'	Tiffany Jayne	1982	29,000	30'	Skipjack, flybridge	1999	100,000
			34'	Aloha sloop	1984	48,500	29'	Shamrock	2001	120,000

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Latitude 38

"we go where the wind blows"

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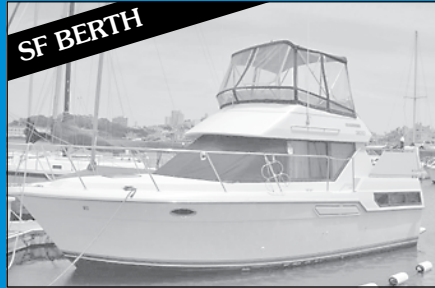
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CALENDAR

Non-Race

Sept. 30-Oct. 2 — Westsail Owners Rendezvous at San Leandro YC. Guest speakers: Dave King of *Saraband* and Westsail guru Bud Taplin. Would-be owners welcome! Info, www.westsail.org.

Oct. 1 — Aeolian YC Swap Meet, 8 a.m.-2:30 p.m. Info, (510) 523-2586.

Oct. 1 — Redwood City PortFest, a free showcase of the waterfront. Live music, kids' activities, food, and beer garden. Info, www.RWCPortFest.com or (650) 306-4150.

Oct. 1 — Chula Vista Marina Swap Meet, 7 a.m.-noon. Info, boatslips@cvmarina.com.

Oct. 1 — Suisun City Waterfront Festival at Harbor Plaza, 10 a.m.-5 p.m. Info, www.suisun.com.

Oct. 1-2 — 19th Annual Northern California Women's Sailing Seminar at Island YC. Info, www.iyc.org/wss.html.

Oct. 1, 14, 22, & 29 — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, www.nps.gov/safr.

Oct. 2 — 2nd Annual Seven Seas Cruising Assn SoCal Gam in Chula Vista. \$20 advance (\$10 for members). SSCA seminars and more. Info, www.scca.org.

Oct. 2 & 16 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Oct. 2-30 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Oct. 5-26 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$20. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Oct. 6-10 — Hey sailor, it's Fleet Week, featuring the Blue Angels. Details can be found at www.fleetweek.us.



PAIGE BROOKS

Keep an eye out for other boats during the Blue Angel shows.

Oct. 6-10 — 42nd Annual United States Sailboat Show, a.k.a. the Annapolis Boat Show. Info, www.usboat.com.

Oct. 8 — Watch the final performance of the Blue Angels from the deck of *Gas Light*, the 72-ft replica scow schooner. \$85/person. Youth scholarship fundraiser. Info, www.ggtss.org or (415) 251-8779.

Oct. 8 — Pacific Cup Race Offshore Academy #2, the second in a series of seminars leading up to next summer's race, at Berkeley YC, 12-5 p.m. Learn about sails, electrical, medical and communications. Open to all. \$20 (\$18 for PCYC members). Info, www.pacificcup.org/seminars.

Oct. 8-9 — America's Boating Course by Carquinez Sail & Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$40. Info, www.carquinez.org/public_courses.html or (707) 55-BOATS.

Oct. 8-Nov. 6 — *Lady Washington* and *Hawaiian Chieftain* return to the Bay and will offer tours. For dates, times, and details on booking passage, see www.historicalseaport.org.

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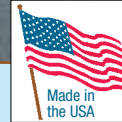
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Catalina 42, 1992	109,000
Catalina 400 MkII, 2001	164,000
Catalina 380, 2002	139,000
Catalina 36 MkII, 2003	118,500
Catalina 36 MkII, 2001	109,000
Catalina 36 Tall Rig, 1985	51,000

Catalina 350, 2005	134,000
Catalina 350, 2003	133,500
Catalina 34, 2005	92,000
Catalina 30, 1984	26,000

Preowned Sailing Yachts at Our Docks

Beneteau 473 DS	\$318,500
Hans Christian 43, 1989	133,000
Hunter 41 DS, 2005	185,000
Beneteau Oceanis 373, 2005	137,000
C&C 38, 1979	49,250
Hunter 37.5 Legend	55,500
Hunter 34, 1984	LET'S MAKE A DEAL! 34,000
C&C 32, 1980	32,000

Hunter 310, 2007	79,900
Nonsuch 30, 1981	40,000
Corsair 24-750, 2006	39,950

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Ranger 27 Tug, 2011	DISCOUNTS! 159,937
Ranger 21-EC Tug, 2011	49,937

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Ranger 25 Tug, 2010	LET'S MAKE A DEAL! \$139,950
Ranger 25 Tug, 2009	LET'S MAKE A DEAL! 125,900
Ranger 25 Tug, 2008	115,000

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CALENDAR

Oct. 10 — Celebrate Columbus' famous sail today.

Oct. 11 — Howl at the full moon on a Tuesday night.

Oct. 11 — 'Using Your SSB' by Gordon West & Shea Weston at Downwind Marine in San Diego, 5:30-9:30 p.m. \$25/person or \$30/couple. RSVP, sheaw@offshoreoutfitters.com.

Oct. 12 — 'SailMail Training' by Jim & Sue Corenman and Shea Weston at Pt. Loma Assembly Hall, 8:30 a.m. - 4:30 p.m. \$50/person or \$75/couple. RSVP, sysop@sailmail.com.

Oct. 12-Dec. 7 — Sailing Skills & Seamanship course by USCGA Flotilla 12-1 at Oakland YC. Wed. nights, 6:30-8:30 p.m. \$55. RSVP, nancy@windwave.com or (510) 601-6239.

Oct. 13 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

Oct. 13 — The North Sails/Easom Rigging Lecture Series continues with 'Moulded Sail Technology' by Bill Pearson at South Beach YC, 7-8:30 p.m. Free. Info, www.southbeachyc.org or bill@3dl.northsails.com.

Oct. 15 — SF Maritime National Historic Park's Sea Music Concert Series aboard *Balclutha* at Hyde St. Pier featuring David Coffin, 8-10 p.m. \$14 each (\$12 for members). Info, (415) 561-6662, ext. 33.

Oct. 15 — Baja Ha-Ha Welcome to San Diego Party at Downwind Marine, 12-4 p.m. Info, www.baja-haha.com.

Oct. 16 — Take your boss sailing today.

Oct. 16 — Pirates in Paradise Fun-Raiser, a fundraiser for Alameda schools, at Bayside Shopping Center, 10 a.m.-5 p.m. All small boats are invited to participate. \$10 donation (\$5 for kids). Info, dwright2@farmersagent.com or (510) 908-3939.

Oct. 17 — Downwind Marine's Cruisers' Seminar Series kicks off with 'Cruising Electronics & Power Generation' by Alan 'Dr. Electron' Katz at 7 p.m., \$3. More seminars at same time and location. **10/18:** Outboard Care for Cruising Mexico (Tom Teevin); **10/19:** Pressure Cooker: The Vital Galley Tool (Paul & David; \$5 fee); **10/20:** Cruising Mainland Mexico (Dick Markie); **10/21:** Rigging at Sea (Capt. Stephen Mann). More TBA. Info, www.downwindmarine.com.

Oct. 20 — 'Midwinter Racing', 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.

Oct. 23 — Ha-Ha Halloween Costume Party & BBQ in San Diego West Marine parking lot. May the best pirate win!

Oct. 24-Nov. 5 — Baja Ha-Ha XVIII Cruisers Rally starts from San Diego! Info, www.baja-haha.com.

Oct. 31 — Dress as your favorite sailor for Halloween.

October, 1981 — It Was Thirty Years Ago from the *Sightings* article 'Masher Mashed':

Actor Donald Sutherland, known for many movies, among them *M*A*S*H**, got into some problems recently when he ran his 21-ton sailing trawler *Black Duck* aground in the Delta. Sutherland and his crew of 11, including some of his children, were heading up the Sacramento River when they got stuck in the mud off Simmons Point on the west side of Chipps Island near Antioch. In the process of pulling the boat off, Sutherland broke his elbow and had to spend three days in nearby Los Medanos Hospital.

The first person to notice *Black Duck's* predicament was Bill Fairbanks, 48, of Antioch, who was passing by in his cruiser *Jiggs-Up*. Fairbanks made radio contact and then called the Coast Guard, who dispatched a vessel from Mare Island. With the Coast Guard pulling the bow of the *Black Duck* and Fairbanks pulling from the side, part of the rigging gave way and a piece smashed into Sutherland's arm, breaking his elbow in five places. Sutherland was taken ashore and, as he was



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34' ERICSON, '87 \$47,900
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33' CANADIAN SAILCRAFT CS-33, '81 \$38,500
This is a comfortable and easily-handled cruiser for a couple or family, and is well suited for daysailing or cruising.



32' CATALINA 320, '95 \$56,000
Golden Gate has made trips up and down the California coast proving her capabilities. Be happy on the bay or out at sea!



30' CATALINA, '86 \$21,900
\$3,600 price reduction on this very clean boat. The bilge is spotless and the interior has been kept pristine. New batteries.



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Frank Sloodman's J/111 *Invisible Hand*
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Dorian McKelvy and Jim Zaky's *Mad Men*

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CALENDAR

being loaded into the ambulance, he introduced himself to Fairbanks, who had cut his hand freeing a line from his prop. Fairbanks, it turned out, didn't know who Sutherland was, a fact which impressed the publicity-shy actor. Sutherland invited his new friend to visit him in the hospital while he denied any interviews to the local press.

Black Duck was taken to a hiding place, but Fairbanks, extremely knowledgeable of the Delta, found the boat and took the kids a gallon of ice cream as a gift. This impressed Sutherland all the more and, when he resumed his trip up the Delta, he left Fairbanks an open invitation to visit him in Southern California. Ignorance is bliss, they say.

Nov. 5 — Cruisers' Kick-Off Potluck at Downwind Marine in San Diego, 12-4 p.m. Info, www.downwindmarine.com.

Nov. 6 — Daylight Saving Time ends.

Nov. 10-12 — Trawler Fest boat show at Kona Kai Resort in San Diego. Check out the boats, seminars and a variety of other activities. Info & tickets, www.trawlerfest.com.

Nov. 11-12 — Corsair Performance Sailing Clinic at Shelter Cove Marine (San Diego). Learn to get the most out of your Corsair trimaran. \$395. Info, kurt@westcoastmultihulls.com.

Nov. 17 — Welcome to La Paz Party at Stella's Restaurant (ex-Papas n Beer) on the Malecon, 4 p.m. Live music, folk dancing, food and more. First 50 Baja Ha-Ha skippers & crew are free!

Racing

Oct. 1 — YRA-OYRA Lightship 2. GGYC, www.yra.org.

Oct. 1 — 31st Annual Women Skippers Regatta to benefit youth sailing. SYC, www.sausalitoyachtclub.org or (415) 381-5475.

Oct. 1 — Islander 36 Nationals hosted by GGYC. Info, www.islander36.org/11race.html.

Oct. 1 — Jack & Jill Regatta. CPYC, www.cpyc.com.

Oct. 1 — Small Boat Summer. EYC, www.encinal.org.

Oct. 1 — Doublehanded Race. TYC, www.tyc.org.

Oct. 1 — Around the Brothers Race. RYC, www.ryc.org.

Oct. 1 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 1 — Fall #2. SSC, www.stocktonsc.org.

Oct. 1-2 — Leukemia Cup Regatta, PHRF and one design racing to benefit the Leukemia & Lymphoma Society. Hosted by SFYC, featuring keynote speaker venture capitalist John Doerr. Info, www.leukemiacup.org/SF.

Oct. 2 — Berkeley YC Chowder Series begins and continues every Sunday through March, except on Berkeley Midwinter weekends. BYC, www.berkeleyyc.org.

Oct. 2 — Singlehanded Race. TYC, www.tyc.org.

Oct. 2 — El Toro Stampede. RYC, www.eltoroyra.org.

Oct. 2 — Fall Series #2. FLYC, www.flyc.org.

Oct. 8 — Joan Storer Regatta. TYC's women skippers' race. TYC, www.tyc.org.

Oct. 8-9 — Belvedere Cup. SFYC, www.sfyc.org.

Oct. 8-9 — Sausalito Cup, a J/105 invitational. SYC/RegattaPro, www.sausalitoyachtclub.org/racing.

Oct. 15 — YRA Yankee Cup & YRA-ODCA Champion of Champions. IYC, www.yra.org.

Oct. 15 — BAADS Herb Meyer Regatta. SBYC, www.southbeachyachtclub.org.

Oct. 15 — Twin Island Regatta #3. SYC, www.sausalitoyachtclub.org/racing.

Oct. 15 — BYC's Oktoberfest Cup, featuring two new buoy races for multis, plus an around-Alcatraz race. Info, www.berkeleyyc.org.

Oct. 15 — Corkscrew Slough Regatta. SeqYC, www.el

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52' Santa Cruz, '99, <i>Renegade</i>	\$495,000	38' Sabre 386, '08, <i>Kuai</i>	SOLD	33' Back Cove, '08.....	\$279,000
52' Santa Cruz, '98, <i>Hula</i>	SOLD	38' Sabre 38 Mkl, '84.....	SOLD	32' J/32, '02, <i>Tango</i>	SOLD
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....	\$499,000	36' J/109, '03*.....	\$189,000	32' Catalina 320*.....	\$59,000
50' Bakewell-White, '02, <i>Brisa</i>	\$615,000	36' Islander 36, '72, <i>Absolute</i>	Reduced \$40,000	30' Olson 911S, '89, <i>Halcyon</i>	New Listing \$35,000
48' J/145, Hull #9, '03*.....	\$675,000	35' J/105, '01, Hull #400, <i>Lulu</i>	\$105,000	30' Olson 30, '79.....	\$12,000
48' 1D48, '96, <i>Chaya</i>	\$125,000	35' J/105, '02, Hull #520, <i>Sea Room</i>	SOLD	30' Peterson Half Ton*.....	\$27,500
47' Valiant, '81, <i>Sunchase</i>	\$90,000	35' J/105, '01, Hull #463, <i>Trickster</i>	SOLD	29' MJM 29z, '07*.....	\$269,000
44' Kernan, <i>Wasabi</i>	SOLD	35' J/105, '01, Hull #405, <i>Swoosh</i>	SOLD	28' Alerion Express, '06*.....	\$99,000
44' J/44, '93, <i>Halcyon Days</i> *.....	SOLD	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$99,000	28' Alerion Express, '02*.....	\$72,500
44' Wauquiez 43 Pilot Station*.....	\$299,000	35' J/105, '00, Hull #343, <i>Nirvana</i>	\$94,900	28' Islander, '79*.....	\$16,900
43' J/130, '96*.....	\$184,000	35' J/105, '99, <i>Life Is Good</i> *.....	\$74,900	26' J/80, '01, <i>Whiplash</i>	\$32,000
43' Custom C&C, '73.....	\$325,000	35' J/105, '92, Hull #44, <i>Orion</i>	SOLD	26' J/80, '01*.....	\$32,900
40' Pac. Seacraft, '99, <i>Dream Keeper</i> ...New Listing	\$314,900	35' J/35, '84, <i>The Boss</i> *.....	SOLD	26' J/80, '04, <i>Heart Attack</i>	SOLD
40' Summit, '08, <i>Soozal</i>	\$579,000	35' J/35C, '93*.....	\$89,000	26' Aquapro Raider, '02, enclosed hard top.....	SOLD
40' Avance, '85, <i>Caribou</i> *.....	SOLD	34' J/34, '85, <i>The Zoo</i> *.....	\$29,900	20' Melges, '09*.....	\$45,000
40' Olson, <i>Elka</i>	SOLD	34' MJM 34z, '05*.....	\$334,000		

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Oct. 15 — South Bay Championship. SeqYC, www.sequoiayc.org.

Oct. 15 — Fall One Design #3. SCYC, www.scyc.org.

Oct. 15-16 — SSS Vallejo 1-2, a mellow way to end the shorthanded season. Info, www.sfbaysss.org.

Oct. 15-16 — Jessica Cup, fleet racing for big woodies. StFYC, www.stfyc.com.

Oct. 15-16 — Joe Logan (MerCs), Calvin Paige (Stars) and Albert T. Simpson (sportboats) Regattas. StFYC, www.stfyc.com.

Oct. 15-16 — Fall Classic, a Knarr, Bird, Folkboat & IOD invitational. SFYC, www.sfyc.org.

Oct. 16 — Lady Skippers Race. PresYC, www.presidioyachtclub.org.

Oct. 21-23 — IOD Team Regatta. SFYC, www.sfyc.org.

Oct. 22 — Ruth Gordon Schnapp Regatta, a fundraiser for Susan G. Komen for the Cure. Requires a woman to be at the helm. GGYC, www.ggyc.com.

Oct. 22-23 — Fall Dinghy & Olympic Classes. StFYC, www.stfyc.com.

Oct. 23 — The Pink Boat Regatta, a benefit for the Breast Cancer Research Foundation. CYC, www.thepinkboat.org/regatta.

Oct. 23 — Fall SCORE #3. SYC, www.southbeachyachtclub.org.

Oct. 29 — Red Rock Race. TYC, www.tyc.org.

Oct. 29-30 — Great Pumpkin Regatta, a Halloween tradition. RYC, www.richmondyc.org.

Oct. 29-30 — PCCSC Match Race Champs. StFYC, www.stfyc.com.

Oct. 30-Nov. 5 — 25th Annual Pro Am Regatta on Virgin Gorda, hosted by Bitter End YC. Info, www.beyc.com.

Nov. 5 — Midwinter #1 (Manuel Fagundes Seaweed Soup Regatta). GGYC, www.ggyc.org.

Nov. 5 — Midwinter #1. VYC, www.vyc.org.

Nov. 5 — Summer's Last Gasp Race. HMBYC, www.hmbyc.org.

Nov. 5 — Fall #3. SSC, www.stocktonsc.org.

Nov. 5-6 — Appleton Youth Regatta. SFYC, www.sfyc.org.

Nov. 6 — Jack & Jill + 1, the woman-skipped triple-handed race on the Estuary. IYC, www.iyc.org.

Nov. 6 — SYC Midwinter #1. SYC, www.sausalitoyachtclub.org/racing.

Nov. 6 — Midwinter #1. SYC, www.sausalitoyachtclub.org.

Nov. 6 — Redwood Cup #1. SeqYC, www.sequoiayc.org.

Nov. 12 — Jack Frost #1. EYC, www.encinal.org.

Nov. 12 — Midwinter #1. RegattaPRO, www.regattapro.com.

Nov. 12-13 — Midwinter #1 & 2. BYC, www.berkeleyyc.org.

Nov. 13 — Midwinter #1. IYC, www.iyc.org.

Nov. 15 — YRA Year End Awards Party at Berkeley YC, 7 p.m. Info, (415) 771-9500 or www.yra.org.

Remaining Summer Beer Can Regattas

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.

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

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

ST. FRANCIS YC — Friday Night Windsurfing Series: 9/30.

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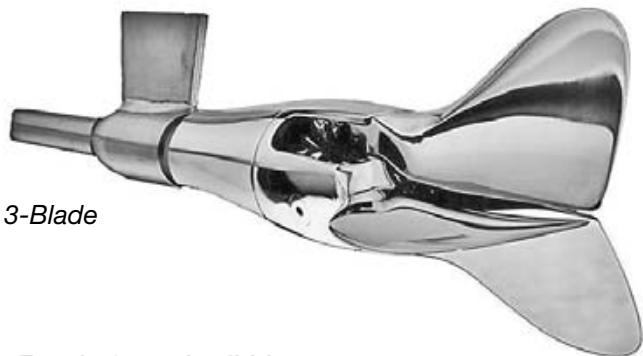
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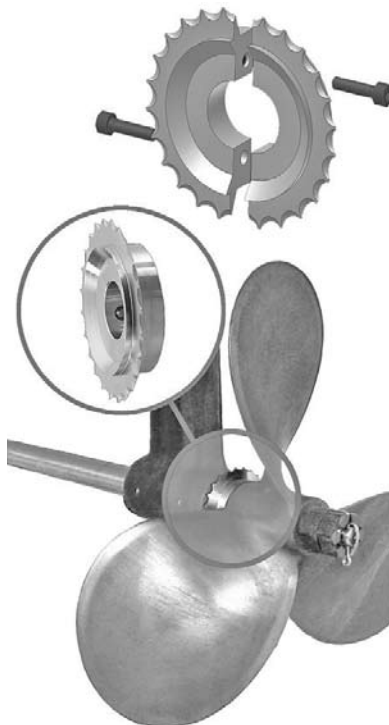
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Info, racemgr@stfyc.com.

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

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

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

SHORELINE LAKE AQUATIC CENTER — Laser racing (BYOB) every Wednesday night, May-October. Roger Herbst, rogerlaser@yahoo.com or (408) 249-5053.

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

October Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
10/01Sat	0340/4.9	0829/2.4	1450/6.4	2135/-0.5
10/02Sun	0452/4.7	0932/2.8	1546/6.1	2241/-0.2
	LOW	HIGH	LOW	HIGH
10/08Sat	0334/0.8	1023/5.5	1611/1.4	2221/5.2
10/09Sun	0412/1.0	1052/5.6	1649/1.0	2309/5.1
	HIGH	LOW	HIGH	LOW
10/15Sat	0247/4.4	0725/2.8	1332/5.6	2016/0.1
10/16Sun	0339/4.3	0804/3.1	1410/5.5	2100/0.2
	LOW	HIGH	LOW	HIGH
10/22Sat	0147/0.5	0853/5.3	1435/1.7	2035/5.0
10/23Sun	0237/0.7	0928/5.7	1524/0.9	2142/5.2
	HIGH	LOW	HIGH	LOW
10/29Sat	0236/5.1	0717/2.5	1330/6.6	2016/-1.2
10/30Sun	0337/4.9	0814/2.8	1421/6.3	2112/-0.9

October Weekend Currents

date/day	slack	max	slack	max
10/01Sat	1053 2357	0158/4.1F 1346/2.9F	0525 1636	0741/2.7E 1957/5.0E
10/02Sun	1152	0259/3.7F 1443/2.4F	0628 1732	0837/2.2E 2053/4.5E
10/08Sat	1151	0221/3.3E 1458/3.0E	0554 1819	0902/3.2F 2119/2.9F
10/09Sun	0002 1226	0304/3.2E 1526/3.4E	0635 1900	0937/3.1F 2201/3.1F
10/15Sat	0951 2248	0104/3.1F 1247/2.1F	0431 1528	0645/2.2E 1856/4.1E
10/16Sun	1025 2334	0146/2.9F 1328/1.9F	0519 1605	0729/2.0E 1941/4.0E
10/22Sat	1025 2227	0020/3.6E 1302/3.1E	0408 1644	0710/3.2F 1929/2.6F
10/23Sun	1106 2332	0119/3.6E 1354/3.8E	0458 1736	0757/3.4F 2028/3.3F
10/29Sat	0943 2242	0051/4.5F 1233/3.0F	0420 1520	0633/2.7E 1844/5.5E
10/30Sun	1039 2339	0147/4.2F 1327/2.7F	0516 1613	0726/2.4E 1936/5.0E

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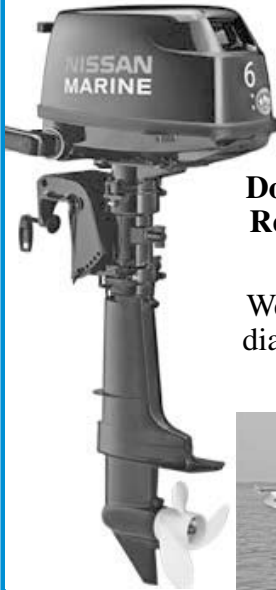
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LETTERS

↑↓ TALL SHIP MINUTE OF THE MONTH

In the September issue, politically correct Charles Taylor urged *Latitude* readers to protest the San Francisco visit of *Esmeralda*, the Chilean tallship/ambassador, because years ago it had been used as a prison and torture ship.

Taylor might then also want to protest the next time *Eagle*,



USCG

the 295-ft barque that is the training ship for the U.S. Coast Guard, plans to visit San Francisco. After all, she was launched in '36 as *Horst Wessel*, a Nazi Kriegsmarine training ship.

Ron Geick
Scanmar International

Ron — We had no idea, but you're absolutely correct. Research shows that both Adolph Hitler and Rudolph Hess, his long-time Nazi Party deputy, attended the launching. Horst Wessel was named after a party loyalist who

If you're going to protest 'Esmeralda', then you'd better protest the Coast Guard training ship 'Eagle'.

was assassinated in Berlin and made into a Nazi martyr. Prior to his death, Wessel composed *The Flag on High*, known as the *Horst Wessel Lied*, which became the anthem of the Nazi Party. Everyone was required to give the 'Hitler salute' during the singing of the first and fourth verses of the song, which was played endlessly. The anthem has been banned in Germany and Austria since '45, so both Apple and Amazon got into trouble earlier this year for making it available to German customers. This has been your Tall Ship Minute for this month.

↑↓ EVEN MORE POLITICS MIXED UP WITH SAILING

Based on letters from environmental groups such as the Sea Turtle Restoration Project, and environmental agencies such as the Bay Conservation and Development Commission (BCDC), it's obvious to me that not everyone is excited about the America's Cup coming to San Francisco Bay.

Dave Benjamin
Island Planet Sails

Dave — While almost all the groups and agencies are careful to say that they "most definitely want the America's Cup to come to San Francisco Bay", they also make it clear they only want it to come to the Bay on their terms. This is standard operating procedure for all special interest groups. Whenever there is a major event — the Super Bowl, the World Cup, the Olympics — various special interest groups and government agencies see an opportunity to not only press their agendas — which may or may not be altruistic — but also to raise their profiles and solicit money from the public. Yes, everyone wants a piece of the action. Whether the perceived collective 'costs' exceed what the event management is willing to cough up determines whether or not the event actually takes place in a particular venue.

The America's Cup has travelled a long way down the road to taking place in San Francisco in '13, but thanks to special interest groups and government agencies, we figure there is still a 25% chance that the Finals will be held elsewhere. Fun-loving Newport, Rhode Island, where there is a long America's Cup history, where people don't have a problem with big boats



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"The best experience I have had buying a boat and this was our fourth boat. I found buying in Mexico was as easy as buying in the States." - **Craig & Madeleine Myrmel**

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LETTERS

and rich people, and where the local government really wants the economic jolt the event would bring, stands at the top of the list of alternative sites.

↑↓WHAT KIND OF 'MOMENT' WAS IT?

While taking pics of a freighter passing by at Martinez, I



STAN BURTON

The Martinez railroad bridge tender kindly opened wide during the Doo Dah for 'Oli Kai's tall mast.

had the opportunity to watch 50 Delta Doo Dah boats sail up the Delta. The high point was when the Union Pacific Railroad bridge raised to 135 feet to let *Oli Kai* and other boats go beneath. It was a good moment.

Stan Burton
Commodore
Martinez YC

↑↓THE STORM WITH NO NAME

I saw the September 7 *Lectronic* report on the history of late season hurricanes in Mexico. It reminded me of when we encountered a small Mexican hurricane aboard a Yankee 38 during the '77 Long Beach to La Paz Race. I think it was later than the one on your named storm list for '77. Maybe it didn't even have a name because it wasn't forecast.

Our first warning was on the evening radio check-in when we were told that fishing boats were all running for shelter at Cabo. We were south of Mag Bay at that time. Around 7 p.m. we noticed the swell beginning to reverse itself. We were running with a chute in light air, but then the swell started to come toward us.

By 9 p.m., we had 60 knots of wind on the nose. The wind was so warm that we stood watch wearing swim trunks and lifejackets with harnesses. The windspeed pegged at 60 all night, and didn't begin to drop until the morning. By noon there was no wind at all.

Most of the boats in the race hove to, but the Yankee 38 was bulletproof — if a bit slow. So we kept sailing with a #4 and no main. The swells were high enough that the boat stood up straight in the troughs, then got knocked over about 60 degrees on the crests. The only damage to the boat was the companionway ladder, which collapsed under one of the crew when we came off a swell. The PVC tube that contained the masthead wiring also sheared its pop rivets, and then fell three feet to the maststep inside the mast.

We overstood the Cape because the guys on watch were worried about getting too close to shore at night in the storm. That probably cost us, but we still got third in class. The big boats had all made it around the Cape before the storm hit, so they were able to surf north up to La Paz. But I understand they suffered some damage, too.

It was just a little Mexican blow, but it was not a winter storm, as the temp at night must have been in the 90s. Maybe it was a *chubasco*.

Mike Kennedy
Conquest, Cal 40
Los Angeles

Mike — We don't know what to say other than that the last official named storm in '77 is listed as Hurricane Heather, from

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LETTERS

October 4-7. Most of the time, she was hundreds of miles off the west coast of Baja. It doesn't sound as if you were hit by a chubasco either, as those are violent squalls with thunder and lightning, and tend not to last very long. We wonder if anybody else in that event has any additional information, including the correct date of the event. If we're not mistaken, long ago one of the Mexican races was held in late September — the height of hurricane season. That was changed after the fleet encountered hurricane swells — but not winds — on their way south.

Maybe it's just us, but if it's blowing 60 knots and we're far enough offshore, we're not going to be flying any sail at all.

↑↓ HEADING SOUTH IN 'HURRICANE SEASON', NO LESS

I want to echo *Latitude's* sentiments with respect to the safety of the Baja Ha-Ha. While my friends and I cruise on a fully-equipped Ocean Alexander 54 — we feel a little too old and worn out for the work involved with sailing — we will be running south to Cabo on October 27. Yes, that's technically still hurricane season. We fully expect to mingle with and pass the Ha-Ha fleet on the way down. We'll then spend seven months at San Jose del Cabo.

This will be our fourth trip to Mexico since '05 — and yes, we do the Bash back as well — and we have never once felt threatened by being in Mexican waters. There is safety in numbers, of course, but the hospitality shown by the locals from Ensenada, Mag Bay and Turtle Bay is always one of the highlights of our trip.

Have a safe and wonderful trip going south, and thanks for being a sane voice in today's world of insanity!

Jim Perell

Koulakani, Ocean Alexander 45
 Sacramento / San Diego

Jim — Thanks for the kind words. Isn't it funny that people who haven't been to Mexico think we're insane to go down there, and during 'hurricane season' no less? On the other hand, those who have done it feel it's insane not to do it.

Have a safe trip yourself, and we'll keep our ears and eyes out for you. We think there's a Ha-Ha T-shirt with your name on it.

↑↓ SAILING WITH THE GREGORIAN MONKS

I read with great interest your report on hearing people's voices at sea, and maybe even seeing crew that aren't really there. No matter if it's day or night, if we're doing more than



COURTESY CHAPARRAL

Hans Vielhauer keeps Marianne company aboard 'Chaparral'.

18 knots on the open ocean, I hear Gregorian monks chanting. This has happened on every ocean passage I've ever done, the latest being when I helped David Kory, formerly with Tradewinds Sailing School and Club and presently with AVI Nautica Worldwide Yachting Vacations, sail his Beneteau 51.5 *Ambassador*

from British Virgins to Fortaleza, Brazil. The monks sang all the way. Although I am not religious in any traditional way, I hear them in the rigging all the time. It drives me to sing my own songs, Bavarian folk songs mostly, just to drown them

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LETTERS

out. But they are persistent.

With respect to seeing crew who aren't really there, or who are long dead, I haven't had that happen yet. But I have been helped through very difficult situations on the water by one special sailor who passed away a number of years ago. This would be singlehander Hans Vielhauer of the Cal 40 *Chaparral*. His calm respect for the sea, and humble confidence to figure out what it takes to be part of it, remain a steady inspiration in my sailing life.

Marianne Wheeler
 Chaparral, Cal 40
 San Francisco

Marianne — We can understand your sailing at 18 or more knots aboard Kory's *MacGregor 65*, but we're curious how you sailed in excess of 18 knots aboard a *Beneteau 51.5* — particularly against the current on the way from the British Virgins to Brazil.

As for your being inspired by Hans Vielhauer, we understand. We fondly remember him from when he raced his *Scampi 30 Mach Schnell* in the first two *Singlehanded TransPacs*. He was as in tune with the sea as he was averse to publicity and having his photo taken. The only time we got a photo of him was in Hanalei Bay when we tricked him by asking if he'd carry our surfboard around the corner of a building. When he did, we hopped out and got our photo of him paparazzi style! We also remember your letter to Latitude about one of Hans' death-defying feats:

"On June 13, '95, Sonoma's Hans Vielhauer and his Cal 40 *Chaparral* were caught in the entrance channel of the Ala Wai Boat Harbor by the 'great southwest swell of '95'. This was the swell that caused lots of damage and killed several surfers in the islands. According to Honolulu newspapers, the swells were the biggest to hit the south shore in 15 years. Hans and *Chaparral* were motoring in the channel when a towering wave broke across the entire opening, ripping the signs off the channel markers and pounding the shore. *Chaparral* was knocked down by the breaking wave, and Hans was washed overboard. As he went over, the heel of his foot kicked the gearshift into reverse. When the breaking wave passed, *Chaparral* righted herself, and made a nice circle in reverse — right back at Hans! When he surfaced and saw his boat coming back toward him, he knew there was only one thing to do — get back aboard! Although well past the age of 60 at the time, Hans managed to climb aboard his Cal 40, after which he put the transmission in forward and set a course for deeper water!"

If it wouldn't embarrass him even in death, Latitude would host a Hans Vielhauer Memorial Climb Back Aboard a Cal 40 Contest in his honor. For those readers who don't recall, Vielhauer also did the '90 and '92 *Singlehanded TransPacs* aboard *Chaparral*, and circumnavigated with her and Wheeler from '95-'96. A Latitude 38 toast to this most skilled, accomplished — and above all, humble — mariner.

FLUNKING IS A JOB REQUIREMENT

Latitude was right in the August 26 *Lectronic* — the U.S. really does have crazy and contradictory visa policies. You cited the case of Verdo and Gabriela Verdon, Australians who came to Alameda to buy a boat, and who were spending a lot of money. Yet the U.S. made them go to a distant foreign country — Mexico and Canada weren't far enough — in order to apply for another visa. And even so, U.S. Immigration wouldn't guarantee that they'd be allowed back into the country to get their boat! On the other hand, President Obama declared that people in the country illegally — even if they have no money or

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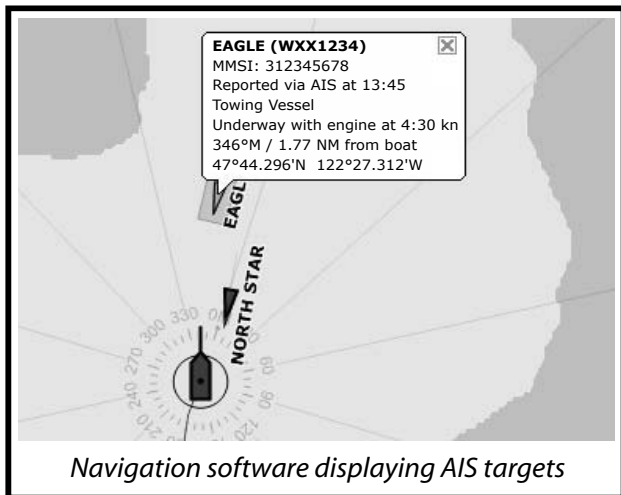
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LETTERS

skills, and are draining our limited services budget — will be allowed to stay as long as they haven't committed a felony.

But the U.S. isn't the only country with such policies. A few years back, our son went to Italy and found a one-year teaching job. After he got the job, the Italians made him fly all the way home to apply for his visa! He got it and flew right back to Italy.

I think there must be some test that all the people who work on immigration policy have to flunk in order to get a job with that agency.

By the way, I made the return trip home from Hawaii with Wayne Hendryx aboard his Hughes 45 *Capricorn Cat*. It was a great trip, and my first experience sailing at such high speeds. I hope it's not my last.

Pat McIntosh
Peregrine, trawler
Alameda / Sacramento

⇅ PUNISHING 'LEGALS' AND REWARDING ILLEGALS

Do you realize that the entire European Union has immigration laws very similar to the one that *Latitude* is complaining about? You can't get a work visa in the United Kingdom while in-country, nor can you go to bordering Ireland to get one. You have to go across the English Channel to France.

Frankly, we in the United States do a more pitiful job of protecting our borders and controlling immigration than any country on the planet — Mexico included. I say good on the Verdons for following the rules.

Nick Salvador
Finn, USA 1109
Richmond

Nick — You're talking apples and we're talking oranges. The Verdons weren't seeking a work visa, but rather a brief extension of their tourist visa so they could shower even more money on the Northern California marine industry. But no, our government made them spend \$4,000 of boat money on flying to El Salvador so they could apply for a new tourist visa there. Meanwhile, our president grandly announced that we won't prosecute people who are in the country illegally, taking American jobs and getting free American services. If we're going to turn a blind eye to law-breakers, can't we at least close our eyes to those who are reducing the national debt rather than contributing to it?

On the other hand, we couldn't agree more that the United States does a pathetic job of protecting borders and controlling immigration. If we're going to deliberately ignore our immigration laws and let everybody stay in the country, why are we wasting billions on border patrolmen, helicopters, SUVs, fences, night vision binocs and all that other junk? And if the president announces he's going to pick and choose which laws are going to be enforced, how does he expect citizens to have respect for any laws?

Of course, it's a moot point here in California, where the people of Mexico have all but succeeded in their 'Reconquest' of Alta California. It's just that not everyone realizes it yet.

⇅ HEY MAN, IS THAT OUR CAT IN THE PHOTO?

While dutifully reading the August issue of *Latitude* cover to cover, I came across a gorgeous photo that featured a girl in a bikini in the foreground on page 134 in *Charter Notes*. It was part of an article recommending chartering in the Eastern Caribbean. Anyway, after squinting at the photograph for a bit, I could make out the name on the Lagoon catamaran in the background, *Chillmore*. That's our cat!

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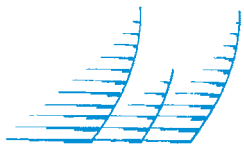


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LETTERS

Many moons ago I remember reading an article that documented the *Latitude* publisher's purchasing the Leopard 45 cat 'ti *Profligate* and putting her into secondary yacht charter management in the Caribbean. Being the subtle instigator that I am, I showed the article to my wife. I managed to convince her that if we followed suit, we'd be much closer to our future cruising plans. My scheme worked! So now we proudly have *Chillmore* chartering in Grenada while we continue to pad our cruising kitty.

Yes, our boat's name may be slightly askew, but who wouldn't want to "chill more" while basking in the 85-degree air and water temps of the eastern Caribbean blue? Besides, there wasn't enough time to appease Neptune with a proper



LATITUDE / ANDY

Clint and Dora were surprised to see 'Chillmore' in the 'World of Chartering'.

name-changing ceremony before delivering the boat from St. Martin to Grenada this past spring. That trip alone was enough to lure me over to the dark side. We were sailing close-hauled in 30 knots of wind and confused 12-ft seas, yet *Chillmore* still nicely made way with an average boat

speed of eight knots under sail. And our drinks didn't even spill! Not too bad for a cruising charter boat.

With that I would like to cordially thank you and your fine magazine for displaying our boat and inspiring our future cruising dreams.

P.S. If that's not actually a photo of our boat, please don't tell my wife. She is so excited.

Clint & Dora Rogers
Minha Joia, Cal 2-29
Brickyard Cove, Pt. Richmond
Chillmore, Lagoon 410 S2
True Blue Bay, Grenada

Clint and Dora — Of course she's your cat!

We hope that your yacht management program works out as well for you as ours has for us.

↑↓ SAN DIEGO-TYPE SAILING ON THE ESTUARY

With regard to the August 24 *Lectronic* write-up on your Alameda Zen Sailing trip, during which time Morgan Jackson of the Catalina 34 *Aquavite* was photographed doing a flip into the normally chilly Estuary waters, NOAA reported that the temperature was about 68 degrees. Not bad for these parts. In fact, I took my Vanguard 15 over there that afternoon to do some San Diego-type sailing.



LATITUDE / RICHARD

Morgan flipped over Zen sailing on the Estuary.

Thanks for the great piece on Zen Sailing, the Richmond Circuit. While I'm probably biased, it often seems that Richmond is too-well-kept a secret, so it was great to see a good review of sailing in the area that captured all

↑↓ RICHMOND IS TOTALLY ZEN

David Demarest
Burbujas, Vanguard 15 #1004
San Anselmo

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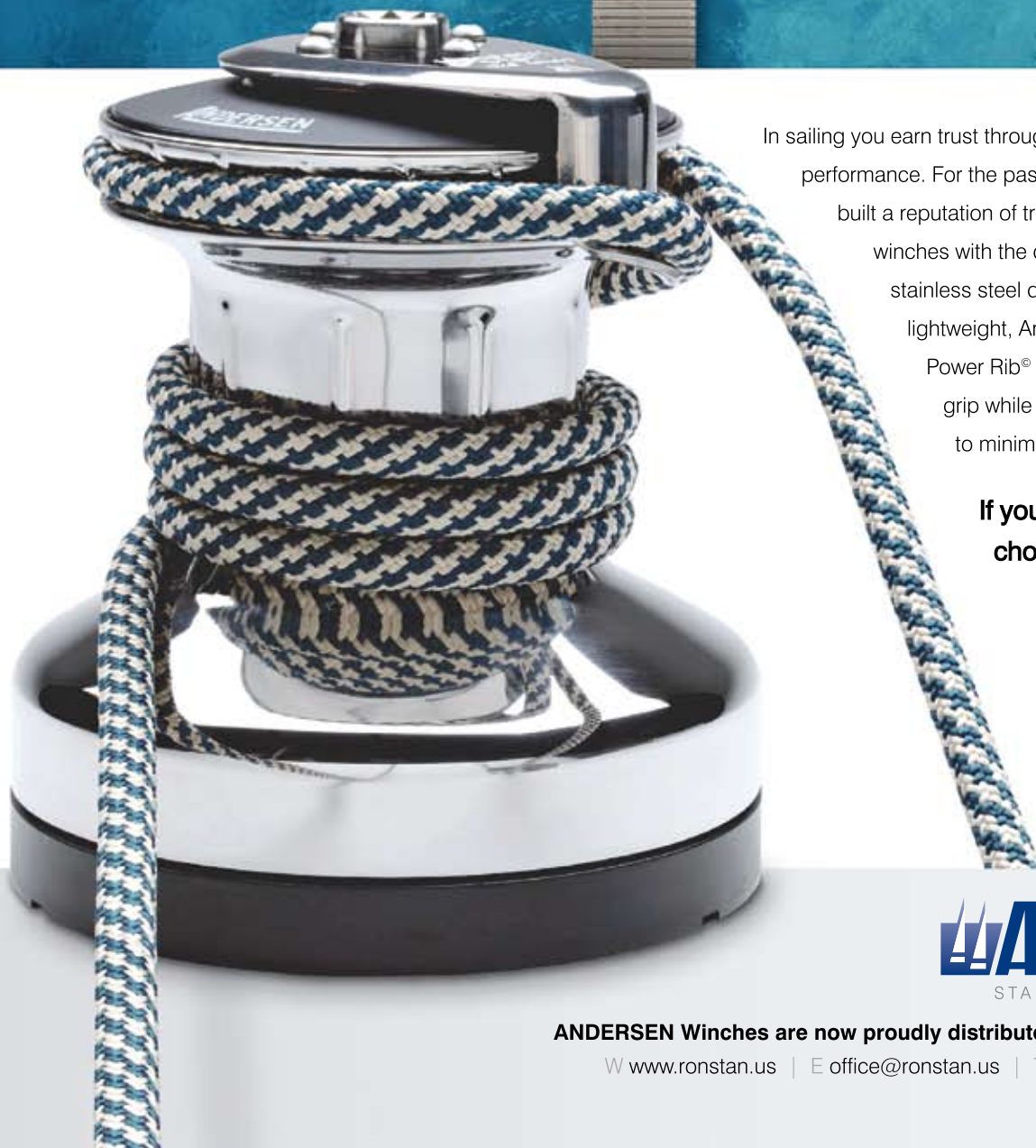
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LETTERS

the highlights.

The *Red Oak Victory* is indeed showing her age, but it was just announced that she is scheduled to head to drydock in mid-September for some much-needed maintenance. If all goes according to plan, the ship will be restored to seaworthiness for the first time since 1969. In any case, she should look a lot spiffier on her return.

While there aren't any mellow small boat races that I know of in the Portrero Reach area, I have been seeing more small boats as well as some of the larger trailerable multihulls launching



LATITUDE / RICHARD

The old Ford plant is beautiful and has a guest dock for the Boilerhouse Restaurant.

ing from the Marina Bay launch ramp for daysailing. The Richmond YC is definitely the local small boat racing powerhouse, as it has lots of events on the racing calendar and an active junior program.

As a dinghy sailor myself, I'd love to see even more small boat sailing in the area. I've spent a fair bit of time sailing my Laser out of Marina Bay, and have long thought that the open basin here could be a great spot for short-course small boat racing.

When the wind picks up, we're seeing more kites launching from the beach at Vincent Park on the south end of Marina Bay. I haven't tried it myself yet but I've been told this is a pretty good spot to start, as there is sheltered water behind Brooks Island and in the Channel, with the open waters of the Berkeley Circle close at hand. Since kiting seems to be growing in popularity, I expect to see the number of kites increase in the Richmond area.

We also see quite a few kayakers launching from Marina Bay, and there are a number of S.F. Bay Water Trail kayak launch areas in the Richmond area, including one near the Point San Pablo YC. Several groups run kayak classes and tours in the area as well. I'm even seeing occasional SUP'ers take advantage of our sheltered waters. So it seems as if lots of people are already in on the secret of how good boating is here in Richmond.

You mentioned the need to pay attention to the buoys when entering Marina Bay, and that is certainly true. I have often been surprised at how far boats can manage to get in very shallow water, and how many people seem to forget 'red, right, returning'. The simplest way to avoid problems is to stay in the main ship channel until you can make a 90-degree turn after Daymark 18, and then parallel the Ford Plant wharf into the marina. In other words, don't cut the corners!

The good news is that very soon it will be a much better approach, as dredging has already commenced for the marina entrance channel. When that is completed, the channel will be restored to the design depth of 12 feet over the full 175-ft width of the channel. Once in Marina Bay, the depth is up to 18 feet, so even pretty deep draft boats can come visit on their Zen Sailing tour without too much worry about depth.

Thanks for the great write-up, I look forward to future installations and seeing more people on their own Zen sailing circuits.

Stephen Orosz
Harbormaster

Marina Bay Yacht Harbor



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LETTERS

↑↓ THE BROADER MISOGYNY OF OUR SOCIETY?

Naming something, or judging the propriety, legitimacy or fitness of a name, is the oldest mark of ownership. Other than peeing on things, of course, which dogs still do. This tradition has spanned the ownership of vessels, the ownership of land — and most tragically, the ownership of people. Indeed, unabridged naming rights over one's own self and property has long been a seminal mark of freedom.

While I understand the grave results of impaired cognitive function, and a very fragile sense of machismo induced by testosterone, it baffles me to no end when that machismo is threatened by the putatively feminine being *too* feminine. It is an ancient tradition to regard vessels as feminine, most often applying pronouns 'her' and 'she' to the vessel. Yet, not *too* feminine, apparently, or that machismo begins to squirm.

So when the 'For Sale' listings for my boat brought responses such as, "That's not a real boat's name" or "You have to change the name," I really can't decide whether to be more irritated by the testosterone poisoning of the respondent or the broader misogyny of our society.

Would it be sufficiently machismo if I named my boat the *Otto von Bismarck*, or perhaps the *Titanic*, two doomed legacies of machismo at sea? Do Poseidon or Ægir, perhaps, disdain such hyper-masculinity on their waters, perceive a challenge to be the alpha male of the sea, and perhaps reserve a softer spot in their hearts for the more feminine? To me, those macho names would be like putting the gay-male-pride symbol that I think is called 'truck nuts' — they look like a scrotum hanging from a truck's trailer hitch — on this woman's boat!

What about *Juggernaut*? I can't decide if that's a hyper-feminine witticism or hyper-masculine menacing. Perhaps it's the hyper-juxtaposed androgyny of both in double-entendre — and possibly the same intended message as 'truck nuts'.

Well, my boat — having an extensive cruising history and having been cruised and loved passionately by the same couple for 25 years — is a woman's boat right now. So I don't want to hear anyone tell me she's "not a real boat." For those who don't like her name, I say you don't own her nor do you own the equally marvelous me. Casting judgment on whatever I care to name my boat is beyond anyone's purview.

Unlike owners of boats with masculinized names, I wasn't in competition for macho approval or maximum intimidation. And mine isn't a battle-hardened boat with a gun turret on the foredeck. Sure, these Columbia 34 Mk II hulls have long been very popular in macho competitive contexts such as racing, but currently, mine is a gentle 'lovers and cruisers' boat. She's a boat for love, to love, to be loved.

If someone wants to buy my boat and refit her for a different purpose, then sure, changing her name would be their own choice. But only after they have taken ownership of her. Hell, the new name placard hasn't even been finished or mounted yet, so renaming her couldn't be easier for a new owner.

My Columbia 34 is thoroughly a real boat, a cruiser's boat, a storied boat — but she just happens to be named *The Pink Panty*. If you can't get over yourself and your need for macho gratification, and your aversion to the feminine, you can either buy the boat and change the name, or learn to live with

COURTESY THE PINK PANTY



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Bellevue, WA – Mike Griffith

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



Sausalito – David Forbes

295 Harbor Dr. • (415) 332-0202

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



Alameda – Dan Niessen

730 Buena Vista Ave. • (510) 521-4865

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



Long Beach – Holly Scott

251 Marina Dr. • (562) 598-9400

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



Newport Beach – Tom Stallings

900 West Coast Hwy. • (949) 645-1711

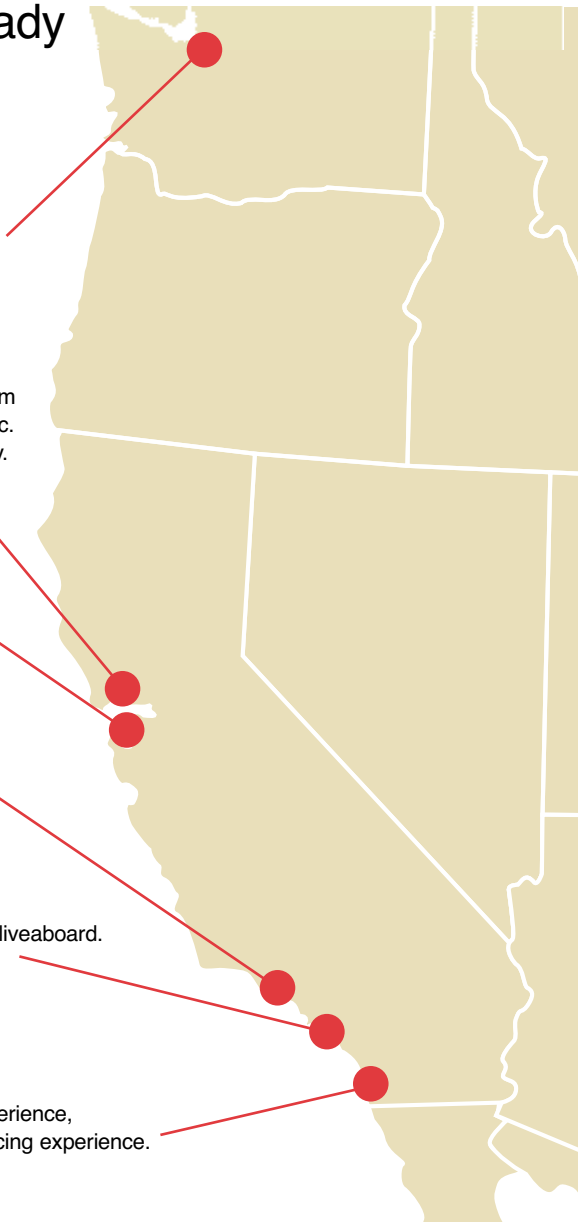
Tom Stallings has over 35 years of boating experience and is a current Dana Point liveaboard. Along with his thousands of ocean miles, Tom holds a U.S.C.G. Master License.



San Diego – Louis Holmes

1250 Rosecrans Dr. • (619) 225-8844

Louis has been an avid sailor for 23 years. He has over 6,000 miles of delivery experience, including two Mexico returns and a return from Hawaii, and over 10,000 miles of racing experience.



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LETTERS

the loving, vulnerable, gentle, intimate, feminine side of life proudly still afloat.

P.S. Many people *love* the name. For every criticism of the name, I have received more than several dozen enthusiastic praises. To each *her* own.

P.P.S. If you are the type that still needs to pee on things to mark them as your own, and intend to pee all over this boat to mark it as your own (rather than settle for buying naming rights with the boat), then I'll tell you now that I intend to not sell her to you.

Madame Dr. Jane Doe
The anonymous owner of *The Pink Panty*

Madame Dr. — We can't be sure, but it almost seems you're obsessing over this matter. While we're delighted that you didn't add to the legion of boats named Blow Job, Wet Spot, Passing Wind or worse, it seems improbable to us that you think you can remain "anonymous" when you're trying to sell a boat named The Pink Panty. What strikes us as even more odd is that you would care what other people think of your boat's name. We once knew a woman in the Caribbean who had a small sailboat named The Salty Vagina. She was supremely indifferent to what others thought, so there was no controversy at all.

As for your assertion that "Columbia 34 Mk II hulls have long been very popular in macho competitive contexts such as racing," we don't mean to contradict you, but where did you get that idea? The 34 was part of the family of flush deck/blister house boats Bill Tripp designed for Columbia that included the 22, 26, 34, 39, 43, 50, 52 and to some extent the center cockpit 57. While the 43, 50, and 52s were raced with some success many years ago when they were new, in our 35 years of covering sailing, we can't recall anyone ever racing a Columbia 34 Mk II. We're not saying it's never been done, but rather the 34s were better known for their spacious interiors and surprising headroom.

There is, however, a Columbia 34 whose memory always brings a smile to our face. This would be Breta, which is/was owned by Roy Wessbecher, who, if there were a Latitude 38 Sailing Hall of Fame, would occupy a prominent spot. Wessbecher told his story in the August '08 Changes:

"Back in '93 — after a tough six-day offshore run from San Diego to Cabo San Lucas — I signed in for Latitude's then-'Some Like it Hot Rally'. In so doing, I got a now-famous bright hot pink t-shirt with a green jalapeno pepper on the back. But when the 'Some Like it Hot' list appeared in the next issue of the magazine, I found that I'd been dubbed 'Lonesome Roy'. "The nerve!" I thought to myself. "Do they even know me? That's defamation!" Sure, I was singlehandedly my old Columbia 34 Breta at the time, and sure, it would have been nice to have the right partner along, but I was doing fine. So I let it go. Now, having covered 31,700 ocean miles and having visited 35 countries, 'Lonesome Roy' and old Breta are back. I finished the trip as I began it, singlehanded. But while en route I had a total of 17 crewmembers, all of them vegetarians — and all of them female. Cynthia, a Dutch girl, even lasted through the whole ugly Red Sea leg from Sri Lanka up to Israel — and that 4,400 miles took 147 days. Susanne, a Swedish girl, did the Atlantic and the Caribbean with me, which was 3,400 miles and 109 days. Maus, my cat, accompanied me all the way around.

"By the way, I kept an exact record of all my expenses during my circumnavigation. In the 4 years, 9 months and 9 days it took me to sail from Puerto Vallarta to Puerto Vallarta, I spent an average of \$14.66 a day. That's \$445 a month, \$5,350 a year, or a total of \$25,300. I had budgeted \$20 day, so I came out way under budget. Those numbers, by the way, include every single expenditure. I did two bottom jobs, one in New

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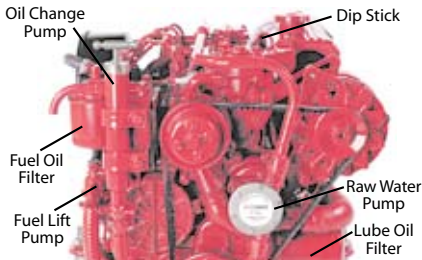
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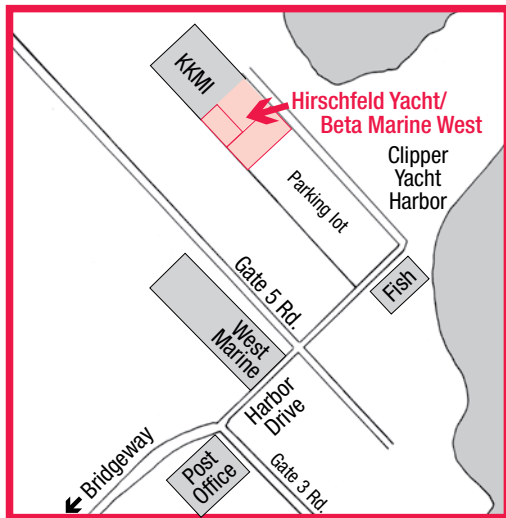
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LETTERS

Zealand and one in Thailand. I had no major breakdowns and I didn't fly home."

WOT TYPOES DUE EWE MEEN?

The accompanying photo is of a sign I saw on a head on a charterboat San Francisco Bay. It contains a one-letter typo, which completely changes the meaning. At least I assume



DAN MARSHALL

that it wasn't intended to say what it says.

Dan Marshall
USCG Master

Common sense or a typo? Maybe both.

Dan — If it weren't for the fact that there are too many typos in Latitude and Lectronic, we'd jump all over the author of that sign. But things being the way they are, we just got a chuckle out of it. Some other typos we've seen recently: "Yard Sale 4 Collage Fund" and "Bus Stopped Due to Jass and Rib Fest". Neither was as good, however, as the signs held up at the Martin Luther King memorial celebration that read "I have a deram."

KEEPING THE FAITH

A dedicated reader of *Latitude*, I was in the monthly process of my cover-to-cover read of the July issue when I came upon the story about cruising on a budget aboard the circumnavigating Vanguard 32 *Carmen Miranda* with Cindy Holmes — and to my amazement, Faith Tamarin! Faith and I completed our first ocean crossing together in '79, more than 30 years ago.

It came about through a twist of fate. I had been directed to mail a letter to delivery captain Ken Murray, who was living aboard his 38-ft ketch with his wife at the Ala Wai Yacht Harbor in Honolulu — this obviously being eons before email. Several months later, and after a phone call and a face-to-face meeting, I was brought on as crew to help deliver the 50-ft cutter *Tuatea* from the Ala Wai to Pelican Yacht Harbor in Sausalito. I was young, adventurous, and very inexpensive, so I moved aboard *Tuatea* in March of '79.

The other crewmember was supposed to be a young guy from New Caledonia, who had sailed with Murray on several deliveries. Unfortunately, he'd let his passport expire. Murray, not wanting to risk having the boat impounded if we were met by the Coast Guard, let him go, and started a search for a third crewmember. This was important because, at that time, my sailing experience consisted of maybe two trips outside the breakwater by the *Queen Mary* aboard my uncle's 28-ft sloop.

Anyway, Faith had shown up in Honolulu hoping to catch a ride on a boat back to the mainland, and to that end had placed her name on a message board at the Ala Wai. Murray eventually contacted her. That's how crews used to come together 30 years ago.

We spent about a week waiting for the weather to clear, finished with the last of the provisioning, and set sail on April 17. The next 33 days were quite eventful, as it was pretty early in the season to sail back to the mainland. Consequently, we had lots of weather, both good and bad. For example, there was no wind the first couple of days, so we had to motor. Unfortunately, the refrigeration had mistakenly been connected to the engine, so we ruined most of the vegetables we'd stored in the cooler!

Then, about two weeks out of Honolulu, Faith noticed that

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LETTERS

the backstay was coming unwound. We fixed that situation with a block and tackle arrangement.

Our third week was highlighted by the discovery of an error in navigation, which put us several hundred miles south of our previous day's location. We were supposed to be heading north! To finish it off, the boom broke about four days out of San Francisco.

Despite all this, we enjoyed days upon days of jokes and laughter, sharing meals and countless evenings in the cockpit listening to *Mystery Theater* over the AM radio. And there were all those sunrises, sunsets and starlit nights.

When we parted in Sausalito, Faith returned to Berkeley to continue honing her sailing skills — obviously with great success. I headed back to Southern California for about 10 weeks, then helped Ken doublehand his ketch from Ala Wai back to Pelican Harbor. Two crossings in one summer wasn't bad.

But the real congratulations go to Faith and Cindy for making it around on their Vanguard — and apparently on just \$500 a month. Way to go, ladies!

If Faith would like to touch base as much as I would, she can reach me at bowlfam4@verizon.net.

P.S. I'm eyeing the Ha-Ha Crew List!

Kevin Bowls
Temecula

↑↓ THE MAN RESPONSIBLE FOR 'BARELY LEGAL'

I'm not sure why you would give Ha-Ha naysayers the recognition of a response. I have met several people who have done the Ha-Ha, and the response has always been, "It was a blast!" Of course, there are always those who can't stand it when others have fun and enjoy themselves. They would probably bitch if they were hanged from a new yard-arm.

For the second year in a row I won't be able to make the Ha-Ha because of health reasons — my boat is sick. And I feel I need to get more experience sailing my 39-ft oldie-but-goodie. However, I feel I'll still be part of this year's Ha-Ha. As the Grand Poobah might remember, I attended the Ha-Ha presentation at the Strictly Sail Boat Show in Oakland, the one where the audio visual equipment didn't work for the first 15 minutes. In order to kill time, the Grand Poobah asked for suggestions for a nickname for this year's 18th Annual Ha-Ha. I'm the one who came up with the 'Barely Legal' nickname.

Steve Denney
BreakTime, Yorktown 39CC
Pittsburg

Steve — We think it's a good idea to listen to and occasionally respond to grouchers, even if some of them have all the facts wrong and seem to be completely off their rockers. As for constructive criticism, it's even more helpful than praise, so we welcome it.

As for the 'Barely Legal' nickname for this year's Ha-Ha, you indeed are the man, and as soon as we get the shirts printed up, we'll have a Ha-Ha XVIII t-shirt for you.

↑↓ YOU'D BE CRAZY NOT TO GO TO MEXICO

I loved your August 29 *Lectronic* article defending the Ha-Ha. We heard the same "You're crazy, you're gonna die if you go to Mexico" nonsense when we left on the '10 Ha-Ha. In reality, we felt much less safe in Coos Bay, Oregon, when the drunken fishermen started shouting, fighting and shooting.

My wife didn't like the pace of the Ha-Ha, but I felt we got our money's worth and learned to keep a schedule.

I think you should also mention the good work done by Andy Turpin, the Assistant Poobah, and the others who made sure everybody got to Cabo all right, or got rescued — like the guy

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LETTERS

who went aground just to the north of Bahia Santa Maria.

Damon Cruz
 Rose of Erin, Hughes 40
 '10 Ha-Ha vet
 Juneau, AK

Damon — Thanks for the kind words. We understand your wife's point of view. While there are stops of 24 to 48 hours at Turtle Bay and Bahia Santa Maria, the Ha-Ha nonetheless moves south toward Cabo at a reasonably brisk pace. It has to or it would take more than two weeks, which would make it impossible for many of the entries to find crew. In years past, a few folks have dropped out at Bahia Santa Maria, as they had gotten far enough south to find warm air and warm water, and wanted to explore the Mag Bay area.

Andy Turpin, the Assistant Poobah, and Doña de Mallorca, the Chief of Security, have done something like 30 Ha-Ha's between them, and have done a fabulous job. So have the many volunteers. Thanks for remembering them.

For the record, Dachyon, the DownEast 38 that went aground north of Bahia Santa Maria was not part of the Ha-Ha



LATITUDE / ANDY

fleet. But it's not uncommon for Ha-Ha boats to come to the assistance of non-Ha-Ha boats, be they on the beach or otherwise disabled and in need of a tow. After all, helping others is part of the fun of cruising as well as part of the Ha-Ha ethos. By the way, we're happy to report that Mark Cholewinski, who owned Tachyon, now has a new steel boat that he is fitting out for more cruising.

HA-HA HATERS ARE JUST PLAIN JEALOUS

What's with the BS'ers going on about the Ha-Ha anyway? They're always the loudest, usually the rudest, and are just plain full of it. Every year there's a few who talk down the Ha-Ha, almost all of whom have never done the event. I think



COURTESY DAYDREAMS

they're just plain jealous. Sure, a very few people who have done it say they didn't care for it, the typical reason being that the Ha-Ha moves a little too fast for their taste. But these people don't bad-mouth the event. We've cruised south to Mexico twice, once on our own in '03, and then again with the Ha-Ha in '05. We were bummed that we were too late for the '03 Ha-Ha, and ended up sailing from San Francisco to Puerto Vallarta in just 15 days. We did make the '05 Ha-Ha, however, and we're sure glad we did. We loved it.

The Day Family — Skipper, Ginger, Mary Ann & Gilligan — had a great time in Mexico.



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LETTERS

The Ha-Ha is the greatest way we can think of to escape to the cruising life. You make many new cruising friends, and it really gets you in tune with your new way of life. It is especially good for the first mates and the crew — for us, our crew were our children. They really need to get in touch with their own, and for that, the Ha-Ha is where it's at.

When I saw the August 29 *Lectronic* photo of all the Ha-Ha kids on the beach in Cabo, with our own 'Princess Jacque' right in front, all our Ha-Ha memories came rushing back. What a great way to make it through another Monday.

Our kids blossomed in ways only cruising kids can. We weren't even 24 hours into the Ha-Ha when Jacque decided the kids needed their own morning net, so she got it started right away. I remember that one boat that radioed in a complaint about the kids doing their own net, but they got shut down right away by a huge number of calls in support of it. There's always got to be one in every crowd! I know the Poobah loves the kids. Seeing their faces and looking through their eyes makes you feel young again and really appreciative of life.

Much of the joy of cruising is about the people you'll meet and the lifelong friendships you'll make. There is no better way to get started on it than on the Ha-Ha. Next time we head south, you can bet we'll be with the Ha-Ha and our new group of friends. Forget the BS'ers, they're so full of shit!

Joe, Melinda, Joseph & Jacque Day
Daydreams, Pearson 385
Nevada City, California

The Day Family — Thanks for the very kind words. Professionals tell us that hatred of something is almost always rooted



JOE DAY

in jealousy and feelings of inadequacy. Without jealousy and inadequacy, there would merely be indifference.

The kids' nets are fascinating, both because of how quickly the young participants pick up the skills and etiquette, but also because, unlike adults, they

Kids bring a lot of energy to all the Ha-Ha events, including the morning net.

usually say exactly what's on their minds.

We look forward to doing another Ha-Ha with your family in the future.

↑↓WHO'S UP FOR A SO-CAL HA-HA?

How about having an event similar to the Baja Ha-Ha, but with Hawaii as the destination? It's easy to cruise there, people could buddyboat, and you could have net controllers on the water and on the land. And depending on the entrants, you could have starts on different days so people would arrive at about the same time. I'm sure Charles at Kewalo Basin Harbor would be up for it. I think there are many sailors who would like to participate in just such an event; they just need a slight push. And having the chance to do it with other cruisers would be the big push. I'd be willing to help get it going.

Lynn A. Stokes
Morro Bay

Lynn — There already is such a great such event — the Pacific Cup, aka The Fun Race To Hawaii, from San Francisco to Oahu's Kaneohe Bay. While the event always has some hot

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racing boats, there are fast cruisers, too. And they have plenty of pre- and post-race social activities, plus all the communications you could want. The next one starts on July 16, 2012.

But let's be realistic, a trip to Hawaii and back is a much greater challenge than a Ha-Ha and return trip from Mexico. Here are a few of the reasons: 1) The Ha-Ha is one-third the length, and the fleet stops every two or three days for a couple of days of rest and socializing. 2) The Ha-Ha weather conditions are warmer and more mild than that on a trip to Hawaii and back. 3) If the weather were to turn nasty or the crew really wanted to stop and rest, there are a number of good anchorages on the coast of Baja, but there are none on the way to Hawaii. 4) It's less than a 10-day trip to Cabo, including the two stops, while many Ha-Ha boats would take two or more weeks of nonstop sailing to get to Hawaii. 5) Mexico is much less expensive. 6) And we hate to say it, but Mañanaland marinas are much nicer to mariners than those in Hawaii, which has zero aloha for sailors. (However, we do hear that Kewalo Basin, run by Almar rather than by the often-uncaring state of Hawaii employees, is an exception.) It's true that Hawaii has Hanalei Bay, probably the single most beautiful anchorage in either of the two places, but it's a long way to go just for that.

Doug Thorne of the Alameda-based Celestial 48 Tamara Lee Ann has done a couple of Ha-Ha's, so he sailed to Hawaii and back this summer for a change of pace. On a scale of 1 to 10, he said the Ha-Ha's were a 1 in degree of difficulty while the Hawaii trip — particularly the sail home — was a 10. It doesn't surprise us, because it really isn't an "easy cruise" to Hawaii and back. (See Thorne's Changes in this month's issue.)

If we were to start another cruising event, it would be the So-Cal Ha-Ha, a 10-day event that would have the following itinerary: Start at Santa Barbara; two nights at Santa Cruz Island; one night at Paradise Cove just inside Pt. Dume; King Harbor for a night; Catalina's Two Harbors for two nights; Long Beach for one night; then down to the finish in Newport Beach. It would be around Labor Day, when Southern California weather is the best. Our purpose in life has turned out to be helping people have fun with their boats, so while we don't really need another sailing event in our lives, if 30 or more boats express an interest (email richard@latitude38.com), we'll be there for them.

↑↓ NAVIGATING HIGH SURF ON PROFLIGATE

I saw the TV news report of Latitude's catamaran Profligate leaving the Oceanside Harbor during that huge swell in September. It was a case of a well-designed and immaculately maintained boat, sailed by a skipper of great experience and good judgment, in conditions that were well within the capabilities of both. Very well done. I do wish more people understood the full dimension of the control available with such a craft to experienced crew in safety.

Robert Wilson
Bobcat, Crowther 38
Brisbane

Robert — Let's not get carried away. First of all, Profligate is a heavily used work boat, not a yacht, so nobody who comes aboard and sees the paint peeling on her decks is going to accuse her of being "immaculately maintained." And while her skipper may have sailed for many years, there are far more skilled and experienced sailors around.

We waffled about running the video in 'lectronic because we didn't want to give sailors the idea that it's wise to take risks leaving harbors when a big swell is running. That's why we carefully noted that Profligate, thanks in part to a clean bottom,

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was able to motor out at more than 10 knots during a lull. Had she been a seven-knot boat, the first wave would have broken on her, and she and her crew could have easily been driven

JONATHAN HOOVER



Don't try this at home, kids.

en onto the eastern breakwater by the following two waves. We also noted that we had observed the entrance conditions for more than an hour before leaving the dock, then hovered just inside the breakwaters for at least 30 minutes before finding what we believed was a suitable lull. Had we not found a good lull within the next 15 minutes, we were going to return to the dock.

The thing we want everyone to be clear on is that it can be life-threatening to leave harbors when big waves are breaking, even if the harbor patrol hasn't closed the harbor. People also need to know that non-surfers are generally poor at estimating how quickly waves approach, something that's proven all the time by the number of dinghy dumpings one sees along the coast of Mexico. So please, please, please, don't leave a harbor unless you are absolutely sure that you can make it, and make it with a wide margin of error.

↑↓"I CHAFE AT THE NANNY STATE"

On the great suggestion of the Grand Poobah, we sailed up into the Sea of Cortez right after the conclusion of the '06 Ha-Ha. To this day, it stands out as one of our best cruising adventures. The beauty, the solitude, the warm water and the people — all of it was wonderful.

We ended up on a mooring in the Puerto Escondido inner harbor when the first Norther of the season blew through. After three days of 40-knot winds, which had our inflatable with her 8-hp outboard flipping behind our transom, and the final insult — our having to put on fleece clothing — we decided it was high time to head south and over to the mainland. So when the wind abated to just 25 knots, we split for Mazatlan.

We had a legendary 36-hour sail! The wind was fixed at 140 degrees off our port quarter, and never blew less than 20 knots. The sailing was too wonderful for us to ever go off watch, and I don't think I adjusted the sails even once. I can still feel the rhythmic rising, falling, surfing, settling in the trough — then repeat and repeat and repeat. It was fine, fine sailing.

We finally anchored behind Isla Pajaros off Mazatlan at 2 a.m. and got some sleep. The next morning we headed for the breakwater and channel that leads to Marina El Cid and Marina Mazatlan at the north end of town. We could see big swells and hear them breaking on the breakwater, but as with the Wanderer's experience at Oceanside, there were also long lulls. We watched the pattern for about 30 minutes, and when it was consistently flat, we powered in.

Once we were safe inside the channel, we looked back — and were surprised to see 8- to 10-ft seas breaking all the way across the channel entrance! When we tied up at the El Cid Marina, we were informed that we had entered a closed port.

I suppose that we technically broke the law, but I didn't feel we took any undue risk. Going to sea in a small boat has some inherent risk which most sailors accept — and maybe even crave. I chafe at the nanny state idea that it can all be made safe by some more laws and regulations. Risk-takers



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LETTERS

make the world interesting, and their screw-ups make great stories. Here is to the American spirit that sees a challenge, measures the risks and acts. Be it a harbor entrance, starting a business, or building a sailing rag publishing empire!

Craig & Lamia Alger
Page One, Beneteau First 42
Emery Cove and Chico

Craig and Lamia — Empire? You've gone way overboard.

But as we're sure you'll agree, everything has to be evaluated on a risk-reward basis. Since our reward — getting to Catalina that day as opposed to the next or the next — wasn't that great, we were fully prepared to return to the dock and spend another day with the fine folks at the Oceanside YC.

We're glad our advice to head up into the Sea immediately after the Ha-Ha worked out well for you. It is terrific — at least until that first Norther blows through — and it's totally different from the lush mainland. You'll be happy to learn that folks in Puerto Escondido tell us that, having gone through a very rough patch this last year, things — at least some things — are starting to look up again.

As for the entrance to El Cid and Marina Mazatlan, we believe it was designed too narrow and in big swells it can be very dangerous. Geronimo, the harbormaster at El Cid, will be happy to give approaching boats advice. The nice thing is that it's only six miles down the coast to the wide and safe ship entrance at the port of Mazatlan, where there's a small boat anchorage just inside.

↑↓ THE OSCAR GRANT RULE

After retiring with more than 25 years in the Coast Guard, I can assure *Latitude* that the machine guns on Coast Guard boats that some readers have complained were pointed at them are not .50 cal's, but rather the .30 caliber M-60s. The major difference is that the .50 would pass right through your boat — and probably one or two more near her.

But seriously, ask the Navy what happens when a small boat packed with explosives detonates next to the hull of one of their ships. It's happened one time too many for them. Admittedly, it hasn't happened in U.S. waters, but that scarcely matters to those who were killed or injured.

Remember, the Coasties aren't pointing guns at recreational mariners for fun or profit. They train hard under a very rigid and unforgiving set of rules and regulations to prevent avoidable incidents.

I think sailors should view incidents such as those that have been described in *Latitude* as they would if a cop who had his hand on a service sidearm told them to do something. The smartest thing is to do as you're told and worry about your rights — the ones elected representatives are eliminating — later.

By the way, when is the Wanderer going to do a Catnip Cup again? I haven't seen him in quite a while?

Ron
34-ft Land Yacht
Loomis

Ron — Sorry about the mistake, but we sailors tend to be lovers not killers, so we're not very familiar with weaponry. As for your advice about following the instructions of people with weapons — be they thugs or police — we couldn't agree more. If we're not mistaken, it's called the 'Oscar Grant rule'.

We understand that individual Coasties and the Coast Guard are merely following marching orders from on high. The unfortunate incident in San Diego where a young boy was killed by

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a Coastie overenthusiastically responding to a minor incident notwithstanding, and excluding the fact that a few Coasties let their authority go to their heads, we believe they do a good job.

As we wrote last month, we think the whole Homeland Security task is all but an impossible one. For example, in early



Keeping boats 150 yards away from naval ships seems inadequate to protect them.

September we motored Profligate out of the entrance channel to San Diego Bay at the same time an aircraft carrier was approaching from the sea. When abeam of Pt. Loma, one of the Naval Security vessels that was riding shotgun about an eighth of a mile in advance of the carrier came alongside. "What can we do for you?" we asked with a smile. "We need you to proceed outside of the channel," they responded in a pleasant but firm manner. We did exactly as instructed, but for all they knew, 30 seconds later, when the carrier was just 150 yards away, a bunch of terrorists could have come on deck with some serious weapons and done a bit of damage to the multibillion-dollar ship. Or one of the several submarines just a few hundred yards in the other direction. There simply can be no such thing as total security — or even close to it — in a free society. So what's the answer? We're not sure there is one, but we think the country could spend billions less and still have as much security as we have today.

↑↓NON-TOXIC LAWS ARE NON-FAIR

I keep reading about SB623, which is the California legislation to remove all copper-based bottom paint from recreational boats, and am becoming more confused than ever.

'Unfair' is the first thing that comes to my mind. If recreational mariners have to use non-toxic stuff, why not commercial vessels and the military, too? And since the copper from brake pads is a much greater source of copper in our streams, rivers, bays and oceans, why isn't more being done to eliminate that much greater cause of pollution?

Nonetheless, as a concerned resident of Planet Earth, I agree that we have to start somewhere. But if the legislation passes, and I can find the money to repaint my boat's bottom because the government makes me, I'll still be a little confused. Suppose I want to take my boat up to Puget Sound to visit my son. Am I going to be singled out and keel-hauled because the state of Washington has passed requirements that are somewhat different from California's? I feel it would be stupid — and once again unfair — for different states to have different laws, dates for laws, and tactics with regard to outlawing copper bottom paints. Shouldn't this be a federal issue?

I would also like to see a magic bullet that would cure the bottom growth problem without resorting to toxic stuff, yet I don't think careening my boat on a sandy beach at low tide and setting fire to the growth — as *Changes* reported is done on the coast of East Africa — is going to be in my future.

I personally would like to see more scientific testing and honest results so politicians can — unless they are complete idiots — make more educated proposals. And then I'd like legislators from all the States to join up and get legislation right the first time. And yes, I know that I'm dreaming.

By the way, I wrote to my state senator, but he ignored me

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LETTERS

and the desire of most of his constituents and voted for the legislation. His explanation was that if the legislation would help force recreational boaters out, it would make more room on the waterfront for more profitable businesses — i.e. commercial shipping.

Steve Denney
BreakTime, Yorktown 39
Pittsburg

Steve — It's a difficult problem. While non-toxic bottom coatings are improving, they still aren't as effective or economical as the copper-based stuff.

Adding to our confusion about the matter is the fact that on September 19, a comprehensive report on the environmental quality of the Bay, funded mostly by the EPA, noted that "the amount of copper and nickel dropped by nearly 50 percent from '95 to '10 thanks to tightened restrictions on water treatment and industrial discharge." A 50% drop prior to any restrictions on the amount of copper in bottom paints and brake pads!? It makes us wonder if non-toxic bottom coatings for recreational boats might only be an expensive and somewhat ineffective solution to something that really isn't much of a problem after all. Remember that the leading source of copper in the rivers and bays is from car brake pads. We've got an open mind about all this, but we'd like to see some more factual information.

↑↓ WASHINGTON WON'T BAN COPPER BRAKE PADS

The August *Latitude* contained an editorial response to a letter that asked about copper brake shoes in the state of Washington, which are a major source of copper in the water. The state passed legislation in March banning them.

Ned Cook
Resolution, Elizabethan 29
Puget Sound

Ned — Washington's SB 6557, which passed in March, calls for the banning of brake pads containing more than trace amounts of cadmium, chromium, asbestos, lead and mercury beginning in '14. It sounds wonderful, doesn't it? But to enduring skeptics such as ourselves, it's bogus as a \$3 bill.

First of all, "the banning of more than trace amounts" of elements such as copper starting in '14 is as misleading as a drunk saying he is going to become sober by limiting his consumption of alcohol to two bottles of gin a day — "starting" a couple of years down the road, and then eventually working down to just a couple of drinks a day. As we read the legislation, by '21, brake pads in the state of Washington will still be allowed to be made of 5% copper. We don't know about you, but 5% doesn't sound like a "trace amount" to us. Indeed, 'trace amounts' are generally considered to be "enough to identify but not enough to quantify." So we assume that SB 6557 simply guarantees that brake pads, not boat bottoms, will continue to be the greatest contributor to copper in Washington streams, rivers, bays and oceans for many decades to come. No wonder the legislation was enthusiastically welcomed by the automobile industry.

↑↓ LEGISLATING SAFETY IN THE BIG BOAT SERIES

During the America's Cup trials in Plymouth, England, many of the 45-ft catamarans cartwheeled or otherwise went over on their sides. As far as I'm concerned, it justifies the crew of Oracle racing wearing crash helmets on the cover of the July *Latitude*.

I just watched the Rolex Big Boat Series, which was raced in winds to over 30 knots, with many round-ups. Yet I didn't see anyone wear a helmet. Will the St. Francis YC or Yacht

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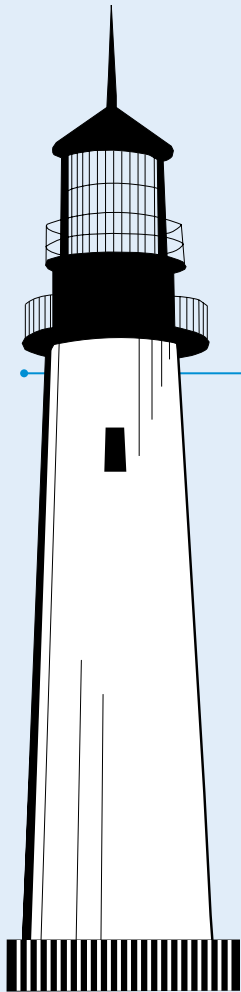


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LETTERS

Racing Association (YRA) soon require boatowners to supply their crew with helmets and require them to wear them — as is the case with PFDs?

Arnie Gallegos
Mi Amor, Islander 36
Tiburón

Arnie — Regarding requiring helmets on Big Boat Series participants, as they are for America's Cup sailors, we posed the question to Jeff Thorpe, who sailed the R/P 45 Criminal



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

Mischief as fast as 23 knots in 29 knots of true wind. "There is substantially more risk of a head injury when cartwheeling on a carbon 45-ft cat than rounding up on a monohull," he said, clearly not enthused about the idea of having to wear a helmet. So it's not exactly apples-to-apples. In fact, we can't recall the last time there was a head injury while racing on San Francisco Bay.

So that everybody understands the facts, the rule regarding the wearing of PFDs in the Rolex Big Boat Series is as follows: "Competitors shall wear personal flotation devices at all times while racing, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices."

The YRA requires that every crewmember have one onboard, but sailors are only required to wear it when the "Y" flag is displayed. The one exception is that the Offshore Yacht Racing Association (OYRA) requires sailors to wear their PFDs at all times.

In a somewhat related matter, last month California Governor Jerry Brown inexplicably vetoed a bill that would have required kids under the age of 18 to wear helmets while skiing or snowboarding — something they are required to do when riding bikes. Brown, usually a believer that the state is the solution to all society's problems, had jaws dropping when he channeled Ron Paul by saying he was "concerned about the continuing and seemingly inexorable transfer of authority from parents to the state." Wah!? Since both the California Ski Industry Association and the National Ski Area Association supported the legislation requiring the mandatory use of helmets for youth, it must have been reps of personal injury lawyers who were cramming all the green stuff into the governor's pockets.

↑↓ PREVENTING CORROSION WITH SOFT SEAL

I read the bit in 'Lectronic about using Plasti-Dip to keep your steel windlass motor case from corroding. I've used Plasti-Dip in the past with some success, but proper surface preparation can be an issue.

About six years into my 17-year circumnavigation, I discovered another product that I now swear by. It's called Soft Seal and is made by CRC, which is a New Zealand company. In the States it's marketed as something like a 'heavy wax anti-corrosion film'. It comes in an aerosol can and can be easily applied to any surface, even one with a bit of rust already on it.

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ABOVE: 2011 J/105 N.A. Champion *Scimitar* carries North Performance Series 3DL 600 jib, Performance Series 100 mainsail and V-Series A3 asymmetric spinnaker. North-equipped competitors also finished second and third at the N.A. Championships. Photo by Alan Clark/Photoboat.com

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LETTERS

transparent film, 2 to 5 mils thick. It never becomes brittle and will not craze. It is highly resistant to saltwater and salt spray, making it particularly useful as a long-term outdoor rust preventative. Meets military specifications," etc.

The stuff could be removed easily with a solvent if you wanted to paint the surface. I have used Soft Seal to protect everything from exposed electrical connections and throttle/transmission linkages to tools and bare metal areas on engines and motors. I now apply it to almost all new items that have mild steel bits. It's not cheap, but a little goes a long way, and it is the best of many products I've tried over the years for this purpose.

George Backhus
Moonshadow, Deerfoot 62-2
Auckland / Fort Lauderdale

George — We were very happy with how easily and well the Plasti-Dip worked on our windlass motor. The motor was too big to dip, of course, so we painted the stuff on with a cheap brush. We left the electrical contacts unpainted, but smeared them with dielectric grease.

We'd been having a similar but less serious case of corrosion on the motor of our electric mainsheet winch. Since it would be difficult and time-consuming to remove that motor to paint it with Plasti-Dip, we sprayed the living daylights out of it with white lithium grease, and we're hoping it will have the same effect as Soft Seal, which we weren't able to find locally. We'll be monitoring the results and reporting them.

↑↓ GORDON WEST DOES IT AGAIN

I was thrilled to read in *Latitude* that Gordon West is still 'the man' when it comes to all things SSB! He was of enormous help to me when I was prepping for the '00 and '06 Pacific Cups. Here are a couple of tidbits he passed on to me that were not in his September *Latitude* article on SSB.

Establishing a good ground plane — counterpoise — is always a hot topic. He told me that the concept of running miles of copper foil through the boat is mostly a ploy to have marine professionals spend lots and lots of time in your boat. He stated that it is only important to connect the radio to the ocean. In '00, I connected my transceiver to the automatic tuner with foil, and then to a brass thru-hull fastened with a hose clamp. If your thru-hulls are Marelon, you'll need to take it to the stuffing box. Nothing more is needed!

Also, one of the main causes of weak transmissions is voltage drop. Therefore, keep your transceiver as close as possible to your house bank, go one size larger in wire size than is recommended, and charge your batteries just before using the radio. A 100-watt transmitter will draw 8.5 amps whenever you key the mike — that's a bunch if your electrical setup is less than robust.

But kudos to Gordon, as we all owe him big!

Ted Morgan
Tumbleweed, Cal 39
La Paz and Richmond

Ted — In no way do we want to diminish the lifelong contributions of Gordon West, but there are actually five names we think are deserving of recognition.

There is Gordon, who over the years has taught countless cruisers Morse code and their basic SSB radio skills. Then there are Jim Corenman and Stan Honey, who teamed up to create the SailMail system, which has allowed cruisers to stay in contact with friends and loved ones from all around the world via SSB. Jim circumnavigated with his wife Sue aboard their



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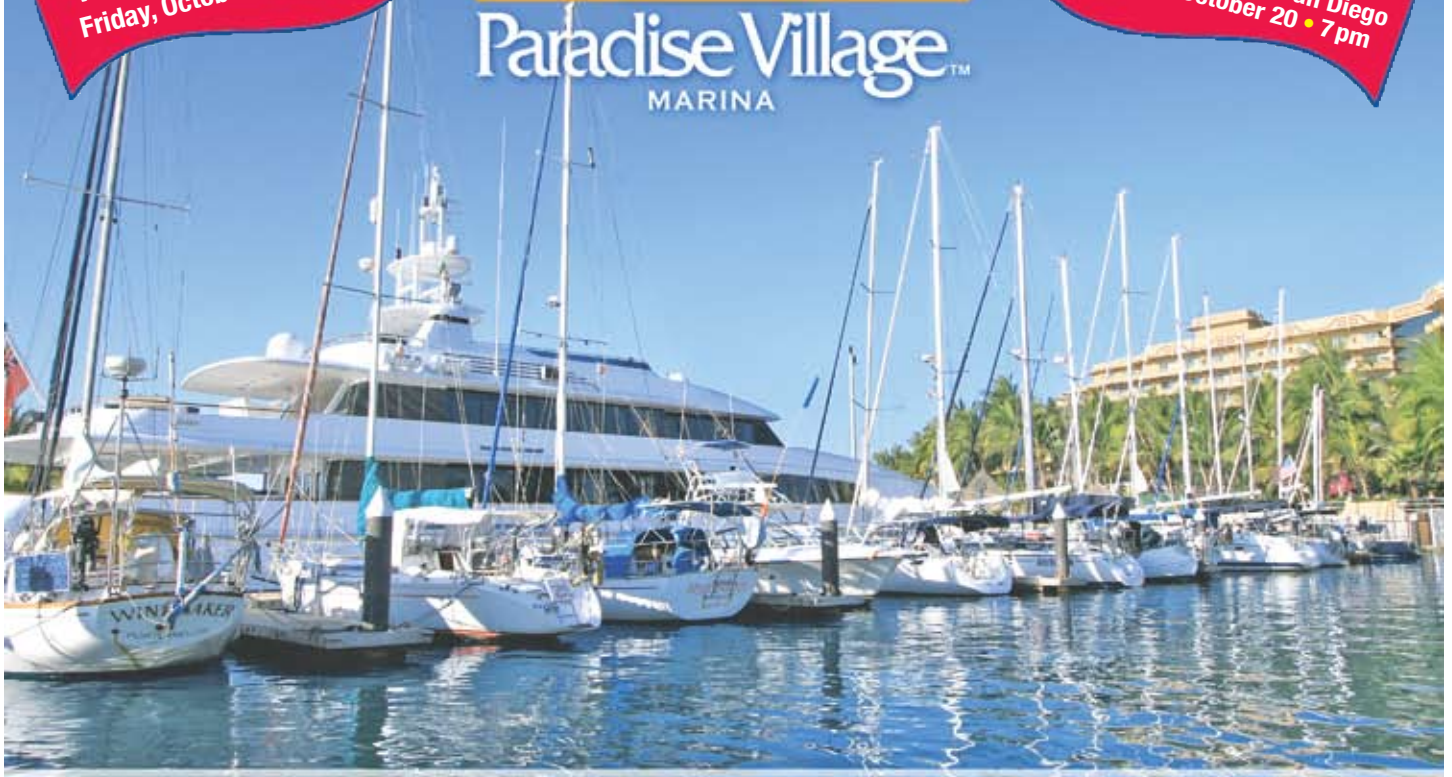
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LETTERS

Schumacher 50 Heart of Gold, and knows more about radios than most radio manufacturers. Stan, who also brought us the televised yellow first-down lines on football fields, continues to navigate the fastest boats around the world while staying involved in the most cutting-edge electronics. Then there is Shea Weston of San Diego, who has long been an expert on SSB radio installations and use. We would also be remiss if we didn't mention Northern Californian Don Melcher of HF Radio Onboard, a marine radio retailer who has aided countless cruisers in Northern California with their cruising SSB radio needs.

For those new to SSB radio and heading to Mexico, Gordon will be making a 'Using Marine SSB' presentation at Downwind Marine in San Diego from 5 to 9 p.m. on October 11. It's \$25 per person or \$30 per couple. We highly recommend it, as using an SSB radio correctly and effectively can be significantly more difficult than using a VHF radio. After the first leg of any Ha-Ha, invariably a couple of folks get on the net and ask for help figuring out how to work their SSB. Gordon can bring you up to speed before you leave San Diego.

On the following day, October 12, Jim and Shea will be giving a seminar on 'Intermediate and Advanced SSB for Email' at the Pt. Loma Assembly Hall in San Diego from 8:30 a.m. to 4 p.m. It's \$50 per person or \$75 per couple. Once again, we can't recommend this seminar highly enough, as you will be getting the information from the people who know more than anybody.

For more information on Gordon's presentation, contact Downwind Marine. For more information on the Corenman/Weston presentation, go to www.offshoreoutfitters.com. Weston is also the man to hire to check out your SSB radio installation.

↑↓ OPTIMAL COMM TIMES FOR SSB

I was glad to see Gordon West's timely primer on SSB communications, but he neglected to mention the optimal times of day when the various frequencies are "open" to long distance communications. Because the ionosphere is in general charged by the sun, higher frequencies (14-30 MHz) are best for long distances when the path of the radio wave is through daylight — if you're thousands of miles from anywhere in the middle of the night, do not expect much of a "bounce" on frequencies of 16 MHz and above. Similarly, lower frequencies (<2-4 MHz) have a much better signal-to-noise ratio at night when solar noise is generally lower — that's why many AM radio stations have to lower their power at night to avoid interference with distant radio stations on the same or nearby frequencies.


Due to statistical variations in atmospheric and solar conditions, there are no hard rules as to which frequency is best to use, but in general 14 to 21 MHz has the best chance for long-distance communications during daylight hours, and 2-4 MHz is best for night. Frequencies above 30 MHz (VHF) are pretty much line-of-sight.

It would be interesting if Gordon would write a follow-up article on radio wave propagation and ionospheric conditions to determine what/when is currently the optimal frequency to use.

Bill Rathbun
Rhumblin, Islander 30 Mk II
Berkeley

↑↓ HYSTERIA OVERLOAD

You should cancel the Ha-Ha to protest the narco violence in Mexico. The Ha-Ha has some clout to send a message to




"Heck, if I were dumb enough to own three boats, there's no doubt she'd be fitted with a VariProfile as well!"

Peter Stoops

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LETTERS

the Mexican government that they need to have an all-out war against the cartels that are overtaking their country. The terrible incidents down there just keep occurring.

As with the Viet Nam war, large organizations such as the Ha-Ha can write letters to the honchos and say, "We aren't coming down and bringing our money to Mexico until you straighten this out." Or, you can look the other way and say, "It's only happening with the cartel guys and our cruisers will be O.K." That may be true, but it's kinda like saying cruising around Germany during the Holocaust would have been all right because the violence was taking place away from the cruising areas.

The situation is ridiculous, as my wife and I really want to go to Mexico for the first time this season, and are torn about whether to go south or not. As you probably know, some of the cruise lines have cancelled sailings to Puerto Vallarta and other ports because of the violence.

We've gotta wonder when the first Ha-Ha crew will be taken hostage by drug runners who are using ocean routes now that there have been crackdowns on land routes. Are you guys thinking about this?

George Kosta
Planet Earth

George — We're mostly thinking that you don't have a very good handle on the situation. First of all, while Latitude and the Ha-Ha might be a relatively big fish in the very small world of sailing, and Mexican officials welcome our fleet and enjoy hearing our opinions, our influence in the wider world of Mexican tourism is almost infinitesimal. To give you an idea why, the Ha-Ha brings about 600 visitors a year to Cabo San Lucas, while the various airlines bring in about 8,000 a day. So if you're looking for political leverage, you're looking in the wrong place.

Perhaps you're not aware, but the narco death toll in Mexico — and it truly is horrible — is widely attributed to the fact that Mexican President Felipe Calderon decided to declare an all-out war on the drug cartels, making it a mainstay of his six-year presidency. A lot of people think this was a huge mistake in the same way Prohibition in the United States turned out an unwinnable war. But it's hard to say for sure, as Colombia seems to have done a pretty good job of eliminating much of the power of the drug cartels. In any event, we're told that some of the major candidates for next year's presidential election in Mexico have plans to make a big change in policy with regard to the narcos. The policy can be summed up as follows — "If stupid Americans insist on continuing to demand mind-numbing amounts of drugs, we'll let our smugglers do it, as long as they don't kill innocent Mexicans in the process."

Your Holocaust analogy is silly, for it would mean that we should also boycott Oakland, Richmond, San Francisco and just about every major city in the United States. On the contrary, we're proud to sail to Mexico and bring our spending money with us. So many of the people in that country are suffering financially because of the need of so many Americans to get high. It may not be a popular thing to say, but anybody who smokes Mexican weed, or weed grown by Mexicans in U.S. national parks, is supporting the violent Mexican cartels. Indeed, they have blood in their lungs.

Torn about going to Mexico this season? Given all the misinformation that's been disseminated about Mexico in the last couple of years, we can't blame you. But as we've said before, so far narco violence hasn't touched cruisers on the Pacific Coast. We don't expect it to, either; but if it does, we'll be the first to let you know — and get our butts out of there.



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LETTERS

There are map charts showing where narco violence has taken place in Mexico, such as at www.guardian.co.uk/news/datablog/2011/jan/14/mexico-drug-war-murders-map. Such maps are both informative and misleading. No doubt you'll be shocked when you first see the map, but if look at the one for Oakland, you'll never go within 100 miles of that city again.

The interesting part of the Mexico map is that it clearly shows how little narco violence there is on the coast. For example, there is almost none anywhere in Baja south of Tijuana and Rosarito Beach. Over on the mainland, there are no coastal problems from San Carlos/Guaymas down to Mazatlan. While most of the 'Mazatlan' violence takes place a little inland where two cartels vie for dominance, killings are way up in the region. If there were one place we'd exercise greater caution on the coast of Mexico than we do in the States, it would be Mazatlan. But south of Mazatlan, past San Blas, and along the Gold Coast of Puerto Vallarta, Tenacatita Bay, Barra, and down to Manzanillo, there is like zilch narco violence. And from Manzanillo down to Zihua, it's also like zilch. The map does show Zihua to be a violence center, but that's misleading. It's true there were 16 murders in the Zihua area last year, which is way down from previous years, but according to cruisers we talked to, they all felt perfectly safe in Zihua, which has been going upscale.

Furthermore, the narco violence hasn't affected cruisers. We spend three to four months a year cruising coastal Mexico, and no matter whether we've been in Cabo, La Paz, Puerto Vallarta, Manzanillo or any of the small towns, we've never once felt as threatened as we do almost all the time in many parts of Oakland, San Francisco, Richmond or where our son lives near the Staples Center in downtown L.A. Those places are filled with crazy and violent people! Surely most of the million Americans who live in Mexico — including 30,000 in Puerto Vallarta alone — feel pretty much the same way we do about safety in Mexico.

For what it's worth, Virgin America is initiating nonstop service from San Francisco to both Cabo and Puerto Vallarta in December, so they don't seem to be any more worried than we are.

Why do you think any drug runners would want to take any Ha-Ha crews as hostage? Smugglers like to avoid people, not mingle with them. And if they wanted to get into Somalia-style kidnappings, they'd just carjack Americans as they drove out of the gates of the Four Seasons and other high-end resorts. That way they wouldn't have to worry about boat maintenance, would they?

NOISE POLLUTION

I would like to put the problem of noise pollution in anchor-ages before this year's cruising fleet. There are many beautifully calm and quiet evenings to be enjoyed in the beautiful Sea of Cortez and along mainland Mexico — as long as people aren't subjected to the drone of some inconsiderate cruiser's generator. Unfortunately, a small number of cruisers don't seem to care if they ruin a beautiful evening for everyone else.

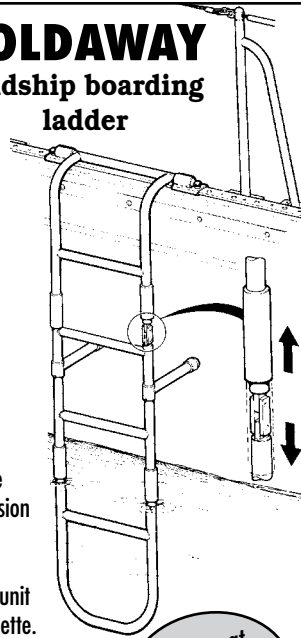
A Honda 2000 portable generator is bad enough on an otherwise quiet night, but last year there were a couple of big vessels with some of the loudest generators I've heard in my 30 years of cruising. I'm not sure if their generator exhausts had been designed by someone lacking in even the most basic marine engineering skills, but if you happened to be anchored next to them, your evening was almost sure to be ruined by noise pollution. So come on, folks, have a little respect for all the others by toning it down.

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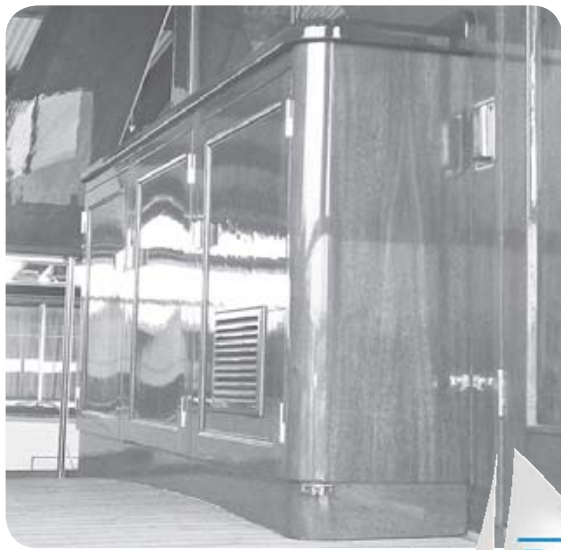
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LETTERS

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We also changed all the lights on our boat to either LED or fluorescent tubes that run directly on 12 volts. In addition, the fans we use are the finger-safe Caframo Model 747s, which pull a measly 0.44 amps and move lots of air.

To power all this, we have a 500-watt solar array that charges a bank of six 6-volt golf cart batteries to give a total of 675 amps at 12 volts. At 50% discharge, it gives us almost 340 usable amps. We get a solid five years out of the batteries before changing them out.

We have a separate starting battery for the engine, and a dual pulley driven 160-amp alternator. The system has been in full-time use for the last 15 years, and even if there is no sun for a couple of days, we hardly ever need to start our little Honda genset. If we ever have to run our generator, we scope out the anchorage first, and make sure everyone else is up and around doing their chores before we start making noise.

If we can almost always enjoy onboard life without the use of a generator, you probably can, too. But if you can't afford to switch to a more efficient system, and have to run a noisy generator, please have respect for everyone else by anchoring as far from others as possible and keeping the generator off until well after sunrise and well before sunset.

Mike Wilson
Mexicolder Tropical Yacht Refrigeration
Mazatlan

Readers — Anybody want to suggest any 'guidelines' for running generators in anchorages?

↑↓ EIGHT BELLS FOR BARBARA CAMPBELL

Thirty-some-odd years ago, I met Myron and Barbara Campbell at their business, Golden State Diesel, located at little Lani Kai Marina in Oakland. I was an independent marine mechanic, and Myron and Barb helped and coached me in the business. Years went by.

Eventually, I took a break and went cruising for a few years. In '89, I left my boat at Isla de Plata, Venezuela, and flew back to Northern California to refill the cruising kitty. Myron had suffered a heart attack and was on an oxygen bottle then,

and they needed help with dockside work. I ended up staying for three months, during which time Myron passed away. So I hung around a bit until Barb managed to find some good help and figure out how to run the business on her own. I eventually flew to my boat, and ultimately sailed her back to the Bay.

Barb has been described as "hard as rocks," "tough as nails" and "sweet as sugar." It was a real hoot to be picking up parts when a male customer would come in and ask to speak to a mechanic about some engine problem. I'd then watch Barb humble the guy with more experience and knowledge of his boat than the guy had. She was always polite, helpful and kind. She was also a woman in a man's business.

Barb passed away on September 7 from complications following heart surgery. It breaks my heart that she's gone, but at least I was lucky enough to be able to visit her in the hospital. A couple of days before she passed, I asked her if she wanted

MICHAEL LORD



Barbara Campbell helped many sailors.

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LETTERS

whiskey or bourbon. Even with a breathing tube in her, she managed a smile. Barb didn't think much of drinking.

I'm sure there are still cruisers out there in ports around the world who are friends of both Myron and Barb, and who have many stories to tell. They did such a good job.

As for Barb, I wonder if there are any women out there in the marine industry who will take her place.

Michael Lord
Elsewhere, Van der Vlis 31
Alameda

Michael — We were sorry to hear about Barbara's passing. She and Myron were long-time advertisers, and many in the Bay Area sailing community shared your feeling that they were truly wonderful people.

↑↓ GOOD PARTNERS = GOOD PARTNERSHIPS

I've been in several sailboat partnerships, both in the Bay Area and more recently on Kauai. They all worked out great. These were full partnerships, and not fractional usage arrangements. With a full partnership, everyone is in for the benefits, responsibilities, and expenses. In all cases we had a formal partnership agreement that was drafted by an attorney. The attorney who drafted the original agreement gave us the best advice: "A partnership is no better than the partners!"

Dick Olsen
Staff Commodore
Nawiliwili YC, Kauai

↑↓ A PARTNERSHIP WAS JUST RIGHT AT THE TIME

I was involved in a 50/50 equity-based partnership for nine years from '87 to '96. I had small kids and a fairly intense work schedule at the time, so it made sense to seek something other than full ownership, but I wasn't interested in any kind of club chartering arrangement.

I placed an ad in *Latitude's Classy Classifieds*, and quickly had several responses — and ultimately got together with someone who shared my sailing goals and ambitions. My new partner had a friend who was selling a Cal 3-30, which was a good fit for both of us, so we bought her for cash. The boat was berthed in Alameda, and we were both happy to keep her in the same slip.

Before moving ahead with the partnership, we did two things:

1) We put together a budget to cover berthing, anticipated maintenance costs, insurance and capital expenditures. I became the secretary, and set up a checking account with both of us as signatories. We each put in \$150 per month, which today sounds like such a complete bargain. There were only a few occasions when we had to do a modest assessment to cover our costs.

2) We drew up a contract outlining the terms of our partnership and had it reviewed by an attorney to be sure we were not missing anything. To me, the two most important clauses related to how we would divide up the usage of our boat, and what procedure would be followed when one partner wanted to sell his equity interest.

At the end of the year, we would set up usage for the entire new year. Each partner had exclusive use of the boat for one week from Tuesday to the following Monday. If one partner was not going to use the boat during his week, then he was obligated to let the other partner have the boat. This system ended up working extremely well for the duration of our partnership. During the nine years, we only sailed together three times, and one of those was to take the boat to Richmond to



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LETTERS

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have her Atomic 4 engine rebuilt.

Since my partner was more mechanically inclined than I was, he generally took care of those issues and I did the grunt work to keep the boat looking good. There was no formal agreement on this, but we were lucky that each partner was able to do what he most enjoyed. We set up 'work days' about every three months or as necessary to take care of issues requiring both of us. As a result, we had a boat that was in good shape and almost always ready to go.

My overall experience was very positive and worked well for both of us. However, when my kids grew older, I wanted to spend more time on the boat and do some things differently, so the partnership lost a lot of its attraction. I ended up selling my half to my partner's grown kids using the formula outlined in our contract. Everybody walked away happy.

Today I cannot imagine sharing a boat with anyone other than my wife. But now is a different time and place from when a partnership was the right thing to pursue.

By the way, you can count my wife and me among those who love sailing and living in Mexico. Last year we cruised as far south as Zihua and as far north as Puerto Escondido. We loved it and always felt safe. We can't wait for the start of the Ha-Ha to return to those wonderful and warm waters, and the wonderful people of Mexico.

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

↑↓ "PARTNERSHIPS HAVE WORKED FOR ME"

For two sets of three years each, I had an 'operating partner' in my Triton and then my Ericson 35, both of which I kept moored at the Corinthian YC. Although I continued to cover berthing, taxes and major expenses, in both cases the operating partner covered all operating costs — annual haulout, hull polish, interior upkeep, and so forth. In return, the partners got relatively unlimited use of the boats.

This arrangement was never reduced to paper, but since we were old friends, we never encountered any problems. I wasn't doing any regular long cruises, so use of the boat was primarily for day and weekend sails. From my perspective, this arrangement reduced some of my expenses, while insuring that the boat got used and checked more frequently, since I was living in the East Bay for much of that time.

As I write this, I'm watching my Seawind cat swinging wildly on her mooring while we await the arrival of Hurricane Irene — just downgraded to a tropical storm. I'm a little nervous, since I lost my first East Coast boat, a cold-molded 34-ft sloop, off a mooring in Rockland, Maine, 12 years ago in another tropical storm. Despite our much shorter sailing season here, at least we don't waste a lot of time worrying about earthquakes or tsunamis!

Mike Herz
 S.F. Baykeeper, Emeritus
 Damariscotta, Maine


Readers — We'll have more letters on boat partnerships in a future issue of *Latitude*.

↑↓ WHY BOGIE DIDN'T LIKE TO SAIL WITH "DAMES"


After 31 years in the film business, I am looking for a new career. Years ago *Latitude* ran a piece about actor Humphrey Bogart's 55-ft schooner *Santana*, which was, other than actress Lauren Bacall, the love of the great actor's life. After she spent many years berthed on the San Francisco waterfront, a new owner bought the vessel and had her refit.

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Frank Gallovich

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LETTERS

I'm now writing a fictional novel in which *Santana* plays a significant and crucial part. I am hoping that someone at *Latitude* recalls the article and can let me know the name of the new owner — and any information regarding her present location.

Although this is a fictional story, I would like to make the details of the vessel as true to fact as possible. In short, the story is the quest of an old man to do something to restore the honor of a long-deceased actor who had a significant role in his development as a young man.

My wife and I have a *Mariah 31* on the hard in Puerto Vallarta. Now that I am retired, I'm hoping to get back to Mexico and spend more time on *Gertrude*.

Harry Lee Utterback
Gertrude, *Mariah 31*
Puerto Vallarta

Harry — *Santana* was purchased, restored and is being raced in appropriate events by Paul and Chris Kaplan of *KKMI boatyard* in Richmond. She couldn't be in better hands,



COURTESY PAUL KAPLAN

'Santana' during Bogie's era.

and we're sure Paul would be happy to assist you in finding all the historical information you might want.

Santana wasn't just a plaything for Bogart, as boats are for many actors. In his father's biography, Stephen Bogart writes that Humphrey took the boat sailing an astounding 25 to 45 weekends per year from '45 to '57. Most of the time "stag," as Bogart complained "the problem with dames is they can't pee over the side."

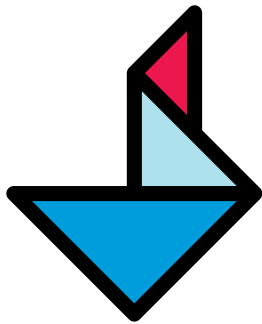
"The sea was my father's sanity," the younger Bogart wrote. "An actor needs something to stabilize his personality, something to nail down what he really is, not what he is currently pretending to be." Hello, Charlie Sheen and Lindsay Lohan.

Anyway, good luck with your book. *Banderas Bay* in Puerto Vallarta is, based on personal experience, a fabulous place to live aboard and write. Having been in the film business, you no doubt know that writer/director John Huston used to hide out from Hollywood in the small jungle village to the southwest of Yelapa, which is far to the southwest of any road on Banderas Bay. All this long before anybody had heard of Puerto Vallarta. Huston wrote and directed 37 feature films, including classics such as *The Treasure of the Sierra Madre*, *The Maltese Falcon*, *Key Largo*, *The Asphalt Jungle*, *The African Queen*, *Moulin Rouge*, and *The Misfits*, all of which are better than anything you can see in a theater today. Bogart became a star as a result of his role in *Sierra Madre*, and would play a leading role in many of Huston's films.

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

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

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



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riding the wave

When the Publisher of *Latitude 38* was “caught” by a news crew early last month leaving a “closed port” through dangerously heavy surf, some questioned his decision — and sanity. After all, Oceanside had rarely seen such raucous conditions. But the truth is that, while officials suggested boaters not leave port, the port was not closed. “We’re old-time surfers, so we took our sweet-ass time evaluating the situation,” he wrote in a September 2 *Lectronic Latitude* story detailing the adventure. After more than 30 minutes of waiting at the staging area, he saw a lull in the waves and gunned it. *Profligate* really earned her title of ‘The Surfing 63 Catamaran’ that day.

While the story of *Profligate*’s surfing expedition was thrilling, the accompanying news report — which referred to the catamaran as a trimaran, among other things — offers spectacular video footage of the boat

powering out of Oceanside. The fantastic images here, shot by Harbor Patrolman Jonathan Hoover, really are worth a thousand words (which coincidentally is about how long the Wanderer’s epistle is), but in case you’d like to read the full story and watch the news segment, you have two options. The old-school method is to go to www.latitude38.com, click on ‘*Lectronic Latitude*’, scroll down to the September 2 and click on ‘Did *Profligate* Leave a “Closed Port?”’ Alternately, you can grab your smartphone and just scan the QR code to the left.



Download a QR reader from your app store, then scan this with your smartphone to watch the video of ‘*Profligate*’ leaving Oceanside Harbor.

You’ve probably noticed these weird, squiggly boxes scattered in ads throughout the magazine for the last several months. They’re called QR codes — short for Quick Response code — and, though they were created by Toyota in ‘94 to track vehicles during the manufacturing process, they store just about any information

you can imagine. Advertisers in the U.S. have recently picked up on the trend and now feature QR codes that will quickly take customers to their website and video ads, or even dial the phone for them.

To scan QR codes, your smartphone needs a camera and a reader app. If your phone didn’t come with a reader pre-installed, it’s easy to download a free one, such as Google Goggles, Barcode Reader or Kawya Reader for Android, or QR Reader, QR Scanner or TapReader for iPhone. From there, just follow the instructions. It’s easy and kinda fun, sort of like a opening a grab bag — you never know what you’re going to find. (Just be careful to scan only codes from trusted sources for that very reason.)

In the months to come, you’ll likely see the occasional *Latitude* story enhanced by QR codes that will take you to *Lectronic* postings, more detailed information or even videos on *Latitude 38*’s YouTube page. Who knows where all this technology will take us, but we’ll do our best to ride the wave.

— ladonna

transatlantic trio

Three Bay Area sailors got the opportunity of a lifetime this summer when they were tapped to join 13 other sailors between the ages of 19 and 27 to sail the US Merchant Marine Academy’s STP 65 *Vanquish* for a full schedule that included the Transatlantic Race, and one of the world’s most storied of all races, the Rolex Fastnet Race. Pt. Richmond’s Matt Noble and David Rasmussen, and Marin’s Molly Robinson, represented the West Coast on the Oakcliff All-American Offshore Team, sailing and maintaining their steed all up and down the Eastern Seaboard

Originally the brainchild of US Merchant Marine Academy Waterfront Director Ralf Steitz, the All-American Offshore Team was founded with the idea of giving a group of younger sailors the opportunity to sail offshore on a fast, contemporary boat. The Academy’s foundation received

continued on outside column of next sightings page

a gentlemen’s

Last month, when we reported on the museum-quality rebuild of Bob Cadranell’s 84-year-old R Class sloop *Ace*, we got the basic facts right, but unintentionally neglected to tell the *whole* story. Most importantly, we hadn’t realized how hands-on Cadranell himself had been during the project. While master boatbuilder John Guzzwell took the lead during the 14-month effort, Cadranell credits John Guzzwell Jr. and Rick Lotz with doing most of the actual work, with



‘*Profligate*’ caused a stir when she left Oceanside in heavy surf last month.

challenge

additional help from himself, Jonathan Saunders, and rigger John Sebaska.

"The only line drawings we could find," Cadranell explains, "were a tiny illustration in a book." So he contracted naval architect Greg Stewart of the Nelson/Marek design firm to recreate working drawings for the rebuild.

Although the boat is now berthed beside Cadranell's floating home near Seattle, he is a St. Francis YC member, and *Ace*

continued in middle column of next sightings page

oaot — cont'd

Vanquish — ex-*Money Penny* — as a donation, when the Reichel/Pugh design and the STP 65 class itself failed to live up to expectations as an around-the-buoys racer. Steitz got the ball rolling, bringing on Noble and one other sailor to serve as boat captains. With the idea of generating some momentum, Noble, recommended Rasmussen and Robinson, who were selected from an applicant pool of over 250 people.

"There were a couple people on board who were more experienced on bigger boats, but the whole project was geared for kids who hadn't quite had the opportunity yet," Robinson said. "Ralfie knew that, because it was the first year and this was basically a turbo sled, a couple people had to be paid to make it happen. But for everyone else it was

continued on outside column of next sightings page



JONATHAN HOOVER

SIGHTINGS

oaoot — cont'd

a chance to get more offshore experience on these types of boats.”

To field a legitimate effort, the program needed more funding, and that's when Oakcliff and its Executive Director Dawn Riley got involved. Located in downtown Oyster Bay, New York, Oakcliff is essentially a sailing school set up more in the mold of a sailing club than a commercial operation. With a varied fleet that includes everything from Shields to Melges 24s to Farr 40s to a trio of IRC boats and three classics, the school takes people of all ages — dubbed “acorns” — for training, not just in sailing but also in the realms of marine industry-specific jobs

continued on outside column of next sightings page

challenge

is a former San Francisco boat. So, with Ace, the StFYC has challenged the Royal Vancouver YC for the revered Alexandra Cup, with a showdown scheduled late this month in Vancouver's English Bay that will end in a classic match race series.

A preliminary series will determine which of two recently refurbished Canadian defenders *Ace* will cross swords with — either *Aloha*, a 1924 Edson Schock-



The Oakcliff All-American Offshore Team leaves New York bound for the Lizard. Inset, Dave Rasmussen, Molly Robinson and Matt Noble were the three Bay Area sailors onboard.

SPREAD: BILLY BLACK; INSET: LATITUDE/ROB

— cont'd

design that was formerly a flagship of the San Diego YC, or *Lady Van*, a 1927 Charles Nicholson R-boat that is legendary in the annals of B.C. racing history.

Cadranel will supply an all-St. Francis crew for the match-up, including his son Jim, and Russ Silvestri. We sure wish we could be there when these vintage war-horses are put through their paces!

— andy

oaaot — cont'd

like that of boat captain. The USMMA effort gave Oakcliff a chance to extend its program into the offshore realm, and an alliance was born. Because of its bylaws, Oakcliff can only make matching grants to the tune of \$2 for every \$1 raised, so the sailors had to hit the fundraising trail, which included a Bay Area swing by Noble, Robinson and Rasmussen to augment gifts from the likes of *Rambler 100* owner George David, who contributed \$25,000. The team ultimately raised enough money for crew gear, a new main with a third reef, an extra halyard lock for said reef, and a whole bunch of boat work that they carried out largely by themselves.

"Ralfie's idea was that there would be no 'rockstar' BS," Noble noted. "He said from the beginning, 'I understand if you need to go to work, but if not, you've got to help out on the boat.' He wanted everyone to help. When everybody was there, things were getting done. For the most part, the boat is in better shape, and better equipped than when we got it."

Armed with their new main, an extensive existing inventory, and a bevy of sails that came off Roger Sturgeon's written-off TP52 *Rosebud*, the OAAOT hit the water for the Block Island and Annapolis-Newport races. They then embarked on a training session preceding the Transatlantic Race in July.

After a tough trip across the Atlantic that saw them run into the back of a ridge and allowed all the smaller boats to catch up and slowed some of the bigger boats — like Karl Kwok's Farr 80 *Beau Geste*, which tried to bum a roll of toilet paper off the kids — the OAAOT spent nearly a month in the UK working on the boat and also managing a little R&R before the Rolex Fastnet Race. "It was a little scattered at first," Noble said. "But by our last sail before the Fastnet, we were flipping jibes in 25 knots of breeze with no problems."

All their preparation paid off, as they went on to finish third overall in the race, beating some of the world's top big-budget programs.

Of course, putting 16 people in that age range together on a boat would seem to create plenty of potential for discord, but according to the local trio, it wasn't as bad as you might imagine. Noble claimed the crew got along pretty well, by and large, a sentiment confirmed by Rasmussen and Robinson. "There were definitely 16 different opinions at times," said Rasmussen, who has multiple Pacific and Coastal Cups on his resume. "There were small problems, but there were no meltdowns."

Robinson said the close age range actually worked in favor of the less experienced sailors. "I was way more comfortable offering my opinion, because everyone was so young," Robinson said. "It was great that everyone was able to do that."

Robinson, who has spent time working at Spectra Watermakers in San Rafael, plus a stint at North Sails New Zealand, said she got a lot more out of it than just that. "It was an eye-opening experience into what goes into running that type of campaign," she said. "The people were amazing and I learned a lot about both the sailing and the boat work. For me it was fascinating to see behind the curtain of what it takes to run a professional program like this. There's so much going on."

Of the three, Noble is the farthest down the professional sailor career path, which started when he spent last year working on the super-maxi *Speedboat* — subsequently *Rambler 100* — before joining the crew of the USMMA Foundation's 90-ft canting-keeler *Genuine Risk* for a Caribbean tour last winter. In fact, the OAAOT program almost didn't happen for Noble. He spent a month in Abu Dhabi sailing Volvo 70s with Ian Walker's Abu Dhabi Racing, but lost his spot on the team to a two-time Volvo Ocean Race veteran. As for pro sailing, Rasmussen and Robinson seem less inclined to go that route.

"I still want to go ocean racing," Robinson said. "But as much as I

continued on outside column of next sightings page



oaoot — cont'd

loved having the opportunity to learn about the boat work, I think if I try to transition into a sailing job, I will focus more on logistics and the behind-the-scenes work.”

Hopefully the program will continue, and one of the benefits Noble sees is in the increased resale value and interest generated in the donated boats they've sailed on. “If they're sitting in a yard, nobody really wants them,” he said. “But if they're out there doing events, and doing well, it definitely builds interest.”

Vanquish is for sale, and while it has been maligned for its lack of up-wind performance, it might be just the ticket for an offshore, downwind program. “It would be an awesome boat for California,” Noble said.

— rob

turning the dream into reality

Charter trips in tropical locales have a way of fueling the cruising dream for many sailors, but for Tucker and Victoria Bradford a 10-day charter in the USVIs 11 years ago caused those dreams to coalesce into a concrete plan. “We were sitting in a beautiful anchorage and rowed over to another boat to ask how long he'd been cruising,” recalls Victoria. “When he said 13 years, it was the first time I thought that cruising as a lifestyle was a real possibility.”

The couple spent the next five years scrimping and selling everything they didn't absolutely need to pay off all their debts and start saving for an extended cruise. “I could have gone without a savings account,” says Tucker, “but Victoria couldn't. It's worked out well, though.”

Part of what worked out so well along the way was the addition of two crewmembers — Ruby, 7, and Miles, 4. At a time when many sailors would be giving up on the dream, Tucker and Victoria were more committed than ever. As dedicated ‘unschoolers’, the couple are committed to teaching their children through exposure to the world, rather than hiding them away in a classroom.

“Unschooling is a student-directed way of learning,” explains Tucker. “Ruby creates ‘museums’ of sea creatures and is learning biology that way. I said something to Miles about aircraft carriers and he asked what they were, so we spent time together learning about

them. It's great because not only do the kids become lifelong learners, but so do we.”

As they continued to plan their cruise, the couple, now in their mid-30s, were constantly looking for the perfect boat for their family. They had a few false

starts, but when they set eyes on a Cal 43 in Washington a year and a half ago, they knew they'd found ‘the one’. *Convivia* was in excellent condition for an older boat, so they wouldn't have to do an extensive refit — impossible for Tucker due to his work schedule for the SETI Institute — and she was within their budget.

But as it is with any newly-purchased boat, upgrades were in order. A full complement of cruising electronics, a new electrical system, solar panels, a stack-pack system for the main, an electric windlass, a Monitor windvane, and dueling iPads for navigation, teaching and entertainment, were just a few improvements the Bradfords made to their new home.

continued on outside column of next sightings page

san diego

Normally, boat crews proceed to the starting line of a race or rally with single-minded focus on the countdown to the starting gun. But our annual Baja Ha-Ha rally (www.baja-haha.com) from San Diego to Cabo San Lucas is renowned for its uniqueness, so it shouldn't surprise you that the fleet will work its way toward the rally's starting line on October 24, in a loosely-structured boat parade out of San Diego Bay.

This all started three years ago, when

The Bradford family — Miles, Tucker, Victoria and Ruby — are setting sail on their dream cruise.

COURTESY CONVIVIA



'Convivia' has turned out to be the perfect platform for the Bradford family's open-ended cruise.



promenade

members of the San Diego marine community were looking for a way to thank the fleet for paying a visit to their port and supporting local businesses. Since then, this low-key procession has been an annual pre-start tradition.

The line-up begins at Chula Vista, at the east end of the bay, and proceeds past Harbor Island to the western tip of Shelter Island (at 10 a.m.), where a phalanx of well-wishers will cheer on the departing cruis-

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convivia — cont'd

As for where *Convivia* will take this tight-knit family, it's anyone's guess. Originally planning a circumnavigation, they altered their plans due to the current piracy threats in the Gulf of Aden and Indian Ocean. They're entry #54 in this fall's Baja Ha-Ha Rally, so that much is certain. They hope to cruise the South Pacific and ultimately end up on the East Coast of the U.S., where both hail from. "We promised the kids one full year of seasons," says Tucker, a promise Victoria isn't as keen on. "All we know is that we only want to keep moving forward," she adds.

You can follow the Bradfords' adventures on their blog at www.forgeover.com.

— ladonna



LATITUDE / LADONNA

SIGHTINGS

going for broke

Ask any cruising sailor how hard it was to get his or her boat ready for extended voyaging and you'll surely get an earful about the many costly, time-intensive challenges they had to overcome. But such pain is relative.

Take, for example, the case of Stephen Arnold's 55-ft steel sloop *Go For Broke*, which will head to the sunny latitudes of Mexico with the Baja Ha-Ha fleet this month. Compared to most second-hand boats purchased for cruising, she was what we'd call a 'varsity-level' fixer-upper when Stephen, a Central Coast honeybee specialist, bought her 18 months ago in Hawaii. After completing initial upgrades in the islands, his first two attempts to sail her back to California had to be aborted. On the first try, his engine blew all its coolant due to faulty workmanship by a previous tinkerer. The second time, the sloop's engine threw a rod when Stephen and his crew were almost halfway across. (For you non-mechanical types, that's a bad thing

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promenade

ers, as a blast from the official San Diego America's Cup shotgun salutes them. We expect that local TV, print and radio journalists will be on hand to record the departure. And since the start occurs on a Monday, images of the parade sometimes make the front page of local papers! It's all great fun, and sets a festive mood appropriate to the nature of this 750-mile "nothin' serious" cruise.

Although it's late in the game to catch a ride this year, there still may be time. For possible leads, check out our free online Crew List at www.latitude38.com. If that doesn't bear fruit, and you're absolutely determined not to be left behind, you



September sailing — (clockwise from below) *'Aquila'* screams to *The Rock*; an act of *'Daring'* do; daysailing on the Bay always brings a smile to your face; John Muir (not that John Muir) sails his lovely gaff-rigged yawl *'Seabird'* at China Camp; *'Ale' Ale O Ke Kai'* rocks it on a lovely September day.



ALL PHOTOS LATITUDE / ROB & LADONNA

— cont'd

might try showing up in San Diego with a smile on your face, an upbeat attitude and your seabag packed. In a group this big — roughly 500 people — there are bound to be a few last-minute dropouts or no-shows whose spots need filling.

If your ultimate goal is to enter the lifestyle of long-term cruising, let us point out that when the fleet gets to Cabo many crew fly home, and some of them need to be replaced. Flying to Cabo to check the options would be a gamble, but who knows — if you're fit, capable, and good-natured, you might find a ride to Puerto Vallarta, Panama or beyond.

— andy



broke — cont'd

which pretty much kills the engine.) Turned out some knucklehead had used a Nylock nut — a steel nut with a nylon insert — to secure the number three connecting rod and cap around the crankshaft.

Stephen didn't give up, though. After returning to Oahu and replacing the 150-hp engine (ouch!) he made a relatively trouble-free 26-day crossing to the coast, and is determined to be on the Ha-Ha starting line October 24.

Even more impressive than Steve's fortitude is this boat's unique history. She was built by Mineo Inuzuka, a highly decorated Japanese-American veteran of World War II's 442 Battalion, which was made up of volunteers from the internment camps where such citizens were housed during the war. As Stephen explains, "They were sent to southern Europe where they sustained heavy losses. They simply fought harder, for they had nothing to lose but their lives — they were truly 'going for broke', which became the motto of the 442. To keep their sanity through the hellish war, a group of these soldiers planned to build a sailboat, if they survived, and sail it around the world once the war was over."

After also serving in both Korea and Vietnam, Inuzuka finally returned to Honolulu and spent 10 years building his dream vessel, which he eventually christened *Go For Broke*. But by the time she was ready to set sail in the mid-'90s, none of Inuzuka's war buddies were still alive or well enough to make the voyage, so the old warrior completed a circumnavigation mostly singlehanded. When he returned two years later, he donated the bulletproof sloop to a sailing school. She was later run by a group who did surf charters in the Line Islands before Stephen bought her in severely run-down condition. Despite many setbacks, he has no regrets, as he adopted the boat's innate credo on day one, and has clearly decided to 'go for broke' himself in pursuit of his own cruising dreams.

— andy

a sumptuous sail

I used to take Sundays off and have cooking parties at home, elaborate and exotic feasts of Balinese food or Cuban pig roasts. Lately, I have been coping with a sailing addiction and cannot bear to give up my day on the water, but I miss my days of cooking with friends. So I planned a day sail with a group of friends and acquaintances for whom food is the main passion in life and who all wanted to go sailing aboard our Sausalito-based Hughes 48 *Iolani*.

Many of them are not experienced sailors, and one had never sailed before, so we planned an easy course, and sailed "jib and jigger" with just our mizzen and jib. The previous day had seen epic winds for the third day of the Rolex Big Boat Series and we'd seen photos of knock downs in the race fleet, so we wanted to be sure we had a calm sail.

I am happy to report we had no motion sickness, but got raves from a passenger who had previously been traumatized sailing the Bay and was able to enjoy the experience this time. We sailed up by the Bridge, turned downwind, and were treated to a great view of the final race of the Big Boat Series; then we sailed through Raccoon Strait

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COURTESY GO FOR BROKE

Stephen never gave up on 'Go For Broke', even when her engine threw a rod due to a previous owner's mistake.

SIGHTINGS

sumptuous — cont'd

and anchored on the east side of Tiburon at California City.

Our guests included leaders of the San Francisco and Miami Slow Food movement, a longtime chef at Chez Panisse, a former restaurateur, and two former chefs — a total of 13 — people. We chose Italian food as the theme for the potluck.

Dishes included: pastiche, a Sicilian polenta with porcetta, sausage and raisins; veal tongue with wild mushrooms; caponata, meatballs enriched with ricotta cheese — the creamiest meatballs ever! — pasta with roasted shallots; artichokes and eggplant; crostini with goat cheese and roasted roma toma-

toes; and orange-scented olive oil cake with sea salt.

What a feast! What a great day sailing, and what a joy to combine my two main hobbies while enjoying it with like-minded folks!

— *sylvia stewart*

inspirational sailors

Army sergeant Urban Miiyares woke up in the middle of the Vietnam War in a body bag. Left for dead while in a diabetic coma during a firefight, Urban was rescued by a medic. After a lengthy rehabilitation, his body recovered, but not his eyesight. Being blind did not suppress his determination to live a full life.

In '78, two disabled veterans decided to take up sailing. At the time there were no programs or sailing schools that could accommodate their needs, so they bought a Cal 20 and invited other disabled veterans, including Urban, to learn how to sail with them.

They started entering races and formed Challenged America (ChallengedAmerica.org), which has been attracting disabled sailors, whether experienced or first timers, to sail on San Diego Bay. Urban was a member of the '03 Challenged America Transpac Team, the first crew of disabled sailors to enter the Los Angeles to Hawaii race, and was happy to volunteer for the night watches.

Because of Urban's 'vision' in helping to create Challenged America, thousands of veteran and civilian sailors with numerous disabilities, both physical and mental, have experienced an introduction to adaptive sailing, developing new skills and abilities, working as a team, helping with rehabilitation, building self-confidence, and being fulfilled with the joy of being on the water.

One group of sailors participating in a recent Wednesday evening Beer Can race in the Challenged America boat included Hiro Iwamoto, who was born with a congenital defect that caused him to become blind in adolescence. In '06, before moving from Japan to San Diego, Hiro led a team to win the Japanese Blind Sailing World Championship. He took the title in Newport, Rhode Island, sailing a Sonar 23 and a J/22. Working foredeck is a challenging enough position for a sighted person, but Hiro is agile as he secures the jib pole and maneuvers to his position as 'rail meat'. Hiro is always quick to laugh and loves being on the water. He feels the wind, hears nearby boats, and can smell what the shoreline restaurants are cooking as the aromas waft out to sea.

Wedge in the cockpit and working the jib sheets was Steve Muse, who lost the use of his legs due to a spinal injury from a car accident,

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welcome the new sf

The *Chronicle* reported last month that San Francisco Marina's new harbormaster took the reins just after Labor Day. John Moren, 49, was hired in the midst of a \$24.8 million renovation of the West Harbor, which took nearly a decade years of wrangling — and the arrival of the America's Cup on the Bay — to get final approval. Work began this spring with a target completion date of November, 2012.

Moren may have inherited a hornet's nest of issues — increased slip fees, slip reassignments, etc. — but he also appears

CARMEN TEDESCO



A potluck on 'lolani' is sure to be culinary delight.



marina harbormaster

to have brought some really great ideas with him from his last job in Abu Dhabi. He told the *Chron* he'd like to create public sailing programs at the facility, from safe-boating classes to learn-to-sail programs to small boat rentals. "I'd like to open it up more to the community," he said.

In addition to working in the marine industry all over the world, Moren is also a sailor. So the next time you see him on the docks, welcome him to the Bay Area by inviting him out for a quick sail.

— *ladonna*

inspiration — cont'd

and recently discovered the joys of sailing. Besides working full-time as an engineer, Steve's list of activities is enough to make many people with four good limbs tired just hearing about them! Steve participates in triathlons on his hand cycle with the Challenged Athletes Foundation (*ChallengedAthletes.org*), goes on kayak expeditions in the Sea of Cortez, cruises down the slopes on a chair ski in winter, and is building a hand-operated "rail rider" to explore abandoned railroad tracks. Before Steve's accident, he was an avid mountain climber. Refusing to think that he'd never be able to scale a mountain again, he lifted weights for an entire year to build the strength to scale Yosemite's El Capitan with a specially built mechanical pulley system and the help of his climbing buddies.

Steve's wife, Jennifer, an able-bodied-yet-novice sailor, joined the

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Up to the challenge — (clockwise from here) Steve Edenson takes the helm in getting challenged sailors out on the water; a recently injured vet is assisted into a Martin 16 to get a taste of sailing; Hiro Iwamoto may be blind, but he has little trouble getting a boat to move.



SPREAD & UPPER LEFT: STEVE MUSE; LOWER LEFT: PHILIPPE GADEYNE/CHALLENGED AMERICA

SIGHTINGS

inspiration — cont'd

group; as well as Steve Edenson, an experienced sailor and the team's captain, who has severe arthritis in his left leg. Captain Steve always wants to come in first, but the rest of the crew are happy just to finish with everyone on the boat. They all enjoy the camaraderie and challenging their limitations while having fun. This race they were also thrilled to see Dennis Conner — who helps sponsor Challenged America — competing in the Beer Cans, although in a different class than theirs.

There are often lots of laughs on board, like the day Hiro showed up with a brightly colored Hello Kitty duffle bag. He couldn't find his

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the schooners

The San Francisco YC hosted some of the Bay's sweetest schooners in the Great San Francisco Schooner Race on August 27. Definitely more race than boat parade, ringers were scattered through the crews, and as the boats converged on the Knox finish line, the deltas dwindled.

Split between Gaff and Marconi divisions, the 13 boats enjoyed a brochure-like day with breeze into the low-20s and sun-



'Aldebaran' is always a stunner.

grace the bay

shine. The Marconi division went to Peter Haywood's *Elizabeth Muir*, with previous winner Bob Vespa's *Scorpio* in second and Jim Cullen's *Gold Star* in third. Ed Witt's *Regulus* carried the Gaff division, with John McNeill's *Yankee* and Paul Dines' *Freda B* rounding out the podium. Next up for classics is the St. Francis YC's Jessica Cup on October 15.

— rob



'Marjorie', a ketch, was an unofficial entry.



The Great San Francisco Schooner Race takes you back to the days of yore.

inspiration — cont'd

regular sailing duffel which holds his cane, so his 4-year-old daughter said, "Here Daddy, take mine."

Next time you're out sailing, stand on the bow with your eyes closed and feel the wind and waves as Hiro does every day, and raise a toast — or volunteer or donate — to Challenge America and these intrepid sailors who are always looking for the next challenge.

— Lynn Ringseis

a slow waltz with the bay

"Two to three weeks, tops," we said of the time we'd spend in San Francisco Bay aboard our Port Townsend-based Pacific Seacraft Dana 24 *Sockdolager*. We spent six. It's one of those places where my husband Jim Heumann and I, just like a couple of kids, were unable to tear ourselves loose because we had to see what was around the next corner. And there are a lot of corners in the Bay Area. Sadly, too many southbound cruisers make the Bay a pit stop, or worse, bypass it altogether to get a jump start on their cruising life.

Part of the joy of sailing under the Golden Gate Bridge was the sailor's certainty: We've earned this! But sailing under the Bridge turns out to be a very small part of the allure of San Francisco Bay. We'd like to encourage our fellow cruisers to take time to explore the Bay before continuing south, so we came up with this mini-guide to the Bay Area.

The Bay: We were amazed by the numbers of boats out sailing every day. Also amazing were the number who don't reef, and the amount of ship traffic. Where else can you have the 100 year-old scow schooner *Alma* flying down one side and a giant container ship lumbering past on the other?

San Francisco: A week at the San Francisco Marina (conveniently across the street from a Safeway) gave us a good feel for this lovely city. We wandered through the Maritime Museum and its ships, rode the cable car up Hyde Street, and to the cable car "museum" at the top of the hill. We visited Chinatown, the Presidio, City Lights Bookstore, the Embarcadero, and Ghirardelli Square, and found this city to be a treat for the senses.

Sausalito: How do you describe a place that feels like a sailor's second home? Within a couple hours of tying up, we'd met several other cruisers and were warmly welcomed by several locals. This colorful town 'speaks sail' fluently, and is a cruising crossroads, with just about anything you might need for repairs or supplies.

Angel Island: This little piece of wilderness in the middle of the Bay has a compelling history and stunning 360-degree views. Despite the \$30 mooring fee, a tie-up in Ayala Cove while you take the tram tour or hike around the island will be a highlight of your visit.

Berkeley: The hospitality and friendliness of Bay Area sailors has been one of the biggest pleasures of our stay. We were treated to a tour of this ethnically diverse, Arts and Crafts-era college town, and found its shopping and restaurant districts superb. If you like to fly kites, Berkeley's got them in unbelievable variety.

Alameda: It's different for a cruising boat to sail past a mile of container ship facilities with their giant sliding cranes loading and unloading ships. So it was a nice surprise to find Victorian-era homes and quiet streets beyond Alameda Estuary's busy waterfront. Alameda's your place if you need an inflatable dinghy or liferaft, supplies, or repairs to any marine gear, but also if you want a good meal out.

Treasure Island: For a respite from marinas, Treasure Island's beautiful Clipper Cove reminds you that you're cruising. A sign on the beach says you need to call for a permit if you're planning to stay

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LATITUDE / LADONNA

Read more about Jim and Karen later in this issue in 'Passing Through'.

SIGHTINGS

waltz — cont'd

longer than 24 hours but, in reality, you can stay the weekend with no issues. Call them only if you plan to stay longer than that.

China Camp: Few experiences are more delicious than lazily sailing wing-and-wing under the Richmond Bridge at rush hour. San Pablo Bay is like a big saltwater lake. Drop the hook just off historic China Camp, and enjoy the peace as darkness falls and the stars come out. Make sure you're firmly hooked as the current rips through there and can take you on walkabout if you're not careful.

Vallejo: A couple miles up the Napa River we encountered the most friendly, down-to-earth yacht club ever. The Vallejo YC's members went out of their way to make us feel at home, and their enjoyment at the Wednesday night Beer Can races was a delight to see (and hear — they're really into cannon signals). The California Maritime Academy's spectacular campus at Carquinez Strait also gives great views down San Pablo Bay.

We wish we could have stayed longer because there was so much left to see and do: Enjoying the warm wonderland that is the Delta; exploring the marshes of the South Bay; anchoring in McCovey Cove during a Giants game; touring the Petaluma and Napa Rivers; and who knows what else!

Six weeks after sailing under the Golden Gate Bridge, we finally tore ourselves away to rejoin the boat migration south. I felt a pang as we did, though, because I'll miss the Bay Area and all our new friends. There are no regrets at how long we've stayed because we're not waiting for tropical latitudes before we slow down and start cruising — and neither should you.

— karen sullivan

empirical evidence of mass hysteria

For years I was a commuter Bay sailor while I lived everywhere from New Mexico to Pennsylvania. I would travel back to the Bay Area to race and cruise on my father's Alameda-based J/35C *Brainwaves*, aboard which we raced in the '10 Pacific Cup. Last year I ended up

in Auckland, where I finally get to sail every week.

Wanting to improve our sailing and traveling skills, my wife Jordan Vaughn and I signed up for Leg 4 of John Neal and Amanda Swan-Neal's offshore sail-training expedition (www.mahina.com) from Apia, Samoa, to Lautoka, Fiji, in August. It was actually a bit of a family vacation as my parents, Jim Brainard and Deborah Ehler, joined us, as did a really fun

couple, Jon and Kate Fawcett from Brisbane. Amanda and John were awesome hosts and instructors for the entire trip.

After a beautiful sail from Apia to Wallis, we had a windy sail to Savusavu, Fiji. A local deluxe dive resort took us out to Namena Marine Reserve for some fantastic diving, and when we returned that night

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'Sockdolager's track while cruising the Bay.

JIM HEUMANN

green city grocery

In the April issue of *Latitude*, we featured a boat-in dining guide full of suggestions sent in by readers (you can find it at www.latitude38.com/features/dining.html) but we have to admit that we never thought to include boat-in grocery stores. Good thing because there aren't any . . . yet. But soon, sailors on the Estuary will have one of their very own.

Green City Grocery is set to open at the end of November, pending permits, and according to co-owners — and sailors — Adrienne Hoshi and Lorenzo Puertas, will feature grocery basics, including organic



Mahina Expeditions' Leg 4 crew — Deb Ehler, Kate Fawcett, John Neal, Jon Fawcett & Jordan Vaughn (Amanda Swan-Neal and author not pictured).

to open on estuary

and local foods, plus sandwiches, soups, and more. The pair of doctors, who run a nearby health clinic, were inspired to open the store when they noticed that boaters resort to grabbing lunch from Starbucks because there are no lunch options in the area. "We think there's a demand for more substantial food," said Hoshi.

Green City Grocery will share docks with the Homewood Hotel and Starbucks, right across from Coast Guard Island. Check out www.greencitygrocery.com for directions and more information

— *ladonna*

hysteria — cont'd

for the local Fijian dinner night, we decided to go back the next day.

We enjoyed an early morning kayak around Savusavu, then shook out the sails — and caught a tuna! — and headed to Namena Island, which just may be *the* paradise that we were looking for. In addition to the healthy reef, the humpback whales, and the insane number of nearly-tame birds, it's guaranteed to produce awesome sunsets.

During the dinghy ride back from paying our conservation fee, the sky was developing into a pretty sweet sunset over the Bligh Passage. This led to the standard debate between Jordan and me about whether the green flash was a real astronomical phenomenon or a myth fueled by margaritas and mass psychosis. Luckily, I had my camera, and I am so glad to finally have proof how powerful mass psychosis really is.

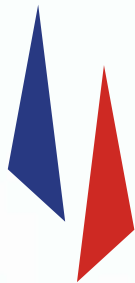
— *andy brainard, md*

Andy not only enjoyed his time on 'Mahina Tiare', but he also obtained proof of what a green flash really is.





SALT



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AMERICA'S CUP 34

The second America's Cup World Series event is in the books. Whether you were one of the reported tens of thousands of spectators in Plymouth, England watching from the "Hoe" above the race course, or one of the thousands watching on YouTube and *americascup.com*, chances are the crash and burn spectacle of nine AC45s ripping around, capsizing, colliding, and at times just surviving, got your attention. Held September 10-19, the event produced some interesting results in its various segments, but none as attention-grabbing as the final day's fleet racing championship.

Sailed in breeze up to 30 knots, with the boats hitting speeds up to 27 knots, the battle for the podium on the final day was a three-way affair between Oracle Racing's two boats and Emirates Team New Zealand. In the prestart, Energy Team capsized trying to avoid Team Korea, although the former managed to get the boat upright quickly and rejoin the race. But the carnage didn't stop there — Artemis Racing got tangled with GreenComm Racing, causing the latter's skipper, Vasilij Zbogor, to fall overboard and suffer a minor hand injury. GreenComm retired before the start and was subsequently penalized for tacking too close.

Steering clear of trouble in the prestart, the two Oracle Racing boats and Emirates Team New Zealand set the pace off the line. The first mark nearly claimed China Team which capsized, but recovered quickly to stay in the race. Oracle's Jimmy Spithill had to wait until the final lap to take the win, and ETNZ's Dean Barker had to satisfy himself with second place ahead of Oracle's Russell Coutts.

The Charlie Ogletree-led China Team finished seventh when Artemis capsized later in the race, with American Ogletree crossing the finish line 9 minutes and 54 seconds after the winner — just 6 seconds before the time limit. Aleph moved past

Tangles of angles — the cats and their tight downwind angles make for some pretty cool visuals.

Team Korea at the end of the race to take fourth, with Energy Team in sixth.

"Today it was racing and survival," Barker said. "When the wind cranked in, it was full on. The hard thing was not the wind speed but the big puffs, which were unpredictable. We always like to win, but it's nice to get past Russell and take second."

The fleet racing championship was a bit of redemption for Oracle Racing as neither of the team's two entries was able to crack the podium in the match racing championship, where Barker and his mates proved to be at the top of the class, and surprisingly Team Korea, led by British skiff sailor Chris Draper, slipped into second, with Artemis third.

FAQs

Now the attention turns to San Diego, where the third America's Cup World Series event will be held November 12-20. In the meantime, we thought we'd update on some basic info about the Cup and what to expect on the Bay.

Earlier this year when San Francisco was named as the venue for the 34th

America's Cup we put together a list of FAQs for quick reference. Since then, a number of things have changed — some expected, some not — so we thought we'd take the time to provide you with some new answers to the questions. If you're a dedicated



'Oracle Racing Spithill' lifts off — Russell Coutts took the speed trial, posting a 30-knot sprint down the 500-meter course off the Plymouth Hoe.

Cup fan, much of this info might seem pretty basic, but you'd be surprised at how many inquiries we still get about some of the more fundamental topics. We've attempted to address those below. A complete list of the questions and answers is on our website at www.latitude38.com, and we'll update it periodically.

What are the exact dates of the Cup?

The exact dates have been formally announced. The racing for the Louis Vuitton Cup (challenger selection series) will be from July 4-September 1, 2013, and the Cup match itself will go from September 7-22, 2013.

Where will the racing take place?

The start/finish will be on the Cityfront, in the neighborhood of Piers 27 and 29. The initial plan was to have a weather mark near Blackaller Buoy, a limiting mark to leeward of the start/finish line, a leeward gate, and a reach mark in the

GILLES MARTIN-PAGET



— SAN FRANCISCO BAY



GILLES MARTIN-RAGET

Central Bay that would change location depending on the wind strength. Although AC Regatta Management has not made any formal declarations, they've been experimenting with reaching starts during the first two America's Cup World series events. Depending on the sea state, the race committee also has a provision for extending the weather leg out to Pt. Bonita. The marks will be dynamically-positioned boats instead of anchored inflatables and will be adjusted to make the races last as close to 45 minutes as possible (to facilitate TV coverage).

What if I want to watch it on TV?

Hopefully that will happen, although to date, only TV New Zealand has been announced as having signed up for the full broadcast rights. Rolex Yachtsman of the Year and über-brainiac navigator Stan Honey — he developed the first-down line for TV football coverage — has been retained by the America's Cup Event Authority to improve the television coverage, and the results from the streaming feed from Plymouth have been very encourag-

ing, with split-screen and overlay views. There will also be microphones on each crewmember, plus strategically located mics on the boat. There will be one on-board camera operator in addition to remote-controlled onboard cameras, plus what we assume will be aerial — helicopters have been employed in the ACWS so far, although concerns about noise and pollution have led to investigation of other options — and waterplane cameras.

When will we see boats on the Bay?

Although the event schedule for the America's Cup World Series is not yet completely fleshed out, the schedule for the two World Series events on the Bay is pretty well nailed down for August of next year. In the meantime, the roadshow will visit San Diego next month from November 12-20 before heading to Venice, Italy, May 12-20, 2012 and Newport, Rhode Island June 23-July 1.

How many teams can we expect?

One of the biggest changes since the first iteration of these FAQs is in the lineup of teams. When we last checked in, there were four confirmed and announced entries in addition to Oracle Racing: Team Artemis, Emirates Team New Zealand, Aleph-Equipe de France and Challenger of Record Mascalzone Latino. Of course, since then, there have been some major changes. First, Mascalzone Latino is kaput, and Artemis Racing has taken over as Challenger of Record. The others are still in the ballgame, and have been joined by some promising challengers, including Team Korea, China Team, France's Energy Team, and Spain's GreenComm Racing. That brings the total to seven teams, in addition to Oracle Racing, that have already participated in the first two ACWS events.

To be clear, there is no guarantee that some of the newer teams will make it to the AC 72 stage of the game, but all have posted encouraging results so far, which should bode well for their continued existence. As of this moment, the only sure bets are Oracle Racing, Artemis Racing, and Emirates Team New Zealand, all of which are funded. Artemis,

although very strong looking, is backed by Swedish billionaire Torbjorn Tornqvist, who is rumored to not be excited about footing the bill entirely by himself, and the team's hunt for sponsorship is active. Changes to the protocol have left open the possibility for a later challenger to jump into the game, but the reality is that anyone doing so would be so far behind the curve that they would have little chance of contending.

When will work begin on the piers?

This is still the \$50 million question. The project has already undergone an amazingly fast environmental review required under the California Environmental Quality Act, more commonly known as CEQA. The CEQA process, although budgeted to take one year, was completed in just about 8 months. But questions, and opposition to the plans, still remain.

Will they charge for viewing spots?

It's possible that there will be designated seating in certain places, but the fact that so much public land has prime views of the Bay means that there will be an abundance of good places from which to watch the races for free.

What is the AC World Series?

The America's Cup World Series is the series of regattas that leads up to the main event in August 2013. Five events — down two from the original projections — are either done and dusted or scheduled between now and August 2012. Since the events are sailed in the one design AC 45s, Oracle Racing is participating. The results will have no impact on the completely separate Louis Vuitton Cup (Oracle Racing will not be sailing in it), nor the America's Cup itself. The America's

'Almost got it' ... — a precarious position for a bow guy if the skipper can't keep the hull flying.



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AMERICA'S CUP 34

Cup World Series is, in essence, a prelude that provides sponsor exposure, concept testing for media, and battle-hardening for crews.

Why are there so many different events within an AC World Series?

Honestly, we're not sure. The format so far has been pretty confusing, switching up between speed trials, fleet racing, match racing, and fleet racing to seed the match racing. Thankfully, the video it's produced has been fun to watch. The format may change as ACRM evaluates the viability of these components.

What are the specs of the AC 45s?

The five-man AC 45s are 45-foot long catamarans and have solid wings that are about 70 feet tall, in addition to a jib and gennaker. All trimming is done with top-handle-ground winches, and the boats have straight daggerboards that do not articulate (although teams are welcome to test lifting foils on their boats). The entire boat is demountable, and the wing is in sections, which allow both to be packed up into shipping containers on a dedicated



GILLES MARTIN-RAGET

Loïck Peyron's 'Energy Team' didn't have the best regatta in Plymouth, but it's only a matter of time before these guys get it figured out.

ship for transport between the America's Cup World Series events.

When will the AC 72s be launched?

Originally, the first America's Cup

World Series event on the Bay in August of next year was to mark the debut of the AC 72s, but that has changed, and now the 72s and their 11-man crews won't come into play until the Louis Vuitton Cup.

What are the specs on the AC 72s and who is building them?

The AC72s will be 72-ft long catamarans that are 45-feet wide, and carry wing masts. An initial plan to have two different sized wings has been scrapped, in favor of only the big, 130-ft tall one. The minimum weight is 6.5 tons. The AC72s will most likely be built in-house by the teams, although Oracle Racing is providing a starter design package. The hulls and beams are required to be built in the country of the challenging yacht club, but everything else can be built anywhere.

How fast will the AC 72s be?

On a reach the boats could tickle 40 knots; upwind their VMG will be in the 14- to 15-knot range.

— latitude/rg

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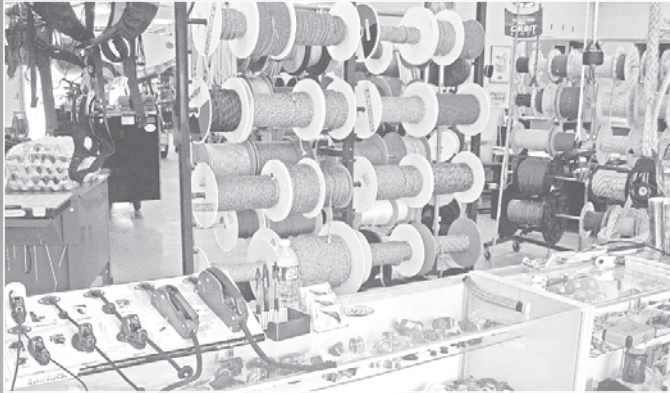
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