

Latitude 38

# Latitude 38

VOLUME 421 July 2012

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JULY 2012

VOLUME 421

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Cover: Ben Landon's Thompson 650 *Flight Risk*  
tears it up on last month's Delta Ditch Run.

Photo by Jeremy Leonard/[www.surfcityracing.org](http://www.surfcityracing.org)

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

## SUPER VALUES!



51' Beneteau Cyclades, 2006 \$260,000



Beneteau 373, 2004 \$115,500



Beneteau 321, 2000 \$79,000



32' Beneteau 323, 2007 \$84,500

### SAIL

51'	Beneteau Cyclades	2006	\$260,000
50'	Gulfstar	1977	149,500
46'	Beneteau Oceanis 461	1998	174,000
45'	Island Packet	1998	229,000
44'	Spencer S-1330	1976	111,000
41'	Dehler DS	1998	169,900
41'	Newport	1983	50,000
41'	Tartan 4100	2004	345,000
40'	Beneteau	2009	199,000
40'	Beneteau	2008	185,000
40'	Beneteau 40.7	2001	175,000
39'	Beneteau 393	2007	149,500
39'	Beneteau 393	2003	149,500
38'	Beneteau Moorings	1991	49,500
38'	Island Packet 38	1993	SOLD!
38'	Island Packet 380	1999	228,000
38'	Hunter 380	2000	Pending
38'	Ericson 38-200	1988	69,000
37'	Beneteau 373	2004	115,500
37'	Island Packet 370 cutter	2004	288,000
37'	Irwin center cockpit	1976	41,900
37'	Pacific Seacraft yawl	1984	119,000
36'	Beneteau 361	2000	94,950
36'	Hunter sloop	2004	110,000
36'	Islander	1972	Pending
36'	Islander	1977	40,950
36'	Islander	1978	37,950
36'	Pearson 36-II	1985	57,900
35'	C&C MkII	1983	44,500
34'	C&B Marine Tiffany Jayne	1982	29,000
33'	Yamaha	1979	19,000
32'	Beneteau 321	2000	79,000
32'	J/32	1997	79,000
32'	Valiant	1977	38,550
32'	Westsaill	1976	64,400
31'	Island Packet	1988	59,500
28'	Alerion Express	2002	87,000
24'	Corsair Sprint 750	2008	55,000

### POWER

61'	Mikelson SFPH	2002	990,000
53'	Navigator CPMY	1998	249,000
42'	Californian aft cabin MY	1987	92,500
30'	Shamrock 290 walkaround	2003	120,000

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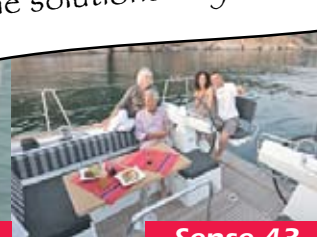


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July 11, 18 & 25

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July 14

**Classic Car & Yacht Show, Marin YC:**

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July 14-15

**Open Boat Weekend:**

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July 21

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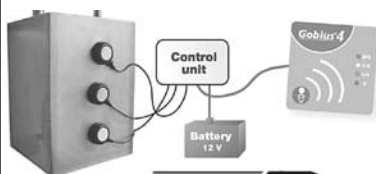
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Current issue = \$6 ea.

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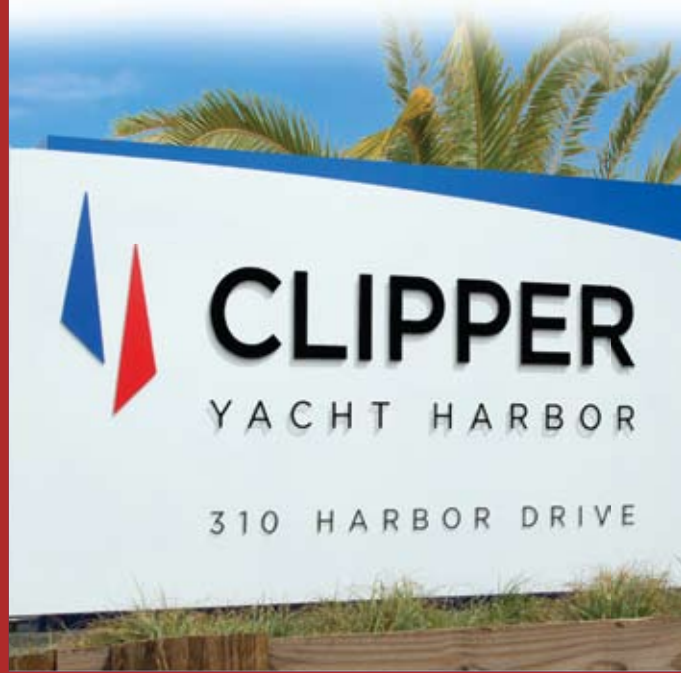
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## CALENDAR

### Non-Race

**June 30 & July 28** — Maritime Crafts for Kids at SF Maritime's Hyde St. Pier, 3 p.m. Free. Info, [www.nps.gov/safr](http://www.nps.gov/safr).

**July 1-29** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**July 3** — Go sailing under a full moon on Tuesday night.

**July 3** — Celebrate Independence Day a day early at Barron Hilton's Fireworks Extravaganza at Mandeville Tip.

**July 4** — Haul ass back to the Bay for more fireworks!

**July 4** — Aeolian YC Open House & BBQ. No suit and tie required! Info, [www.aeolianyc.com](http://www.aeolianyc.com).

**July 4-25** — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at [www.stfyc.com](http://www.stfyc.com).

**July 5-7** — 3rd Annual Cabo Marine Show in Cabo San Lucas. Info, [www.cabomarineshow.com](http://www.cabomarineshow.com).

**July 5, 6, 26, 28** — 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](http://www.nps.gov/safr).

**July 7, 1846** — Commodore John D. Sloat raised the U.S. flag over the Monterey Custom House and claimed California for the United States.

**July 7** — Chantey Sing-a-Long aboard *Balclutha* at Hyde St. Pier, 8 p.m.-12 a.m. Dress warmly and bring a mug for hot cider. Free. RSVP at (415) 561-7171.

**July 11** — History & Evolution of the America's Cup at Corinthian YC, 7 p.m. Co-hosted by Modern Sailing. Free. RSVP at [www.cyc.org](http://www.cyc.org) or (415) 435-4771.

**July 12** — Are you a single boatowner and need crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org) or (510) 239-7245.

**July 13-15** — 30th Annual Catalina Yachts Rendezvous at Two Harbors, Catalina Island. Info, [www.catalinayachts.com](http://www.catalinayachts.com).

**July 14** — USCGA's Suddenly in Command course at San Jose West Marine, 10 a.m.-2 p.m. Free. RSVP to (408) 246-1147.

**July 14** — Maritime Storytime: The Tale of Henry & Harry, about two stowaway kittens aboard *Balclutha* at SF Maritime Historical Park, 1-1:30 p.m. Free. Info, [www.nps.gov/safr](http://www.nps.gov/safr).

**July 14** — 10th Annual Classic Car & Yacht Show at Marin YC, 11 a.m.-4 p.m. Info, [www.marinyachtclub.com](http://www.marinyachtclub.com).

**July 14** — Tour SF Maritime Historical Park's small craft collection in Alameda, 10:30-12 p.m. Free. RSVP to (415) 292-6664 or email [mgardner@maritime.org](mailto:mgardner@maritime.org).

**July 14** — Community Day at the Aquatic Center in Mountain View's Shoreline Park, 10 a.m.-2 p.m. Co-hosted with the Ho'oku'i outrigger canoe club, the day offers seminars and hands-on outrigger action. Info, [shorelinelake.com/aquatic/aquatic.htm](http://shorelinelake.com/aquatic/aquatic.htm).

**July 14** — JK<sup>3</sup> Yachts Grand Opening of their Alameda location. Info, [www.jk3yachts.com](http://www.jk3yachts.com).

**July 19** — Emergencies at Sea with Modern Sailing's John Connolly, part of Sausalito YC's Third Thursday Seminar Series, 6:30-8:30 p.m. Free and open to the public. Info, [www.sausalitoyachtclub.org/calendar](http://www.sausalitoyachtclub.org/calendar).

**July 20-22** — Annual Catalina/Morgan Owners Rendezvous at Tradewinds Sailing School in Richmond's Marina Bay Yacht Harbor. Info, [www.sfcats.org](http://www.sfcats.org).

**July 21** — 'Music of the Sea for Kids' aboard *Balclutha* at Hyde St. Pier, 3-3:45 p.m. \$5 (under 16 free). Info, (415) 447-5000.



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Catalina 470, 1999.....	<b>MOTIVATED SELLER!</b> 195,000
Catalina 42 MkII, 2004.....	<b>NEW LISTING!</b> 195,000
Catalina 42 MkII, 2001.....	164,000
Catalina 42 MkII, 1995.....	<b>SOLD!</b>
Catalina 42 MkI, 1993.....	<b>NEW LISTING!</b> 118,000
Catalina 42, 1989.....	<b>MAKE AN OFFER!</b> 91,000
Catalina 400, 2001.....	<b>NEW LISTING!</b> 170,000
Catalina 400, 1995.....	<b>SOLD!</b>
Catalina 380, 2000.....	141,000
Catalina 36 MkII, 2001.....	98,500
Catalina 36, 1995.....	<b>NEW LISTING!</b> 75,000
Catalina 36, 1989.....	53,900

Catalina 36, 1984.....	<b>NEW LISTING!</b> 57,750
Catalina 36, 1983.....	<b>NEW LISTING!</b> 54,900
Catalina 350, 2005.....	129,900
Catalina 34, 1987.....	<b>NEW LISTING!</b> 55,000
Catalina 34, 1989.....	47,500
Catalina 320, 2000.....	<b>NEW LISTING!</b> 78,000
Catalina 320, 2000.....	<b>COMING SOON!</b>
Catalina 30, 1995.....	<b>NEW LISTING!</b> 51,300
Catalina 30, 1984.....	<b>GREAT VALUE!</b> 26,000
<b>Preowned Sailing Yachts at Our Docks</b>	
Gulfstar 50 owners' model, 1978.....	<b>NEW LISTING!</b> 125,000
Norseman 447, 1984.....	<b>NEW LISTING!</b> 229,000
Moody 42 DS, 2001.....	249,000
Gary Mull Custom 42, 1990.....	<b>NEW LISTING!</b> 109,000
Tartan 4100, 2004.....	345,000
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Morgan 38 Center Cockpit, 1994.....	118,000
C&C 38, 1979.....	45,000
Hunter 35.5, 2003.....	<b>NEW LISTING!</b> 89,000

Islander 36, 1979.....	30,000
Pearson 34, 1984.....	<b>NEW LISTING!</b> 39,500
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Ranger 25 Tug, 2008.....	110,000
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# CALENDAR

**July 21** — 5th Annual Glen Cove Marina Jazz, Arts & Wine Festival, noon to dusk. Info, [www.glencovemarina.net](http://www.glencovemarina.net).

**July 21** — 11th Annual Taste of the Delta at Village West Marina, 1-4 p.m. Info, [www.tasteofthedelta.com](http://www.tasteofthedelta.com).

**July 21** — 12th Annual Women's Sailing Clinic at Lake Tahoe, for beginning to advanced sailors. \$50 members, \$60 non-members. LTWYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**July 22** — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**July 25** — America's Cup & Youth Sailing Connection with Tom Ehman & friends at Corinthian YC, 7 p.m. Free. RSVP at [www.cyc.org](http://www.cyc.org).

**July 27** — Alaska Eagle Crew Reunion at Newport Harbor, 6:30 p.m. 30 years, 30,000 miles, 3,000 sailors — lots to celebrate! RSVP to [brad@occsailing.com](mailto:brad@occsailing.com).

**July 28** — 6th Annual Benicia Fine Art & Jazz Festival. Info, [www.beniciamainstreet.org](http://www.beniciamainstreet.org).



LATITUDE / LADONNA

The Doo Dah kids show the grown-ups how fun in the sun is done.

**July 28-Aug. 3** — Latitude 38's Delta Doo Dah 'Fab 4', a laid-back rally to the balmy Delta waters. Follow the event at [www.deltadoodah.com](http://www.deltadoodah.com).

**July 29, 1830** — One of the first maritime museums, the Louvre's Musée de la Marine, opened in Paris.

**Aug. 3-5** — Beneteau Owners Rendezvous at Catalina's Two Harbors. Info, [www.scyachts.com](http://www.scyachts.com).

**Aug. 4** — Maritime Day Celebration & Flea Market at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554 or [www.galileeharbor.org](http://www.galileeharbor.org).

**Aug. 4** — Petaluma Music Festival. Info, [www.petalumamusicfestival.org](http://www.petalumamusicfestival.org).

**Aug. 11** — Heritage Day at China Camp. Info, [www.friends-of-chinacamp.org](http://www.friends-of-chinacamp.org).

**Aug. 11** — Boaters Swap Meet at Alameda West Marine, 7 a.m.-1 p.m. Info, [mgr00127@westmarinestores.com](mailto:mgr00127@westmarinestores.com).

## Racing

**June 29-July 1** — Santa Cruz 27 Nationals. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**June 30** — YRA-WBRA #6. StFYC, [www.yra.org](http://www.yra.org)

**June 30** — YRA-OYRA Half Moon Bay. StFYC, [www.yra.org](http://www.yra.org).

**June 30** — The Singlehanded TransPac, a 2,120-mile slide from the Bay to Hawaii, starts off Corinthian YC. SSS, [www.singlehandedtranspac.com](http://www.singlehandedtranspac.com).

**June 30** — 5th Annual Great San Francisco Schooner Race, for schooners in Gaff and Marconi divisions. SFYC, [www.sfyf.org](http://www.sfyf.org).

**June 30** — Rear Commodore's Race from Knox to VYC. SYC, [www.sausalitoyachtclub.org/racing](http://www.sausalitoyachtclub.org/racing).

**June 30** — Silver Eagle Long Distance In-the-Bay Race, with a shorter course for boats rating 150 or above. IYC, [racing@](mailto:racing@)



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Irwin CC	37	1981
Hanse 350	35	2008
Bristol 31.1	31	1983
Wyliecat	30	2013
Catalina (reduced)	30	1978
S-2	28	1982
Catalina 250	25	2002

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40' Swan, 1996  
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40' Farr, 1992  
50-ft S.F. Berth



39' Cal MkII, 1979  
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36' Catalina MkII, 2002  
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32' Contessa, 1990  
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36' Catalina, 1986  
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30' Cape Dory Cutter, 1982  
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Westsail 32, 1977  
\$57,000



42' Krogen, 1985  
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Sea Ray 390, 1985  
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## CALENDAR

*iyf.org* or *www.iyf.org*.

**June 30** — Island to Island Race, an endurance pursuit race from Twitchell Island in the Delta, around Angel Island and back. Andreas Cove YC, *andreascoveyc.org*.

**June 30** — North Bay #3. VYC, *www.vyc.org*.

**June 30-July 1** — Combined Boreas Race, San Francisco to Half Moon Bay to Moss Landing. Elkhorn YC and HMBYC, *www.elkhornyc.com*.

**June 30-July 1** — J/120 Regatta. SBYC, *www.southbeachyc.org*.

**July 1-8** — Highland Spring HIHO Windsurfing Regatta in the BVIs. Info, *www.go-hiho.com*.

**July 4** — Brothers & Sisters Regatta, a low-key lap around the two island groups followed by a BBQ and shoreside fun for the whole family. TYC, *www.tyc.org*.

**July 4** — Independence Cup. SFYC, *www.sfyf.org*.

**July 7** — Moonlight Marathon. SeqYC, *www.sequoiayc.org*.

**July 7** — Jack & Jill Race. SSC, *www.stocktonsc.org*.

**July 7** — Hart Nunes for Mercs. SFYC, *www.sfyf.org*.

**July 7** — Melges 24 Silver Cup #3. SFYC, *www.sfyf.org*.

**July 7-8** — Longboard SF Classic/UN Challenge. StFYC, *www.stfyf.com*.

**July 7-8** — Skiff Fleet Regatta. GGYC, *www.ggyc.org*.

**July 7-8** — High Sierra Regatta for Centerboard Classes on Huntington Lake. Info, *www.fresnoyachtclub.org*.

**July 8-12** — Day Sailer NAs on Huntington Lake. Info, *www.dsnacr2012.org*.

**July 12-13** — Melges Race Week on Lake Tahoe. Tahoe YC, *www.tahoeyc.com*.

**July 14** — 28th Annual Plastic Classic Regatta & Concours d'Elegance, for fiberglass boats from the '60s & '70s. BVBC, *www.bvbc.org* or (415) 495-9500.

**July 14** — YRA-OYRA Jr. Waterhouse. RYC, *www.yra.org*.

**July 14** — H.O. Lind #4-6. TYC, *www.tyc.org*.

**July 14** — Team Race Championship. StFYC, *www.stfyf.com*.

**July 14** — Twin Island #2, a race around Alcatraz & Angel Island. SYC, *www.sausalito yachtclub.org*.

**July 14** — PICYA Lipton Cup. StFYC, *www.picya.org*.

**July 14** — 13th Annual Cruiser Challenge for mini/pocket cruisers 25 feet or less on Monterey Bay. Sponsored by Potter Yachters and MPYC, *www.cruiserchallenge.com*.

**July 14** — Trans-Tahoe Race, generally featuring either too much wind or too little but always lots of fun. Tahoe YC, *www.tahoeyc.com*.

**July 14** — Singlehanded Race. SSC, *www.stocktonsc.org*.

**July 14-15** — BAYS #3 at San Francisco YC. Info, *www.bayarea-youthsailing.org*.

**July 14-15** — High Sierra Regatta for Keelboat Classes on Huntington Lake. Info, *www.fresnoyachtclub.org*.

**July 15** — Baxter Judson #4. PresYC, *www.presidioyachtclub.org*.

**July 15** — Summer Series #2 on Fremont's Lake Elizabeth. Info, *www.fremontsailingclub.org*.

**July 16** — The first start in the Pacific Cup starts, with the rest on subsequent days. Info, *www.pacificcup.org*.

**July 16-22** — Golden Gate Cup. GGYC, *www.ggyc.com*.

**July 18-22** — 46th Annual Governor's Cup International Junior Match Racing Championship in Newport Beach. Balboa YC, *www.balboayachtclub.com*.

**July 21** — 4th Annual Westpoint Marina Regatta hosted by Sequoia YC. Info, *www.sequoiayc.org* or (650) 430-5567.

**July 21** — Twin Island Race #2. SYC, *www.sausalito yachtclub.org*.

**July 21** — North Bay #4. VYC, *www.vyc.org*.

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52' Santa Cruz, '99, <i>Renegade</i> .....	\$495,000	40' Pacific Seacraft, '99, <i>DreamKeeper</i> .....	\$314,900	30' Columbia 30, '06, <i>Escudero</i> .....	\$99,800
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....	\$499,000	39' Carroll Marine CM 1200, '95*.....	New Listing \$55,000	30' Mull custom, '74, <i>The Shadow</i> .....	\$40,000
50' Bakewell-White, '02, <i>Brisa</i> .....	\$615,000	38' Alerion, '07*.....	New Listing \$269,000	30' J/30, '79*.....	\$26,000
48' J/145, Hull #9, '03*.....	\$675,000	38' Pearson True North, '02, <i>Ricochet</i> .....	\$199,999	30' Peterson Half Ton*.....	Reduced \$14,900
48' 1D48, '96, <i>Chaya</i> .....	\$60,000	36' J/109, '03*.....	\$189,000	30' Scout 30, '80, <i>Zelda</i> .....	\$60,000
47' Valiant, '81, <i>Sunchase</i> .....	\$90,000	36' J/36, '82.....	\$59,000	29' MJM 29z, '07*.....	\$269,000
45' Jeanneau Sun Odyssey, '08*.....	New Listing \$319,000	35' J/105, '02, <i>Vim</i> *.....	\$85,000	28' J/28, '87*.....	New Listing \$32,000
44' J/44, '90, <i>Phantom</i> .....	\$239,000	35' J/105, '02, Hull #581, <i>Business Time</i> .....	\$99,000	28' Alerion Express, '02*.....	\$59,500
44' Wauquiez 43 Pilot Station*.....	\$299,000	35' J/105, '01, Hull #400, <i>Lulu</i> .....	\$105,000	28' Islander, '78*.....	\$16,900
43' J/130, '96*.....	\$184,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i> .....	\$89,000	26' J/80, '01, <i>Nimbus</i> .....	New Listing \$29,000
43' Custom C&C, '73.....	Reduced \$230,000	35' J/105, '99, <i>Life Is Good</i> *.....	Reduced \$68,900	26' J/80, '01*.....	\$32,900
42' Beneteau 423, '07*.....	New Listing \$204,500	35' J/35C, '91*.....	\$89,000	26' J/80, '00*.....	\$29,000
41' J/124, '06.....	\$239,000	34' J/34, '85, <i>The Zoo</i> *.....	\$29,900		
40' J/120, '02, <i>Alchera</i> .....	Reduced \$179,000	34' MJM 34z, '05*.....	Reduced \$259,000		
40' J/120, '98, <i>Jolly Mon</i> .....	\$165,000	33' Synergy 1000, '99.....	New Listing \$59,000		

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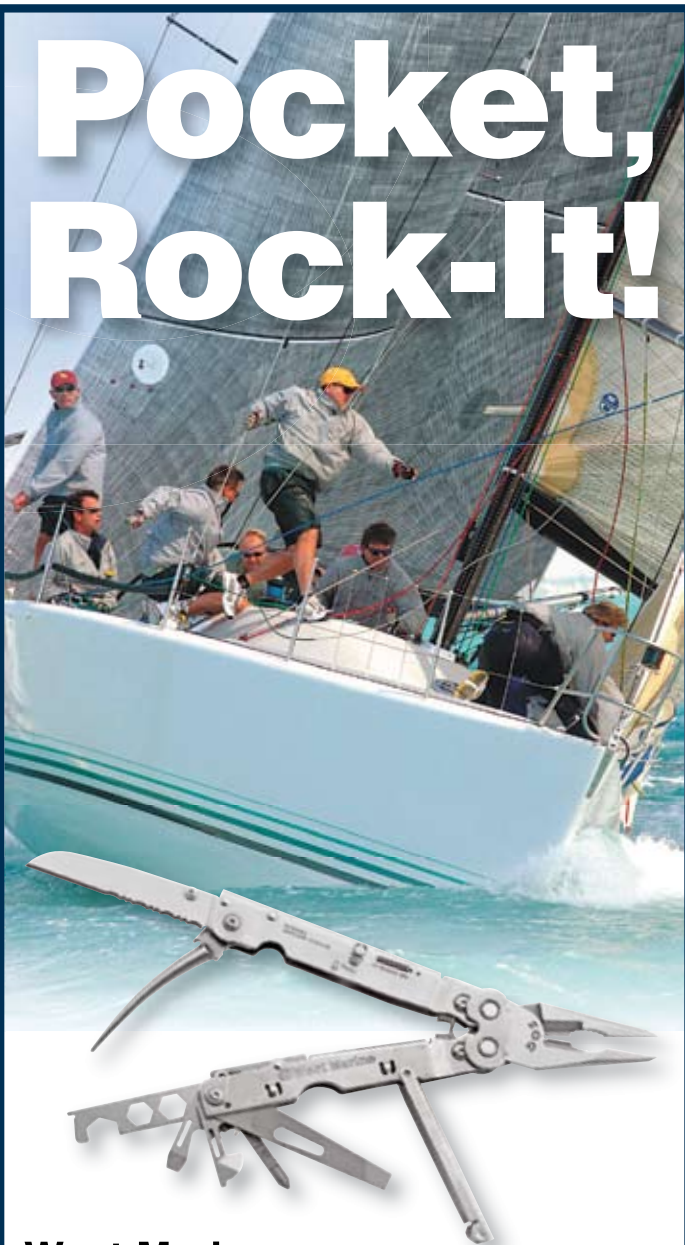
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## CALENDAR

**July 21** — Dinghy Delta Ditch, a 30-mile romp from Rio Vista to Sacramento up the deep water channel for dinghies under 20 feet. LWSC, [www.lwsailing.org](http://www.lwsailing.org).

**July 21-22** — Easom Founders & Melges Regatta. SFYC/BYC, [www.sfyf.com](http://www.sfyf.com).

**July 21-22** — PHRF Summer Spectacular. MPYC, [www.mpyc.org](http://www.mpyc.org).

**July 22** — Women's Day Race on Lake Tahoe. LTWYC, [www.windjammers.com](http://www.windjammers.com).

**July 23-27** — Santana 20 Class Championships. Eugene (Oregon) YC, [www.s20.org](http://www.s20.org).

**July 27-28** — King Harbor Race, from Santa Barbara to Redondo Beach. SBYC/KHYC, [www.khyc.org](http://www.khyc.org).

**July 27-29** — Santana 22 Nat'l's. SCYC, [www.scyc.org](http://www.scyc.org).

**July 27-29** — Aldo Alessio. StFYC, [www.stfyf.com](http://www.stfyf.com).

**July 27-29** — Kiteboard NAs. StFYC, [www.stfyf.com](http://www.stfyf.com).

**July 27-29** — Laser Masters West. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**July 28** — Tri-Island Race, around Treasure Island, Alcatraz and Red Rock. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**July 28** — PICYA's CHISPA/Youth Regatta. SeqYC, [www.picya.org](http://www.picya.org).

**July 28** — North Bay Shootout #4. BenYC, [www.beniciayachtclub.com](http://www.beniciayachtclub.com).

**July 28** — Small Boat Summer. EYC, [www.encinal.org](http://www.encinal.org).

**July 28** — Summer #3. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**July 28** — McNish Classic, for classics designed before 1952, held in the Channel Islands. PCYC, [www.pcyc.org](http://www.pcyc.org).

**July 28-29** — YRA 2nd Half Opener. EYC, [www.yra.org](http://www.yra.org).

**July 28-29** — Moseley Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Aug. 2-5** — Flying Dutchman NAs. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 4** — YRA-WBRA #7. BYC, [www.yra.org](http://www.yra.org).

**Aug. 4** — YRA #3 (short course). RYC, [www.yra.org](http://www.yra.org).

**Aug. 4-5** — BAYS #5/Summer Splash. EYC, [www.bayareayouthsailing.com](http://www.bayareayouthsailing.com).

**Aug. 4-5** — 49er PCCs. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Aug. 5** — Gracie & George Regatta, a co-ed doublehanded race featuring 'Gracie' on the helm. EYC, [www.eyc.org](http://www.eyc.org).

**Aug. 5** — Jack & Jill Race. MPYC, [www.mpyc.org](http://www.mpyc.org).

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

**Aug. 6-10** — Chubb U.S. Junior Championships for the Sears Cup, Bemis Trophy and Smythe Trophy. SFYC/TYC, [www.sfyf.com](http://www.sfyf.com) and [www.tyc.org](http://www.tyc.org).

**Aug. 11** — YRA-OYRA Approach Buoys. Info, [www.yra.org](http://www.yra.org).

**Aug. 11-12** — Franks Tract Regatta. Andreas Cove YC (Owl Harbor), [www.andreascoveyc.org](http://www.andreascoveyc.org).

**Aug. 12** — Summer Series #3 on Fremont's Lake Elizabeth. Info, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**Aug. 12** — Baxter Judson #5. PresYC, [www.presidioyachtclub.org](http://www.presidioyachtclub.org).

**Aug. 21-26** — America's Cup World Series Season Two kicks off on San Francisco Bay, as AC45s take on one of the area's most challenging sailing months. See [www.americascup.com](http://www.americascup.com) for details.

### Summer Beer Can Regattas

**BALLENA BAY YC** — Friday Night Grillers: 7/13, 7/27, 8/10, 8/24, 9/7. Matt Schuessler, (925) 785-2740 or [race@bbyc.org](mailto:race@bbyc.org).

**BAY VIEW BOAT CLUB** — Summer Monday Night Madness: 7/23, 8/13, 8/20, 9/3, 9/17, 9/24 (make-up). Arjan Bok, (415) 310-8592 or [bayviewracing@sbcglobal.net](http://bayviewracing@sbcglobal.net).

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## CALENDAR

**BENICIA YC** — Thursday nights: 7/12-8/23, 9/6-9/27. Grant, (510) 230-3649 or [harlessgrant@sbcglobal.net](mailto:harlessgrant@sbcglobal.net).

**BERKELEY YC** — Every Friday night through 9/28. Paul Kamen, (510) 540-7968 or [pk@well.com](mailto:pk@well.com).

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

**CORINTHIAN YC** — Every Friday night through 9/7. Michael, [racing@cyc.org](mailto:racing@cyc.org).

**COYOTE POINT YC** — Every Wednesday night through 10/17. George Suppes, (650) 921-4712 or [regatta@cpyc.com](mailto:regatta@cpyc.com).

**ENCINAL YC** — Friday Night Summer Twilight Series: 7/13, 7/27, 8/10, 8/24, 9/14. Susan, [rearcommadore@encinal.org](mailto:rearcommadore@encinal.org).

**FOLSOM LAKE YC** — Every Wednesday night through 9/26. Info, [www.flyc.org](http://www.flyc.org).

**GOLDEN GATE YC** — Friday nights: 6/29, 7/13, 7/27, 8/10, 8/24. Gary, (916) 363-4566 or [gshalvo@pacbell.net](mailto:gshalvo@pacbell.net)

**ISLAND YC** — Summer Island Nights on Fridays: 7/20, 8/3, 8/17, 9/7, 9/21. John, (510) 521-2980 or [tycracing@yahoo.com](mailto:tycracing@yahoo.com).

**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night through late September. Will Anderson, (678) 517-6578.

**LAKE WASHINGTON SC** — Every Thursday night through 9/27. Dan Clark, [www.lwsailing.org](http://www.lwsailing.org).

**LAKE YOSEMITE SA** — Every Thursday night through 8/23. Tom Cooke, [tcookeatty1@yahoo.com](mailto:tcookeatty1@yahoo.com).

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night through 10/3. Garth Hobson, (831) 915-7020 or [turbogarth@hotmail.com](mailto:turbogarth@hotmail.com).

**OAKLAND YC** — Wednesday night Sweet 16 Series 7/18-9/5. John, (510) 366-1476 or [j\\_tuma@comcast.net](mailto:j_tuma@comcast.net).

**RICHMOND YC** — Wednesday nights: 7/11, 7/18, 7/25, 8/1, 8/8, 8/15, 8/22, 8/29, 9/5, 9/19. Eric Arens, (510) 841-6022 or [ericarens@comcast.net](mailto:ericarens@comcast.net).

**ST. FRANCIS YC** — Wednesday Night Series: 8/1-8/29. Thursday Night Kiting Series: 7/12, 7/26, 8/2, 8/16, 8/30, 9/13. Friday Night Windsurfing Series: 6/29, 7/13, 7/27, 8/3, 8/17, 8/31, 9/14. Robbie Dean, (415) 563-6363 or [racemgr@stfyc.com](mailto:racemgr@stfyc.com).

**SANTA CRUZ YC** — Wet Wednesdays through 10/31. Corinthian sailing every Friday night: 5/4-8/24. Info, (831) 425-0690 at [scyc@scyc.org](mailto:scyc@scyc.org).

**SANTA ROSA SC** — Twilight Series every Monday through 8/6. Info, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**SAUSALITO YC** — Summer Sunset Series on Tuesday nights: 7/24, 8/7, 8/21, 9/4, 9/18. Dave Borton, (415) 302-7084 or [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org).

**SEQUOIA YC** — Every Wednesday night through 10/10. John Graves, (408) 306-1408 or [www.sequoiayc.org](http://www.sequoiayc.org).

**SHORELINE LAKE AQUATIC CENTER** — Laser racing (BYOB) every Wednesday night through October. South Bay Cup Windsurfing Series on Monday nights through July. Info, (650) 965-7474.

**SOUTH BEACH YC** — Friday Night Series: 7/6, 7/20, 7/27, 8/3, 8/17, 8/24. Info, [rearcommadore@southbeachyc.org](mailto:rearcommadore@southbeachyc.org).

**STOCKTON SC** — Every Wednesday night: 6/6-8/29. Patrick Felten, (209) 518-6371 or [regatta11@stocktonsc.org](mailto:regatta11@stocktonsc.org).

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**VALLEJO YC** — Every Wednesday night through 9/26. Tom Ochs, [fleetcaptainsail@vyc.org](mailto:fleetcaptainsail@vyc.org).

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

### July Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	LOW	HIGH	LOW	HIGH
6/30Sat	0319/-0.6	1024/4.1	1442/2.4	2113/6.8
7/01Sun	0411/-1.1	1124/4.5	1542/2.5	2206/6.9
7/04Wed	0634/-1.5	1346/5.2	1829/2.3	
	HIGH	LOW	HIGH	LOW
7/07Sat	0218/5.7	0843/-0.4	1550/5.5	2121/2.1
7/08Sun	0311/5.1	0926/0.2	1631/5.5	2225/1.9
	LOW	HIGH	LOW	HIGH
7/14Sat	0328/0.4	1037/4.0	1442/2.9	2053/5.9
7/15Sun	0410/0.1	1123/4.2	1532/2.9	2136/6.0
	HIGH	LOW	HIGH	LOW
7/21Sat	0101/5.9	0731/-0.3	1438/5.2	1945/2.2
7/22Sun	0146/5.6	0807/-0.1	1511/5.4	2036/2.0
	LOW	HIGH	LOW	HIGH
7/28Sat	0204/0.0	0913/4.1	1327/2.7	2001/6.6
7/29Sun	0305/-0.4	1019/4.4	1436/2.7	2100/6.7

### July Weekend Currents

date/day	slack	max	slack	max
	6/30Sat	1155 2304	0128/4.8E 1404/2.2E	0536 1714
7/01Sun	1253 2357	0225/5.3E 1505/2.3E	0629 1811	0936/4.1F 2107/3.2F
7/04Wed	0140 1516	0458/5.9E 1736/3.0E	0854 2048	1158/4.7F 2339/3.4F
7/07Sat	0715/4.6E	0118/3.0F	0411	
	1105 2331	1405/3.8F	1723	1953/3.1E
7/08Sun	1148	0211/2.6F 1448/3.3F	0505 1805	0801/3.8E 2040/3.1E
7/14Sat	1148 2253	0121/3.5E 1403/1.3E	0539 1716	0852/2.7F 1008/2.0F
7/15Sun	1238 2338	0213/3.8E 1455/1.5E	0624 1803	0938/3.0F 2053/2.2F
7/21Sat	0613/4.8E	0010/2.9F	0300	
	0954 2202	1254/3.8F	1615	1845/3.3E
7/22Sun	0655/4.5E	0054/2.9F	0344	
	1027 2250	1330/3.7F	1649	1928/3.5E
7/28Sat	1038 2147	0003/4.3E 1240/1.7E	0419 1552	0722/3.0F 1852/2.5F

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# LETTERS

## ↑↓ RAMMSTEIN OUGHT TO DO THE TRICK

We hear about whales colliding with sailboats, racing and cruising, all the time. Has anyone thought of making a system that would alert whales to a boat's presence so they can avoid the boats? Whales use calls to communicate between themselves, so maybe there is a call or sound that could be played through an underwater speaker that they would interpret as an obnoxious nautical car horn? Maybe even at a frequency humans can't hear, but whales can. Sort of like dog whistles.

Steve Haas  
Tesa, Catalina 42  
San Jose

Steve — There is a definite need for such a product, as just last month Max Young of the Sacramento-based Perry



COURTESY REFLECTIONS

47 Reflections, having completed a 12-year circumnavigation, had a collision with a whale off the coast of Baja. In this month's Sightings you can read the details of how Reflections went down and the singlehander was rescued. But just so everybody under-

**Max Young was forced to abandon 'Reflections' after sailing her around the world.**

stands, collisions between boats and whales along the coast of Mexico, as well as many other places in the world, are by no means an unusual occurrence.

As we recall, there was quite a bit of experimenting 10 to 20 years ago with the concept of blasting music or horns through boat hulls to warn whales of their approach. To our knowledge none of them proved successful. It's a pity, because we'd have bought one right away. However, that hasn't stopped people from playing music as loud as they can when they see whales around in the hope it will drive them away. Usually people play the music that they personally find to be the most obnoxious, apparently believing that cetaceans have the same musical tastes as they do.

## ↑↓ RACING, NUMBER ONE IN PROMOTING SAFETY

We weren't totally surprised by the Coast Guard's temporary suspension of ocean races outside the Gate, but we are very concerned that this could wind up hurting sailors more than it helps anybody. We have been sailing for 45 years, and we've enjoyed a number of laps around the Pacific on our Farr 44, Santa Cruz 52, and M&M 52 catamaran. While we learned to sail by trial and error, we learned virtually all we know about safety and boat preparedness by participating in ocean racing. Furthermore, the vast majority of that knowledge came from the San Francisco Bay ocean racing community. We've watched safety standards evolve through the years, and expect that to continue. In our view, organized ocean racing is hands-down the number one force in furthering boating safety.

Pete & Sue Wolcott  
Kiapa Iki, Corsair Sprint 750  
Hanalei, Kauai

Pete and Susan — Although we realize that many sailors have no interest in racing, we're convinced it's almost certainly



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## LETTERS

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### ↑↓TELLING IT LIKE IT IS

Commodore Tompkins was spot-on in his June issue comments on the cause of the *Low Speed Chase* tragedy. Back in the '60s, when our family raced our Cal 25 around the Farallones, we actually looked at the chart and knew not to go into shallow water.

If you look at the aerial view of *Low Speed Chase* on the rocks, you see they had no business going where they went. They were sailing up the east side of the island, not just trying to round the windward end of the island. As far as I'm concerned, it was a tragic example of bad judgment and a lack of experience. Like Commodore, I think it's important that you tell it like it is, and not sugar coat it.

Christopher Corlett  
Split Water, Beneteau First 10R  
Richmond YC

*Readers — For the record, Chris Corlett has been one of the best helmsmen on the Bay and in the ocean. We agree that it's important to 'tell it like it is', and to us that means that the crew of Low Speed Chase sailed her into waters that were too shallow for the size of the seas that day, and therefore put themselves in the situation where what could happen did happen.*

*But as we said last month, they certainly aren't the only ones who have done it, either by intent or by not paying close enough attention to the depthsounder and charts. For instance, we recently spoke with Jonathan Livingston of the Wylie 38 Punk Dolphin, who has raced around the Farallones countless times, to say nothing of racing to Hawaii and cruising across the Pacific. He told us that during one Farallones Race, when the seas weren't as big as on the day of this year's Crewed Farallones Race, he followed a course that wasn't so different from that of Low Speed Chase. The water depth went from 80 feet to 60 feet to 24 feet, at which point he still wasn't worried. But he was shocked to see the depthsounder suddenly read 12 feet, so he quickly headed up and into deeper water. The interesting thing is that he said even when he was in just 12 feet of water, there were other boats even closer to shore than his.*

*It's a little off-topic, but we nonetheless thought it was interesting that Corlett's family raced a humble Cal 25 around the Farallones. We suspect that many of today's younger sailors wouldn't have any interest in racing such a small and slow boat in the Gulf of the Farallones, and that a lot of people wouldn't think they were safe in the ocean. But such boats were common for members of the Midget Ocean Racing Association (MORA) in the '60s and '70s. As Corlett remembers, not only would they race boats such as Ranger 23s and 26s and Cal 20s, 24s, 2-24s, 25s, 28s and 30s in the often-nasty Gulf of the Farallones, they would race them in the annual MORA Long Distance Race, which often took them as far down the coast as San Diego and even Ensenada. We can remember one year when the MORA fleet was hit by 18 or so hours of 45-knot winds.*

### ↑↓WHEN COMMODORE SPEAKS, SHUT UP AND LISTEN

I was very disappointed with *Latitude's* editorial response to June's letter from Warwick 'Commodore' Tompkins regarding the lessons to be learned from the *Low Speed Chase* tragedy. Just so you know, I'm not a friend of Commodore's, nor do I know him personally. I have, however, raced against him many times. And I know one local sailor who owes his life to Commodore for an act of seamanship which would be difficult to believe had I not heard it from the mouth of the man



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## LETTERS

Commodore rescued. Commodore's sailing resume is easy to find, and should be taken into account when evaluating his comments.

By 'taken into account', I mean that it should be obvious that when Commodore Tompkins comments on a seamanship issue, the better part of wisdom would be to shut up and listen. I agree with *Latitude's* general "there but for the grace of God go I" outlook on the *Low Speed Chase* incident, and I would be surprised if all of us have not luckily escaped the consequences of a bad decision on the water from time to time. Hopefully, we will all continue to be lucky and safe. We tend to make our own luck though, and I think we will all have better results if we pay attention when wisdom presents. It is not a matter of hindsight, but a matter of foresight.

Brian Ebert, Crew  
*Absolute Saidee*, Wylie 33  
Alameda

Brian — With all due respect, our editorial comment in no way contradicted Commodore's point, and we like to think it added something to the discussion — specifically that a lot of us have not always followed Commodore's advice. (Including, we suspect, even Commodore.) Apparently Commodore agreed with us, for in an addendum to another letter he recently sent us, he wrote: "My congratulations on *Latitude's* handling of the *Low Speed Chase* aftermath."

For the record, we've been a friend of Commodore's for more than three decades. We've sailed with him now and then, lent him our first Olson 30 so he could take his then-girlfriend on a February doublehanded cruise from San Francisco to Cabo San Lucas, and even though he wouldn't want anyone to know it, actually had him do a Ha-Ha with us. After later doing a Baja Bash with *Profligate*, he gave us, in addition to his bill, one of our most prized possessions — a two-page, single-spaced typed letter listing the many reasons that *Profligate* is a terrible boat and that the only sensible thing for us to do is to sell her immediately. If our old friend Commodore were only a little more opinionated, he'd be damn near perfect.

### ↑↓ STAGGERING LOSS OF LIFE

It was while here in Auckland that I read the *Lectronic* about the Coast Guard's temporarily suspending ocean



WEBB LOGG

Car deaths are considered 'acceptable collateral damage' in America today.

racing off San Francisco. Having spent 20 seconds on Google, I discovered that "369,629 people died on America's roads between 2001 and 2009." Given the Coast Guard's response to the tragic deaths on April 14, shouldn't all automobile driving be suspended until a full investigation of the cause of deaths has been completed? For a country that describes itself as "home of the brave and the land of the free," the reaction by your Coast Guard is a little, shall we say, over the top.

Dean Wallis  
Weta, KP 44  
Auckland, New Zealand





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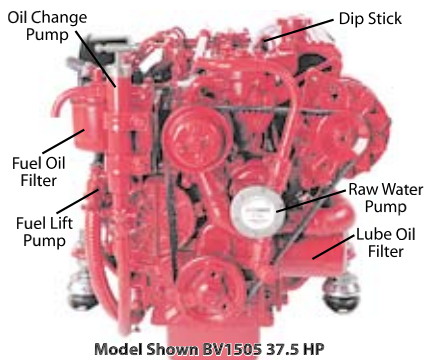


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## LETTERS

Dean — That the U.S. has done so little to reduce the staggering number of deaths from automobile accidents is inexplicable to us, particularly since the number could be reduced dramatically by, oh, enforcing speed limits, give or take 10 miles an hour, requiring people to signal when changing lanes, and not giving people licenses after their fifth DUI. The difference is that deaths from yacht racing are the result of an activity pursued for pleasure, while the automobile deaths are acceptable collateral damage in the pursuit of the American Dream.

"Land of the free and home of the brave?" Nearly 200 years after Francis Scott Key wrote that line in a poem, the United States is a very different place. The fatuous legal industry has made sure that nobody is responsible for the consequences of their actions any longer, and indeed, the more stupid and more irresponsible the behavior, the more it seems to be rewarded. We're not saying that there are a lot better places in the world than the United States, but given all the monumental advantages we Americans of current generations have had, it's pathetic that this is the best we've been able to do as a society.

### ↑↓ HIGHLY NEGLIGENT WRITING?

The *Low Speed Chase* incident was a tragedy from two perspectives. It was unfortunate that large waves hit the boat and caused several crewmembers to be knocked overboard, and more waves hit the boat and capsized her.

What is potentially a tragedy of major proportion is that the race committee and San Francisco YC did not stop the race when a *mayday* call was issued. After all, there were almost 60 boats out there. Race officials should have asked the boats in the area around *Low Speed Chase* to drop their sails immediately, turn on their motors, and using caution, try to pick up victims in the water. Instead they focused on keeping the race going. The race officials and yacht club acted in a highly negligent manner.

Having been in marine search and rescue, it's my feeling that the other boats in the race had a better chance of saving lives than the later-arriving Coast Guard SAR team.

Leslie Kerner  
Planet Earth

Leslie — If a letter could be described as "highly negligent," in our opinion it would be yours. Let's start with some basic facts. First, there were nowhere near 60 boats in the race, let alone in the area of the Farallones at the time of the tragedy, as many had dropped out. Second, what do you think the race committee inside the Bay should have used to communicate with the race fleet, smoke signals? Having been in marine SAR, you surely know that the Farallones are beyond VHF range.

And what do you think the race committee, inside the Bay, knew about what was going on out at the Farallones immediately after *Low Speed Chase* went on the rocks? They knew nothing. The first to see *Low Speed Chase* on the rocks, Jim Quanci and the crew of his *Cal 40 Green Buffalo*, immediately determined it would have been suicidal to try to approach the scene of the accident. Keep in mind that they — along with everybody else — had no idea if the crew of *Low Speed Chase* even needed help or if they'd made it safely ashore or gotten off on other boats.

The first people to have any real idea of what was going on at the Farallones were the Coast Guard, as they got first-hand accounts from the surviving crew of *Low Speed Chase*. Coast Guard Search & Rescue are trained professionals with the best assets for such situations, and they were the only ones who knew what other assets would be available for the search. Furthermore, they were the only ones who could communicate



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## LETTERS

effectively with other rescue resources. Given these facts, it would have been idiotic for the race committee to call the rescue shots. If having the other boats join in the search had been a good idea, the Coast Guard would have called for it.

What small lake did you do marine SAR on? We ask, because you obviously don't appreciate how inferior a sailboat in 30 knots of wind and big seas is as a search vehicle when compared to a helicopter and other aviation resources. As far as we're concerned, your suggested course of action would have been a recipe for even more lives being lost.

As for your accusation that the race committee "focused" on continuing the race, we'd like to know precisely what you mean by that, and by the implication that continuing the race was more important to members of the race committee than were the lives of fellow sailors, many of whom they knew personally. We think you owe the race committee an apology for such a reckless charge.

As readers might imagine, we received a number of what we considered to be strange letters following the Low Speed Chase tragedy. One woman insisted that we report on the number of sea lions and birds that died as a result of the Coast Guard's rescue efforts. We assume that, in her value system, it would have been preferable to let the entire crew die just so no birds or sea lions would have been hurt, even though we know of no evidence that any sea lions or birds were so much as inconvenienced. Another reader was furious with the Coast Guard, saying that they knew about the race and should have had rescue resources at the ready all along the course. He suggested that there was "plenty of money in the sailing community" to fund such efforts. As if from now on all boats racing in the ocean should be shadowed by a fully crewed and fully equipped Coast Guard motor lifeboat.

### ↑↓ "NICE BOAT. HOW MANY LICKS IS SHE?"

How come the current America's Cup boats are referred to as 72-ft cats? Are the organizers trying to be retro? Most of the United States has converted to the metric system in lieu of a system that was based on the length of a king's arm. In

prior America's Cups we had the 12 Meters, so why not 22-meter cats?

By the way, the United States is the only industrialized nation that uses the international foot.

Jack Gill  
Azure-Te', Ron Holland 43  
Currently in Mazatlan,  
Mexico



AMERICAS CUP

Interestingly, the AC72 Class Rule specifically states "the metric system shall be used for all measurements" on the boats.

account their waterline, girth, and sail area, with the result not exceeding 12 meters.

In was in the 12th century that King Henry I of England fixed the distance of a yard as being that from his nose to the thumb of his outstretched arm. A foot, on the other hand, used to be 11-1/42 inches long, then the length of the average man's foot. Given that the America's Cup is going to be sailed

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*in cats, we think it would be most appropriate if their length were described in licks — which was the old Greek measurement for the distance from the tip of the thumb to the tip of the index fingers. As in '180-Lick America's Cup Cats'.*

*By the way, if the United States has "mostly moved to the metric system," we somehow missed the press release.*

### ↑↓ **STILL IN LOVE AFTER ALL THESE YEARS**

I thought I'd let you know that a 66-year-old guy and his 36-year-old boat are still enjoying their 'marriage'. Yes, *WindWalker*, my faithful Islander 28, and I are celebrating our 30th anniversary this year. I purchased the beautiful little Bob Perry-designed boat in Oxnard in '82 when she was six years old, and brought her north to Santa Cruz two



COURTESY WINDWALKER

***Van and 'WindWalker' have had a long and prosperous relationship.***

years later when my name came up for a slip. *WindWalker* has never let me down in the hundreds of times we have been out and, given her age, is still pretty spry. In the last four Big Brothers/Big Sisters Day on the Bay races on Monterey Bay that we participated in, *WindWalker* has taken first in class two times, second once, and a seventh. (The latter was because I thought the starting gun was the five-minute gun.)

*Latitude 38*, KPIG radio, and watching the Giants on television — all three bring new meaning to the expression 'the best things in life are free'.

Van Tunstall  
*WindWalker*, Islander 28  
Santa Cruz, California

Van — Congratulations!

### ↑↓ **OLD GUYS RULE!**

I went to Sebastopol last weekend and met with Dick Newick, the Hall of Fame multihull designer. We talked about various things, mostly multihull-related. As we drove to breakfast in Occidental, he mentioned that he has an offshore passage coming up.



COURTESY TRAVELLER

***Sailing isn't just a young person's game — the owner of 'Traveller' sails solo at 76!***

He's going to Hawaii to meet the owner of *Traveller*, one of his 50-ft trimaran designs, and help him sail her back to San Francisco where she is to be sold. One interesting thing is that the owner, who will be bringing the boat up from Fiji, has mostly singlehanded the big tri and never had more than one other crew. The other is that the owner is 76 years old, so when you combine that with Newick's 86 years, the average age of the crew will be 81.

I think Newick — who despite his advanced age is still sharp, funny and interesting — would make a great subject

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## LETTERS

for a *Latitude* article.

Nate Cutler  
Oakland

*Nate — We do, too. Thanks for the suggestion.*

### ↑↓ YOUTH IS WASTED ON THE YOUNG

I laughed out loud when I read about Dennis Connor cruising the docks of Antigua looking for a crew position on a boat for the Classic Regatta, and being snickered at by the young guns. Apart from wondering what the world has come to when a sailing icon isn't recognized immediately— let's face it, he was never a small man! — it made me feel damned old. In '70, I was one of the many lucky young sailors at San Diego YC whom Dennis took out for an afternoon of tuning on his *Star*. Let's see, that was 42 years ago! And yes, *Ad Lib* and I are now members of the "Over 40" club.

Chris Waddell  
*Ad Lib*, International 110  
Sacramento

### ↑↓ SURFING AND SAILING DREAMS

I've been dreaming about doing the Ha-Ha since first reading *Latitude* 10 years ago. This year we're in! Our crew is made up of avid surfers, so we're wondering how we can maximize our surfing opportunities on our way to Cabo.

Dennis Nespor  
*Serenity Now*, Catalina 36 Mk II  
Dana Point

*Dennis — You can begin the day before the start of the Ha-Ha by catching the waves at the break out by the Pt. Loma Lighthouse that are accessible only by boat.*

*While there are breaks on the way to Turtle Bay — specifically at Isla Navidad and just north of Turtle Bay — probably the best thing to do is continue on to Turtle Bay and hook up with the local surfers for recommendations and transportation. That's what the young Ha-Ha surfers did last year, and they had a blast.*

*The coast curves east on the second leg of the Ha-Ha, so it's a bit out of the way to hit great spots in the so-called Middle Reach. But there's often great surf at the point at Bahia Santa Maria, the second stop of the Ha-Ha, and depending on the state of the tide, at the bar into the mangroves.*

*All the surf spots at Cabo are well-known. But if you continue on toward the East Cape there are some terrific 'secret spots' that are accessible only by boat. We'd be killed if we told you where they are, but you'll be able to find them.*

*By the way, we're planning to have a Ha-Ha surf contest this year, hopefully to be held at the shorebreak at Bahia Santa Maria so everybody can watch from the bluff during the Beach Party. We're gonna need a few young gals to judge the guys, and a few guys to judge the gals. Since it's the Ha-Ha, no surfing experience or knowledge will be necessary to be a judge.*

### ↑↓ CRUISING THROUGH GOO

Several years ago I crewed for a friend moving his Hans Christian 38 to Puerto Vallarta. As we were making our way into Santa Barbara, I suddenly became aware that we were in a big pool of hydrocarbon. It smelled like kerosene and there was lots of it. It seemed to be two or three inches thick, and extended for as far as I could see.

I attempted to report it to the Coast Guard, but we had only a handheld at the time, and couldn't reach them. I later tried to make calls to the local newspaper, and someone assured



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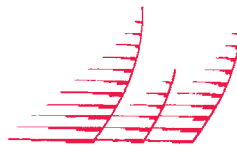
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me that it was a natural phenomenon, one that attracted lots of photographers because of how colorful it can be.

Have you any experience or knowledge of that occurrence?

Secondly, while out for a Sunday sail a couple of weeks ago, I noticed a significant amount of flotsam, large pieces of timber, etc. Is this stuff from Japan?

Bill Stapp  
Sonrisa, Cal 2-34  
Alameda

Bill — The naturally-occurring oil seeps in the Santa Barbara Channel — the State Lands Commission says there are 1,200 of them — are world-famous because the one near Coal Oil Point is the biggest in the world. Coal Oil Point is just to the west of



USGS

A tar 'whip' that originated, not from an oil spill, but from a natural oil seep on the ocean floor.

Isla Vista, the massive student community for UC Santa Barbara in Goleta. Back in the day — meaning the late 1800s and early 1900s — there were thousands upon thousands of oil wells on the beaches from Gaviota as far east as Carpinteria, a distance of about 40 miles. It's estimated that about 55,000 barrels of oil seep into the Santa Barbara Channel waters each year. Experts say that's enough to fuel all the cars on the road in Santa Barbara County for 7.5 years.

While the thickest concentration generally seems to be in the vicinity of two miles off Coal Oil Point, given the right wind and current the stuff can spread over wide areas of the Santa Barbara Channel. Indeed, half of the oil tar on Los Angeles



DONNA SHROEDER

One such oil seep off Gaviota.

County beaches comes from the Santa Barbara Channel — although the amount of oil tar on the beaches of L.A. is miniscule compared to that on the beaches of Santa Barbara County. The latter beaches, particularly during the summer, feature sticky tar patties every couple of feet.

It's nasty stuff, no matter if you're a surfer who gets a patty stuck in your pubic hair just before a hot date, or if you're an innocent cruiser who finds gobs stuck all around your boat's waterline. Concentrations of it stink like crazy, so if you're passing close to shore during the night, we suggest you head directly offshore to try to get away from it.

The tar in the Santa Barbara Channel reminds us of a funny World War II incident that has nothing to do with sailing, but is at least tangentially nautical. In the late '30s, Captain Kozo Nishino visited the Ellwood oil field to take a load of oil onto his Japanese oil tanker. While walking with his crew to an official welcoming ceremony ashore, Nishino stumbled into a patch of prickly pear cactus at what is now the fairway of the 9th hole of the Sandpiper Golf Course. Apparently some oil workers

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## LETTERS

*thought the sight of the proud captain pulling cactus spines from his buttocks was hilarious. Their laughter is believed to have been the motivation behind the first shelling of the U.S. mainland since the War of 1812.*

*When World War II broke out a few years later, the proud Nishino returned to the site of his humiliation, but with submarine I-17, not an impotent oil tanker. On the night of February 23, 1942, just months after the attack on Pearl Harbor, Nishino surfaced his sub and fired between 16 and 25 rounds from the 5.5-inch deck gun at a pair of oil storage tanks near the infamous cactus patch. The sub's crew were terrible shots, with some shells landing in the water and others miles inland. There was a total of \$500 worth of damage to a catwalk on one well. As much a braggart as he was prideful, Nishino sent a message back to Tokyo saying that he had "left Santa Barbara in flames." Those of you who think we made up this improbable story, check out the historical marker at the Sandpiper Golf Course.*

*As for the flotsam and large pieces of timber you saw on a recent sail on the Bay, we think there's a greater chance that it came down the rivers from the Sierra than from Japan. Nevertheless, it's been confirmed that solids from Japan — including a massive dock — have now started arriving on the West Coast. Edmund Scientifics carries Geiger counters ranging in price from \$299 to the \$899 professional model. You might want to buy a couple.*

#### ↑↓ WE SHOULD LEAVE MORE THAN OUR GARBAGE

The Dutch side of St. Martin's Simpson Bay Lagoon charges bridge fees and by-the-week anchoring fees — as you know so well. As a result, everybody just goes in through the Dutch side bridge and anchors on the French side of the lagoon.



REIMAR GAERTNER

**Anchoring on the French side of Simpson Bay Lagoon would have entrapped us.**

By doing this they don't pay a bridge fee, and just pay a one-time clearing-in fee at Marina Royal. The French will sometimes try to charge boats for anchoring off Marigot, but they never charge for boats anchored inside the lagoon — and some of them never leave. St. Martin is very dependent on the yacht trade, and I would hate to have anyone to skip the island because of some official's wrong-headed decisions. The fees on the Dutch side are too high.

On the other hand, most of these Eastern Caribbean islands need the business, and reasonable charges for navigating their waters — including anchoring — are fine with me. The islands have nothing legal to sell but sun, sand, water and rum. We shouldn't begrudge their asking a reasonable fee for our enjoyment of them.

I'm often appalled by cruisers who will casually spend a week's local wages on a hamburger in St. Barth, and then moan and groan about a cruising fee in dirt-poor Dominica. We really need to leave something ashore other than our garbage. By the way, when a West Indian applies for a visa to visit the U.S., he must travel to Barbados and pay a non-refundable \$300 fee to apply for the visa. If the visa is denied, he gets nothing for the money.

Lance Batten  
Queen Emma, Oyster 45  
San Francisco Bay / Eastern Caribbean



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*Lance — It's true that we could have gone through the bridge to the French side of Simpson Bay Lagoon and anchored there for free. The problem is that we're still working, so time is an extremely valuable commodity for us. Had we anchored inside the lagoon, we would have been held hostage by the fact there are no bridge openings after 7 p.m., and therefore we would not have been able to get back to work in St. Barth until the following afternoon. Having anchored outside the lagoon and paid the week-long fee for just one night, we were able to leave that night and show up for work the first thing the next morning.*

*We agree that it's important for cruisers to leave more than just garbage on the islands — and god knows we do. Over the years we've spent a fairly tall mountain of money on airfares, taxis, tips, ferries, hotel rooms, meals, boat parts, boatyards, gas and diesel, mechanics, outboards, inflatables, entry fees, medical care, sails, biminis, paint jobs, haulouts and much more. We've also lured lots of free-spending guests to the region who have left additional piles of money behind. As such, we get a little grumpy when we have to pay a week's rent for a night's stay, particularly since the Immigration and Customs folks on the Dutch side have routinely made life as miserable as possible for us when we've checked in or out, all our smiles and ass-kissing notwithstanding. We are, however, pleased to be able to report that the officials on the Dutch side of St. Martin were very pleasant this year, a remarkable reversal from the past.*

### ↑↓ **COMPARING MOORAGES TO HOTELS**

Converting a daily or weekly anchoring fee into a 'per month' fee by multiplying by 30 seems, in my humble opinion, to be a stretch. After all, it seems that much of the administrative costs — paid staff taking your fee and signing you up — are about the same whether you stay a night or three months. It's just like your cable company's not letting you sign up for 24 hours of cable, let alone charging you 1/30th of the monthly fee. It's probably why your 'contract rate' for anchoring off Gustavia is so much lower than the other guy's monthly rate.

P.S. Thanks for *Latitude 38's* being such a vibrant resource! Don't even think of retirement, because you'd be bored.

Carl King  
Kinship, Cascade 34  
Palo Alto

*Carl — We think mooring charges are more analogous to hotel charges than phone rates. If you're only staying one night in a hotel, why should you be made to pay for a week? Suppose you visited a different island-country every night for a week, as you can in the Caribbean. You'd have to pay the equivalent of 49 nights of fees in just one week. Given the high fees for just a day's stay, and the fact that cruisers are often treated like crap by officials, it doesn't surprise us that so many cruisers simply don't check in at all. Not that we'd ever do anything illegal like that.*

*Thanks for the kind words about Latitude. We think of ourselves as being retired, we just keeping working 50 hours a week out of force of habit.*

### ↑↓ **I CAN'T AFFORD THE FEES IN FLORIDA**

If you think that the anchoring fees in St. Martin are bad, you should check out the anchoring fees and restrictions in Florida. There has been a stink about them for a good while, and with good reason. I have a 26-ft sailboat that would be comfortable enough to wander the IntraCoastal Waterway for awhile, but the anchoring and marina fees along the East

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# LETTERS

Coast have convinced me that I can't afford to do it on my limited retiree budget.

Steve Fisher  
Banana Split, Dawson 26  
San Jose

## ↑↓ CROATIAN CAUGHT TRYING TO DOUBLE DIP

One evening we coasted into an almost deserted cove a few miles from Split, Croatia, and dropped the anchor in clear water on a patch of sand 20 feet down. Around sundown there was a knock on the hull of our cat. It was a friendly guy in a boat with some kind of Croatian ID, and he was asking us for money to anchor. At first we were kind of flabbergasted, since the cove was so secluded and there were hardly any buildings in view. But after a bit of back and forth in broken English and sign language, we agreed to pay a small sum. You know, help the local economy and so forth.

Then it suddenly dawned on him that our boat was a catamaran. No joking, he tried to get us to pay the fee twice. Despite his good try, we held the line at the first price. We heard other similar stories from cruisers along the coast of Croatia. Regardless, it is a beautiful coastline and the fees were sporadic and pretty cheap.

Joe Boyle  
Zia, Switch 51  
Puerto Aventuras

*Joe — There's at least one guy in Panama's San Blas Islands who has been charging a daily "tax" to anchor off his island. If you threaten not to pay it, he has a fit. But it's not too much, so most cruisers cave.*

## ↑↓ BEAUTIFUL BUT NOT CHEAP

While Nantucket is beautiful, you have to pay \$74.38 a day to moor a 44-ft boat there. Oh, I think you get a free pump-out with that.

Ron Bruno  
Arion, Gozzard 44  
New York

*Ron — By way of comparison, it costs \$42 a night for a*



*44-footer at Two Harbors, Catalina. And you have to leave the next morning by 8 a.m. or pay for another night.*

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## ↑↓ NO WONDER SO MANY SAILORS HEAD FOR MEXICO

Here in Texas, we have to pay a \$90 fee every other year to use Galveston Bay and all the other bodies of water in Texas. That's even if our boats are documented. And most marinas charge \$2/ft for transients.

Fred H. Lowe  
Too Much Fun, Endeavour 42  
Kemah, TX





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## LETTERS

### ↑↓COMPETING IN BUSINESS AND IN THE TOY WORLD?

Having read the June 4 *'Lectronic* titled 'Racing/Cruising Cat Coming to Bay', I didn't know that Tom Siebel, formerly of Siebel Systems, was into sailing. Guess it's the 'competing toy system' with Larry Ellison.

Harold Kallaway  
San Anselmo

*Harold — We don't doubt that there's something of a rivalry between Siebel and Ellison. After all, Siebel was one of Oracle's*



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*most valuable executives starting in '84 when Oracle had only 40 employees. In '90, Siebel came up with a software program he thought might be good for Oracle, but Larry passed. So Siebel took a leave of absence and started Siebel Systems in '93 with Patricia*

*House. It was a smash success. The company was headquartered in the tall building in front of the Emeryville Marina. In '05, Ellison's Oracle bought Siebel Systems for \$5.8 billion. So yeah, we guess there would be a natural rivalry between Siebel and Ellison.*

*We don't know Siebel, but before you get too snarky in your comments about him or his wealth, it's worth noting that the self-made one-time Idaho ranch hand has been consistently ranked as one of the world's top five philanthropists. This despite the fact that his estimated net worth ranks at or near that of the middle of Northern California's 50 or so billionaires.*

*By the way, we recently heard that Siebel is having a monohull built, too.*

### ↑↓WHICH MONTHS ARE THE BEST?

I did the Ha-Ha in '07, and now am now thinking of returning north to San Francisco from La Paz. Can you refer me to anyone who has done the Bash and would like to talk about the best weather windows and so forth?

Richard Mogford  
Water Spirit, Pearson 36  
San Francisco

*Richard — Doña de Mallorca, who has been the captain on Profligate for about 10 Bashes, and who just left P.V. for San Diego on this year's Bash, says there is never a time when you can be sure to get a good weather window for the whole Bash. It's her understanding that the odds are better for more and longer weather windows in the summer and fall, which also happen to be hurricane season. She feels the worst odds for finding good and long weather windows are probably January through April. But that doesn't mean you can't luck into a great 10-day window in March, or that July will have any good weather windows at all.*

*De Mallorca gets most of her weather info from Commander's Weather and Passage Weather. The forecasts are generally pretty reliable for two and maybe three days out. Beyond that, it's hard to put too much faith in the forecasts.*

### ↑↓SPEAKING OF BASHES

When I was in Mexico this winter I got an awful lot of

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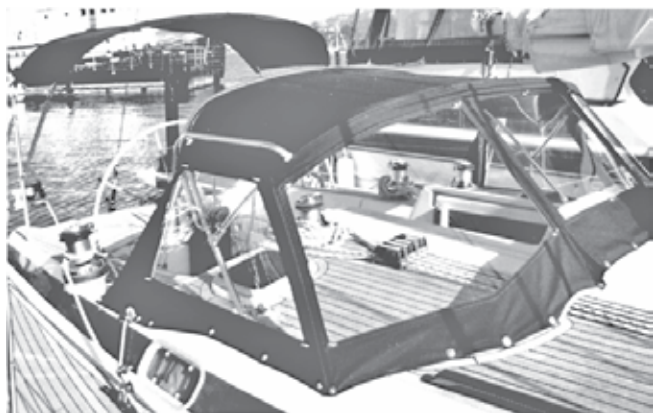
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## LETTERS

knowing looks from fellow cruisers whenever I mentioned I was planning to Bash back to the Bay Area in April. They were all polite and no one directly told me that I was nuts, but it did give me pause. However, due to a prolonged favorable weather window, I suspect my crew and I may have experienced one of the fastest and least painful April Baja bashes on record.

After talking to Commander's Weather and getting a week's forecast of settled weather, we left Paradise Village in Nuevo Vallarta on the morning of April 15. We stopped just long enough in La Cruz, Cabo San Lucas, Turtle Bay and San Diego to refuel, reprovision, and deal with official formalities. We arrived in Alameda 11 days later at midnight on April 25.

We saw no more than 20 knots of wind, experienced less than a half-day of motoring into winds greater than 10 knots, and had enough favorable 10-15 knot winds to sail for about 10% of the trip. We transited all the major capes — Falso, Cedros, Conception, and Sur — in the afternoon without problem, and we passed two of them — Cedros and Conception — while under sail.

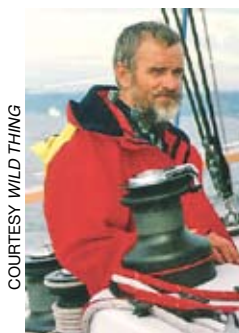
The day after we arrived, we went for a sail on the Bay so my crew could see the Bay and feel how the boat did in heavy breezes. It was a great trip for my crew and me, and we feel blessed to have received such favorable treatment from the weather gods.

Charley Eddy  
Snug Harbor, Catalina 470  
Alameda

### ↑↓ A PUNISHMENT TO FIT THE CRIME

On page 71 of the May issue, you said that the Singlehanded TransPac record — 11d 10h 52m — was set by Stan Honey in '94 with his Cal 40 *Illusion*. But I believe Ray Thayer beat that in '96 with a time of 10 days, 22 hours, 53 minutes with the *Open 60 Wild Thing*.

Joseph Oster  
Hanalei, Kauai



COURTESY WILD THING

**Ray Thayer holds the Singlehanded TransPac monohull record, not Stan Honey.**

*Joseph — Our LaDonna Bubak made a mistake on that one. As punishment, she has to go to Kauai for a week starting on July 7 and serve as the Assistant (to the) Race Chair of the Singlehanded TransPac.*

*If anyone is going to break Thayer's record this year, Bubak thinks it will be young Alex Mehran aboard the Open 50 Truth (ex-Pegasus). A product of the St. Francis YC Youth Program and a veteran offshore sailor, Mehran also plans to enter Truth in the Rolex Sydney Hobart Yacht Race and later do the doublehanded Melbourne to Osaka Race. "He's a really nice guy, too," says Bubak.*

### ↑↓ A WAVE THAT WAS MORE WEIRD THAN SCARY

We were sailing in from the Farallones last Thursday afternoon with the wind blowing 18 knots and six-foot seas on our quarter. It was sunny, too. All of a sudden I saw this wave, which I estimated to be five feet high, coming at us from dead ahead. I yelled for the person sunning herself on the forward deck to hang on, but the wave broke and soaked her.

It wasn't scary, but it was weird. You'd think a single wave like that would have been caused by a boat wake, but we could see for miles and there were no other vessels in sight.

PHOTO: DAVE TOWLE



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# LETTERS

Has anyone else experienced anything like it?

Michael Hruby  
*Three Legged Dog*, Westsail 32  
 San Francisco

*Michael — Sometimes when we've sailed south and there was a big south swell coming north, our boat would lurch a bit when the boat and the southbound wind chop ran into a northbound swell. But these were always part of wave trains and never came close to breaking. So what you're describing is a new one on us. It's curious, too, that it would be coming from the direction of land.*

## ↑↓TA-TA CANINE HEADS-UP

We have some info that might be useful for participants with dogs in the first Ta-Ta. During our first cruise up the coast to the Channel Islands, we stopped at King Harbor in Redondo Beach to explore, as Debra's parents had lived there 60 years ago. The yacht club welcomed us to dock at their facility, but they wanted nothing to do with our Shih Tzu. And a walk near the boardwalk and toward the shopping area was replete with signs saying 'No Dogs Allowed'. We never made it to the restricted shopping area. We left the next day to the more dog-friendly Burton Chase Park in nearby Marina del Rey.



COURTESY STAR LIGHT

***Debra and Brad's Shih Tzu, Dally, would not be welcome at most of the stops on the SoCal Ta-Ta.***

Debra & Brad Trottier  
*Star Light*, Willard 8-Ton  
 San Diego

*Debra and Brad — We've got some good news and some bad news for dog owners planning to do the Ta-Ta. The good news is that the 22-mile long hike/bike Strand starts at Hermosa Beach, which is right next to the entrance to the King Harbor YC, and dogs are allowed on the Strand. The bad news is that Santa Cruz Island, the stop for nights two and three of the Ta-Ta, does not allow any pets to be brought ashore. Neither do any of the other Channel Islands.*

## ↑↓THE VIEW FROM THE OTHER SIDE OF THE SLIP

Nick Salvador had it all wrong in the April *Latitude* when he said that the tenants of the San Francisco Marina are a bunch of whiners — and me being the chief whiner — because we are objecting to the City of San Francisco's taking away our right to transfer our berths to the purchasers of our boats. Even *Latitude* got it wrong when you said this transfer right was "unstated." In fact, this right is written, has been in writing for at least the past 40 years, and is part of a contract each tenant signs with the City when he/she comes into the harbor.

I have attached a copy of that contract, called a rental agreement, and the incorporated rules as they appear on the Rec and Park Department website. They are basically the same rules I got when I came into the harbor in '86, and those rules are dated April '72, so we know they have been in existence for at least 40 years.

Here are the relevant sections, by the numbers, of the rules that are part of every tenant's contract with the City, along with my concerns:

Section 3A: Every boat owner who is assigned a berth for



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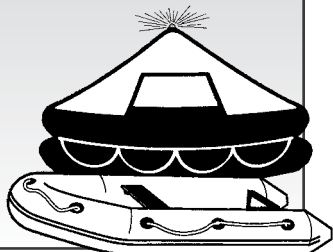
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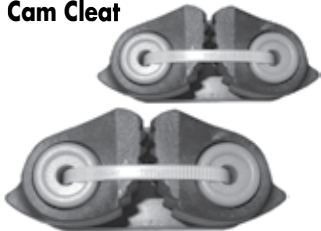
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## LETTERS

more than 30 days has a permanent rental. The City now wants to tear up that agreement and give the tenants a one-year license instead.

Section 3D: Every boat owner may assign his/her berth to a *bona fide* purchaser of the boat in that berth, subject to a reasonable transfer fee. The City now wants to eliminate all such transfers for new tenants. Existing tenants will be given a one-time transfer right, but such transfers are limited to people on the waiting list, and made subject to large increases in the transfer fee. For example, the transfer fee on a 40-ft berth is now \$3,000. Under the new rules, that fee will increase to \$8,000, more than double the old fee. For older wooden boats like Knarrs and Folkboats, which do not sell for much money, the new fee schedule essentially kills the possibility of a transfer.

Section 3F: Every boatowner is given the right to sublet the berth for up to six months a year. The City now wants to eliminate all boatowner sublets and allow the harbormaster to sublet the berth. The City is willing to give the owner a 75% rent credit while gone, but only if the vacancy is for 60 days or more.

This deal was made between the City and every tenant, some 650 of us, who came into the harbor. The tenants have kept their end of the bargain by paying the rent and obeying the rules. We don't think it's whining to expect the City to keep its end of the bargain, too. Remember when a deal was a deal? Remember when one's word was one's bond? The City should keep the promises it made to the tenants just as the tenants have kept their promises to the City.

People should understand that no taxpayer money goes to support this marina. The City holds this property as a trust from the state for the express purpose of a recreational non-profit small craft harbor. Because of that trust, the City must keep a separate set of books recording all revenue and expenses for the harbor. All harbor expenses are paid out of revenue generated by the tenants. The current renovation going on at the harbor is financed completely out of tenant rents and a state Boating and Waterways loan. Not a dime of City money is being used to upgrade the harbor.

Although the City pays no money into the harbor, it levies two taxes against the tenants, and those tax revenues go into the city's General Fund. The first tax is a property tax that all boatowners pay to the county where the boat is moored. But San Francisco Marina tenants pay a second tax called a "possessory interest tax" because the tenant is in possession of a berth, which is government-owned property. Boatowners in privately owned marinas do not pay this tax. So the City is getting a double tax benefit from the marina tenants without putting any of that tax money back into the harbor. We think that is a pretty good deal for the City.

So, Mr. Salvador just has his facts wrong, not the least of which is his suggestion that most of the tenants are lawyers and members of the St. Francis YC. The vast majority of tenants are neither lawyers nor members of the St. Francis YC. They are just regular boaters like everyone else.

Bruce Munro  
 Princess, Sabre 402  
 San Francisco

*Bruce — We appreciate your side of the story, and agree that things certainly seem to be changing at the San Francisco Marina. For example, for many years the berth rates at the San Francisco Marina were well below market despite an extremely long waiting list. And we know of instances where boatowners were able to sell their boats for far more than they were worth*



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harbormaster@westpointharbor.com

## LETTERS

because the berth went with the boat. As you note, the new rules will eliminate much if not all of the potential profit of a slip going with the boat, and in the cases of the wooden one-designs, make it almost prohibitively expensive for the slip to go with the boat. The latter would be a shame, as it would break up the wooden boat racing tradition on the Cityfront. Lastly, we've seen the proposed berth rates for when the marina rebuild is completed in a year or so, and they call for slip fees to be about \$14/ft. That would make it much closer to market than it's ever been.

Does this mean that boatowners who paid way more than the real value of a boat in order to get a San Francisco Marina slip are going to lose much if not all of that extra money? It would seem so. On an individual basis, we sympathize with them. But as overall policy, we don't believe that individuals should be able to profit significantly from the increase in the value of public property.

"Remember when a deal was a deal?" you ask. With no disrespect, we find it almost hilarious when a member of the California Bar asks a question like that. It seems to us that half the work attorneys do is try to find ways to weasel their clients out of deals. Here's an example: Before we were married for the second time, our bride-to-be's lawyer, whom we had to pay, wrote a pre-nup. When the marriage ended, this same lawyer informed us that the pre-nup she had created wasn't worth the paper it was written on.

Frankly, we think we're entering an era when many deals and contracts are going to be voided. Think of what happened to the bondholders when Obama gave GM to the unions. Think of sovereign debts in the European Union. And unless somebody can get 'blood out of turnips', there is no way that a lot of agreements between governments and government employees aren't going to have to be modified or negated. It's so discouraging that we think we'll go sailing instead of thinking about it any more.

### ↑↓ WE ALMOST BOUGHT THAT BOAT!

We recently retired, sold the house and cars, and bought *Moonshadow*, the beautiful Deerfoot 2-62 that George Backhus used for a 16-year circumnavigation. He's been a frequent contributor to *Latitude*.

We drove to Florida, moved aboard, and have been adjusting to living aboard quite well. Among other things, we've learned to download the most recent edition of *Latitude* rather than drive to Downwind Marine for a copy. We have been cruising South Florida and refitting for about two months now.

It was at the River Bend Marine Center in Ft. Lauderdale, where we're having work done on *Moonshadow*, that a South African chap appeared on the dock to admire our new boat. Our discussion turned to another Dashew design, the *Sunder* 56 named *Dutch Touch*. We had looked at *Dutch Touch* in Ft. Lauderdale before falling in love with *Moonshadow*, so we were shocked to be told that *Dutch Touch* had been abandoned near Haiti by the owner and two young crew while they were on a delivery from Florida to California. All the South African could tell us was that the crew were safe, having been picked up by a ship. This would have happened about May 23.

I haven't been able to find anything online to confirm this story, but a friend who knows the boat and owner says most of what I was told meshes with what he's heard — except he hadn't heard about the abandonment. I am writing to ask if anyone else knows what happened with *Dutch Touch* — mostly because I stood aboard her just three months ago.

As for us San Diego sailors, we're looking forward to cruis-



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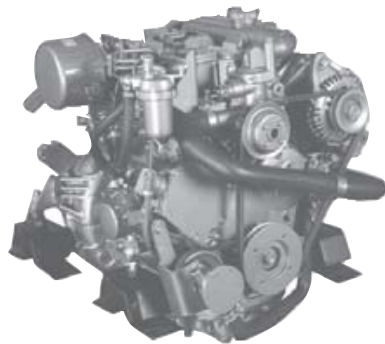
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## LETTERS

ing *Moonshadow* up to New England for the summer, then heading down to the Caribbean for the winter. After that, we'll keep you posted.

By the way, untangling the twines that bound us to life ashore was really a challenge! But we did it, and in the process discovered how liberating it can be to donate, sell or otherwise rid ourselves of the ballast we'd accumulated over the years. The one remaining part of that process is selling our other boat, a beautiful Columbia/Kettenburg 52 named *Legacy* in San Diego, a boat that has been featured in your *Lectronic Latitude* editions.

We've read your magazine from cover to cover for years, and look forward to sharing our experiences aboard *Moonshadow*, in the years to come.

John & Deb Rogers  
*Moonshadow*, Deerfoot 2-62  
Ft. Lauderdale, FL

*John and Deb — We're sorry to say that we haven't been able to find out anything about Dutch Touch. But if she was owned by a Californian, we've got to believe one of our readers must know more.*

*Congratulations on your new boat! By the way, if you make it down to St. Barth between February 15 and May 10 of next year — and you don't want to miss the Bucket or the Voiles — we hope you'll look us up so we can give you an inside look on the island. Besides, it would be fun for Doña de Mallorca to see Moonshadow again, as she crewed for George Backhus from Key West to Colombia at the very beginning of his circumnavigation.*

*We'd also like to put in a good word for your Columbia 52. Columbia Yachts must have built about 20 Bill Tripp, Sr., designs, and to our thinking the 52, the last before Tripp died in a car crash in the early '70s, was the best looking of them all. And we're not just blowing smoke.*

### ↕ ANOTHER BAY-BASED BRIGANTINE

You recently wrote an article about a new brigantine that is to be built locally and be the flagship of the San Francisco Area. In that piece you wrote that there are currently no brigantines in the Bay Area. This is incorrect, as the brigantine *Sultana* has been berthed in Brisbane Harbor for over 20 years. She was designed after an American revenue cutter that worked the East Coast, collecting taxes from ship captains during the 1700s. *Sultana* has a ferroement hull, so all the

attention is given to her topsides and interior. She is under a constant state of repair and maintenance.

Lawrence Spillman  
ex-*Sultana* crewman  
*Good News*, Columbia 30  
San Francisco Bay



COURTESY IRVING & EXY JOHNSON

*The twin brigantines, 'Irving & Exy Johnson', are based out of L.A. \_\_\_\_\_ were originally small ships carrying both oars and sails, and were named after Mediterranean pirates, or brigands. The Royal Navy used the term to refer to small two-masted vessels designed to be rowed as well as sailed, vessels that were rigged with square rigs on the foremast and fore-and-aft rigging on the mainmast.*

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Dear Travis and Colin:  
We've had a wonderful summer of sailing...and have received numerous compliments on the sails, Mack-Packs, and the improved performance of the boat. We've done a bit of racing and, after a classic boat race, one competitor (a sailmaker in Seattle) said he was really impressed with our sails...  
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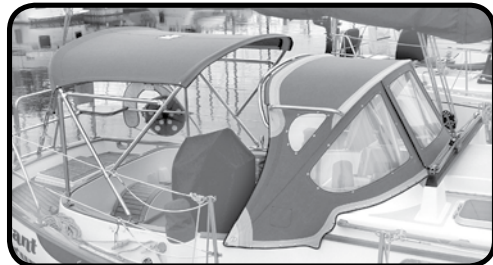
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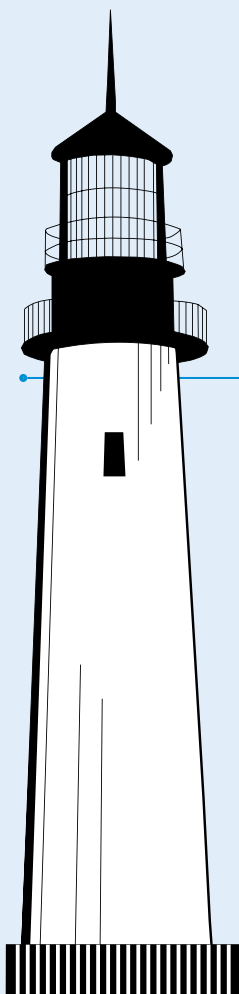
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## LETTERS

*In modern parlance, a brigantine is a principally fore-and-aft rig with a square-rigged foremast, as opposed to a brig, which is square-rigged on both masts. Two well-known brigantines are the Los Angeles-based Irving Johnson and Exy Johnson. The two 113-footers are the flagships of the Los Angeles Maritime Institute, and are used to take at-risk youth to sea with the goal of teaching teamwork and building character.*

### ↑↓ "TELL ME IT ISN'T TRUE!"

I have a couple of questions, and hopefully you can tell me that my worst fears aren't true.

First, I heard that despite the overwhelming support of the boating community, Gov. Jerry Brown is going to succeed in making the once independent Cal Boating, which is still solvent, part of the Parks Department, which can't even keep our parks open. Nothing like fixing what ain't broke.

Second, I heard that as of the beginning of this year, the Mexican government changed the visa rules for fishing vessels. If what I read is correct, this was part of an attempt to deal with the drug traffickers, but has trickled down to sport fishermen, resulting in a 50% drop in fishermen getting visas and fishing in Mexico. Apparently this visa requirement is enforceable within 24 miles of the coast, so I guess even sailboats can fall into this quagmire. This took effect on January 1 of this year. This following the increase in *narco* issues in tourist locales could result in a significant drop in the number of cruisers sailing to Mexico.

Can you provide any clarification on this?

Steve Denney  
Break Time, Yorktown 39  
Pittsburg

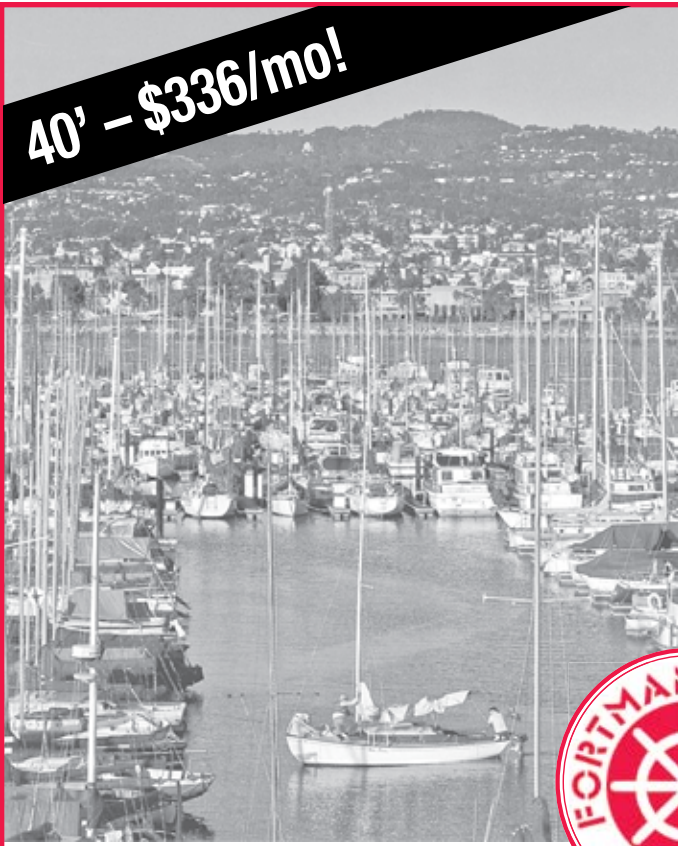
*Steve — We have no respect for either political party in California, as for years Golden State politicians of all stripes have been playing irresponsible fiscal games in order to pay off those who showered them with campaign contributions and/or votes. They either were too stupid or too uncaring to realize they were sending California down the fiscal toilet. With the state \$16 billion in debt and needing to have a balanced budget each year, and with the Dow needing to be at 29,000 for Calpers to live up to the pensions they promised to government workers, Gov. Brown has to scramble to find money everywhere he can. No wonder he's proposing to shorten the school year to just three days a week in months starting with a Q, X or Z, and putting the Prison Guards Union in charge of all Cal Boating's revenue to pay for spiked pensions. It's only a matter of time before Cal Boating gets looted.*

*The 'maritime visa' Mexico has imposed on U.S. fishermen isn't aimed at drug smugglers, because drug smugglers don't apply for visas. Mexico's concern is that U.S. fishermen pile onto San Diego-based fishing boats, hit Mexican waters, then bring all their fish back to the States, having paid nothing for them. Last year we talked with a guy who was offloading 125 good-sized fish, mostly dorado, he'd caught while on a three-day trip out of San Diego. We can understand why Mexico would like a little in return, but the current fee seems very high.*

*For the record, tourism in Mexico was up last year, and has been up again for the first six months of this year.*

### ↑↓ CLOSE ENOUGH FOR GOVERNMENT WORK

Kirk Patterson wants to be the first *gaijin* to circumnavigate Japan, but I think he's more than a century too late. Whalers went around Japan long ago, as did many Russian vessels, including those with cartographers, which scared the bejeesus out of the Japanese. The first steamers plying



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## LETTERS

Japanese waters were also mostly captained by *gaijin*, some up until the early 20th century.

The dangers are still there, of course, but there is now a growing number of "sea stations" — marinas — along the entire coast of the four main islands. In fact, a 20-ft tug made the journey by going station to station a few years ago. Much of this was covered in *Kazi*, the great Japanese sailing magazine.

I'm sure the circumnavigation will still be fun and exciting, and probably raise a few eyebrows; it just wouldn't be a record. Of course, people used to do these things as part of work and not for the record books, so who knows — Kirk may indeed be the first *gaijin* to take a pleasure cruise around the nation.

Andy Jones  
Kanpai, Gemini 105Mc  
Brisbane

*Andy — First pleasure cruise, whatever. A lot of so-called sailing 'records' are more bogus than what Patterson is proposing, so we're not going to rain on his parade. We wish him the best and hope he'll keep us posted on his progress.*

*We're glad you mentioned the Japanese sailing magazine Kazi. We don't read Japanese, but based on the spectacular drawings and graphics, we can only assume the editorial content is equally good. How a country with so few sailors can support such a large and excellent publication is beyond us.*

### ↑↓ GETTING A CHARGE OUT OF THE BATTERY LETTER

Speaking of batteries for boats, fleet sales of batteries have the same problems as most battery outlets. Specifically, lack of quality control. Interstate, a brand one of your readers heralded as being the best, is but one brand on the market. The reality is that most manufacturers make decent batteries.

I'm the owner of a marine store that sells a great deal of marine/RV deep cycle batteries. Since most of the mariners who buy from us are after hard-to-find batteries, we check the date codes and test the performance of every battery when it arrives from the factory. We also finish charging them and confirm the proper voltages. Only then will we sell them. After all, 4D and 8D batteries are very heavy and could be a real effort if someone had to return one because it wasn't up to snuff.

By the way, technology and newer battery designs mean most batteries are sealed and vent caps have been eliminated. Vent caps allow for contamination of the electrolyte and flooded batteries. With absorbed glass mat (AGM) batteries, the battery is sealed and will therefore even work underwater. That's a good thing if you're trying to get off a *mayday* or keep the pumps running.

Dave Biron  
Big Break Marina, Oakley  
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### ↑↓ BE SURE TO WEAR SOME FLOWERS IN YOUR HAIR

I own an Island Packet 350 that I sail out of Galveston, Texas. Two of my adult children have lived in San Francisco for more than a decade now, and I'm thinking of moving my boat to San Francisco so my wife and I can share more time with them. But before making that leap, I really need to talk with a local sailor or two who can give me straight talk on slip availability, weather, sailing conditions, and so forth. Can you share a name or two with me? Thanks.

Rick Evans  
Whitney, IP 350  
Galveston, TX



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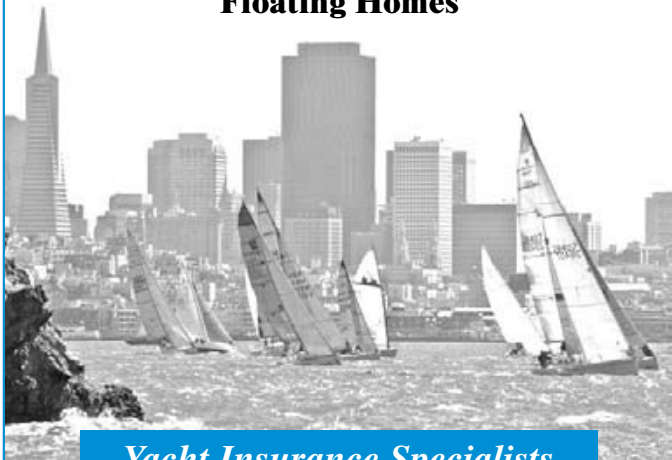
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Rick — If you don't mind us giving you our version of the answers, here they are:

1) While a slip would be hard to come by in San Francisco proper, you can find slips in the East Bay and Marin that provide reasonably quick access to the Central Bay and/or other great sailing areas.

2) A quip acrophypically attributed to Mark Twain says, "The coldest winter I ever spent was a summer in San Francisco." By the time the afternoon winds start blowing on Central San Francisco Bay — or more accurately the cool ocean air gets sucked in through the Gate by the heat of the Central Valley — it's going to be cold. However, if you were to sail just a couple of hundred yards to the lee of Angel Island or other areas close to the Central Bay, it suddenly could become much warmer, if not hot. Very often you can pick the kind of weather you want on the Bay, from mellow to nasty. You also want to remember there are many places to sail in the San Francisco Bay Area. So if you want warmer, you head for the Estuary, the North Bay, the Texas-like warm Delta or Napa and Petaluma Rivers.

3) Similarly, the sailing conditions vary tremendously depending on where you are and the time of day. It can be blowing 30 between Alcatraz and Angel Island with wicked chop, and just a few hundred yards farther on it might be blowing seven knots with flat water. More than any other place we've been, you can pick your sailing conditions on San Francisco Bay, from extremely challenging to mellow.

An Island Packet 35 is a perfect size and type of boat for enjoying San Francisco Bay and the Delta. We think you'd have a wonderful time sailing out here with your family. Whether someone from Texas could abide San Francisco culture and politics is a whole different matter.

↑↓ **WHEN SHOULD I GET AN EXAM?**

In the last letter of the June issue there was a casual mention of the writer's doctor suggesting less time in the sun. Being dark haired (when younger) and having brown eyes, I had never given skin cancer any concern. But a pretty small spot on my arm had me thinking of mortality for the first time. Had it spread to my lymph nodes, 'chemo' would have been in my repair list.

I cannot urge *Latitude* readers strongly enough to have a skin exam immediately — and regardless of age. Recently a 38-year-old died of melanoma.

Most likely, the doc will find some basal spots on most of us and burn them off. If there is a deadly melanoma that is found in time, it can be cut away. But if it travels, one is in real trouble.

I am now going in every three months and making sure that my cute female doc does a complete exam.

One generally doesn't think about sunlight as being something that can kill you, but it can. My sun habits have completely changed. Get an exam now!

Capt. Stuart Kiehl  
Watercress, 26-ft Tollycraft  
Tiburon

Stuart — Great advice.

For cruisers coming to Mexico this winter, a Banderas Bay-based cruiser gives the highest recommendation for dermatologist Dr. Vargas, whose office is close to Cornerstone Hospital, about a mile north of Costco in Puerto Vallarta. "Her number is (322) 225-3440, and she is not only very good, she's so hot that I can't even remember her first name." As with all doctors in Mexico, her fees are significantly lower than those in the States.

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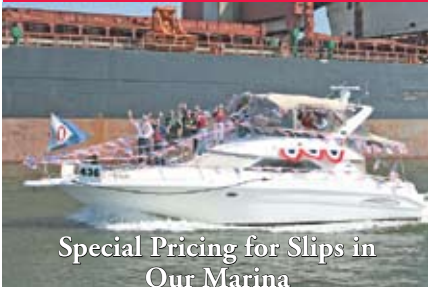
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## LETTERS

### IT CLICKED WITH ME

Years ago I bought a Fuji FinePix s5000 because of *Latitude's* recommendation — and have loved it! But it seems to have a major problem now, especially after a dusty trip down the Grand Canyon three years ago. So I'm wondering what digital camera you are using now, and how you like it.

Evelyn Jenkins Drew  
Aquarelle, Kirie Feeling 446  
Santa Cruz / St. Lucia

*Evelyn — We're glad our Fuji recommendation worked for you. The good news is that it's almost impossible to find a digital camera now that isn't astonishingly good. The improvements over your '03 model include: better quality photos, higher resolution, better metering, longer zooms, wider wide-angles, less shutter lag, better flash systems, video capability — the list goes on and on. Did we mention the cameras are also smaller, lighter and less expensive?*

The 'point & shoot' camera we're using right now is a Canon PowerShot ELPH 300HS that cost all of about \$149 from Best Buy. We don't know whether to laugh or cry, but it takes better photos than the Nikon D-1s we paid \$5,000 for when high resolution — for then — digital cameras first came out. This little guy shoots photos at up to 12 megapixels, which means it's capable of stunning 16" x 20" prints, and has a zoom equal to 24mm to 120mm. And it has about a dozen settings for things like portraits, sports, nighttime, landscape and so forth. It's smaller than a pack of cigarettes, which makes it good for slipping into a shirt or pants pocket, meaning you never have to be without your camera. However, some have found it a little too small.

If you want to spend a little more, you might look into something like Panasonic's Lumix DMC-ZS19, which can be found at Costco for about \$249. It's slightly larger, shoots at up to 14 megapixels, and has a ridiculously long 20-times zoom, plus all kinds of additional features. Here's just one example. If you were taking a photo of 14 people with your old Fuji, the camera would come up with one exposure for the whole thing. In modern cameras such as this Lumix, through some kind of black magic, the camera instantly picks out the 14 faces and comes up with custom exposures for each one of them. And it somehow works them all into the same photo.

Because you sail and do things like go down the Grand Canyon, you might be interested in waterproof-ish and/or shockproof-ish point & shoot cameras. These tend to cost a little



NIKON

bit more, and some don't have quite as much zoom or as many megapixels as non-waterproof-ish models. But for \$190 you can get the Fuji XP30 that has 14 megapixels and a five-times zoom. It's all you need. If you need fewer features,

**Nikon's 'tough' little point & shoot, the Coolpix AW100, is waterproof and offers geotagging.** Olympus, which has been making waterproof 'point & shoots' longer than anyone, sells little beauties for as little as \$129. If you like fancy features in your 'tough' camera, such as geo-tagging, check out the Nikon Coolpix AW100.

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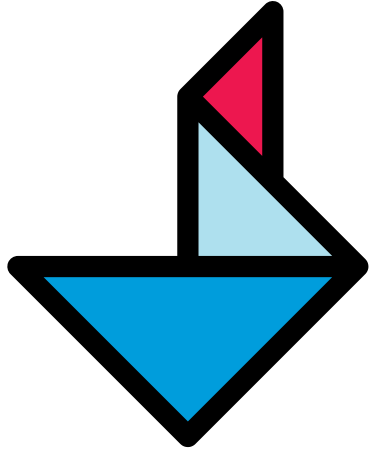


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## LETTERS

Whatever price point you choose, just make sure you get the latest model. If you go online and read all the reviews in an attempt to find the 'best' of these, you'll go nuts because there are literally dozens of them, most of them being slight variations of the others. Our suggestion is just go to Costco, find one that's in your price range, and head for the checkout line. You'll love whatever you buy.

What about SLR-type digital cameras with interchangeable lenses? If you want to take great photos of boats racing — or other sports events — they are the only way to go. The Nikon D7000 has gotten spectacular reviews, and coupled with a single 18-200 zoom, has all the bases covered in one package. It's about a \$2,000 package. Such cameras — Canon makes a terrific competitor — are much more expensive, more bulky and heavier. Having lugged film versions of such cameras around for 35 years, our right arm is now five inches longer than the left. So before investing in one of these, we'd make sure that a \$250 point & shoot couldn't handle 99% of your photo needs.

Bonus tip: Lots of men incorrectly assume that long is always so much better, no matter if we're talking about the height of their mast, the purple-headed warrior in their pants, or the focal length of the lens on their camera. When it comes to cameras, a wide-angle lens is usually much more useful than a big telephoto. When you buy a 'point & shoot', getting a wider wide-angle is more important than getting a 20-times zoom.

### ↑↓ SSB LICENSES HERE AND ABROAD

I'm a German living in Costa Rica, and would like to get all licenses needed to legally operate an SSB radio on my boat. What is the cost and what paperwork is necessary to obtain the ship's license and a personal radio telephone operator's permit?

Rainer Anders  
Lady Dynamite, Bavaria 49  
Costa Rica YC

Rainer — Not not all national rules are alike. Since you're a German citizen, you need to check with German radio authorities.

U.S. Federal Communication Commission regulations require that any U.S. ship/boat carrying a marine SSB radio within U.S. waters have a ship's station license. This is where you get your official call letters, as in, "This is Whiskey, Whiskey, Whiskey, 9876." A ship's station license costs \$160, and to make it convenient for everyone to remember, only needs to be renewed every 10 years. If you sell the boat, the license doesn't go with the boat.

The person operating the radio also needs a restricted radio operators permit, which costs \$60 and is good for the lifetime of the holder. Does the radio operator have to demonstrate radio knowledge or competence? Are you kidding? This is America, where the Coast Guard will give you a license to carry paying passengers even if you've never backed a boat out of a slip. You can start using your radio as soon as you apply for the license. Of course, if you think an SSB radio is as intuitive as your car stereo or a VHF, you're in for a surprise.

### ↑↓ A CITY WHERE IT SHOULDN'T BE

In the middle of the night a few years ago while approaching the entrance to the Golden Gate, we encountered heavy fog while motoring in calm conditions. Staying south of the shipping channel, we carefully made our way toward the Golden Gate. My friend Dan stayed glued to the radar, calling out buoys, land and traffic as I cross-checked our position on the GPS chartplotter. Having been around the area previously, I

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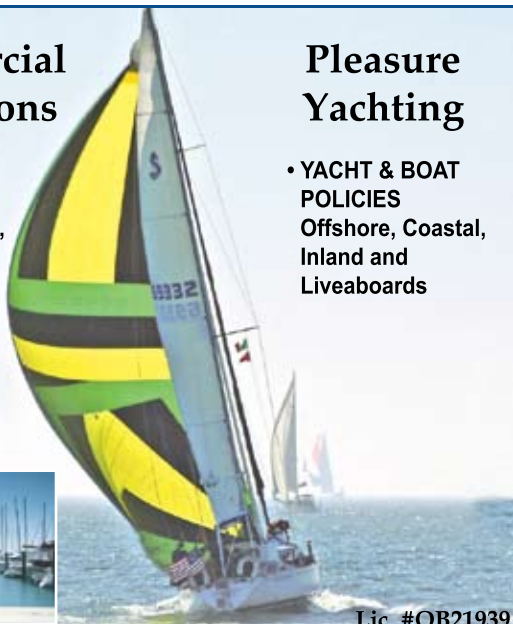
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## LETTERS

knew that the cartography was good, so our main concern was to ensure our position was accurate and to identify traffic.

We passed several fishing boats and a few cargo ships, all with discernible lights. As we neared the Bridge, we started to see the bright glow of city lights through the fog off the port bow. Our positions had been cross-checked well up to this point, but this completely confused us, as there shouldn't have been a city there! Radar just showed the massive structure of the Bridge, and our GPS showed us headed toward the south side of the span.

After many confusing minutes while we slowed to resolve the conflicts, we finally figured out that the 'city lights' were moving, and a large and exceedingly well-illuminated ship was headed out the Gate. The ship's navigation lights were invisible to us, perhaps partly due to the fog, but mostly due to the overwhelming illumination of the rest of the ship.

I've had the same experience in other areas, where well-lit ships look like towns when viewed against the land. And trying to discern positioning and movement when you are in restricted waters can be a dangerously time-consuming process. When it's foggy, it's even more difficult.

AIS is a great aid nowadays, but it must be used and working. Having passed a 1,000-ft cargo ship with no AIS transmitting just a couple of months ago, I was reminded that a visual lookout remains necessary, even in this era of AIS.

Cruise ships and party boats aren't the only offenders when it comes to navigation lights. Only about half of the sailing boats in the Bay display correct lights. For instance, it's common to see sailboats under power but not showing a steaming light. Often they will only have a tricolor. Or as I saw last night, there was a boat with her tricolor and deck nav lights on — a no-no in itself — but still no steaming light. That makes right-of-way determinations slower and more difficult. It's our responsibility to ensure good visibility and easily interpreted lighting as well.

Peter Henry  
Balance, Valiant 42  
San Francisco

### ↑↓ THE NAVY CAN BE EVEN WORSE

Cruise ships are a problem, but U.S. Navy ships are sometimes even worse. They run dark and won't answer VHF calls. Although I don't have an AIS and so I haven't experienced it personally, I have been told that Navy ships don't turn on their AIS. On the East Coast, particularly around the entrance of the Chesapeake Bay, where the Navy has quite a few exercises, it is a problem.

Peter Mason Passano  
Sea Bear, Whittholz 37  
Woolwich, Maine

*Readers — Peter is no novice. Having started cruising from Northern California, he was awarded the prestigious Cruising Club of America's Bluewater Medal in '07 for his many, many long offshore passages.*

*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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## volvo ocean race update

It ain't over, but it's almost over. The last two legs of the Volvo Ocean Race have seen unusual Atlantic weather conditions, a change in the leaderboard, and more boat breakage.

The Leg 7 Atlantic crossing from Miami to Lisbon, Portugal, was



IAN ROMAN / VOF

'Camper/Emirates' skipper Chris Nicholson gets a hug from his son after taking second in Leg 8 of the Volvo Ocean Race.

a strange affair, starting off with a nice reach for the 70-ft boats but on a heading due north — the wrong way — because of high pressure and no winds to the east. Then the six-boat fleet sailed right into a tropical depression named *Alberto* and battled 50-knot winds. On the final run to Lisbon, they got a variety of conditions and swapped the lead almost every day. In the end, the elated *Abu Dhabi Ocean Racing* team came in first with *Groupama* and *Puma Ocean Racing* by BERG rounding out the podium. Past

overall race leader *Telefónica* came in fourth, handing the overall race leader baton to *Groupama*.

With only 21 points separating the top four teams, the Lisbon in-port race and the sprint from Lisbon to Lorient, France, in Leg 8 would be vital for the teams' survival. *Telefónica* was still in second and only three points behind *Groupama* going into the in-port race. But with every point from now on being so crucial, they must have thought they needed to be more aggressive. Right after the start they fouled *Puma* and had to do a penalty turn, which shot them to last place for the race. *Groupama* won the in-port race, padding their overall first place.

The North Atlantic is the training ground for all those crazy French sailors we read about, and everyone expected the French entry, *Groupama*, to do well in Leg 8. But unexpected winds mixed the fleet up once again as the light air at the Azores turning mark morphed into a 45-knot gale and a drag race to the finish in Lorient. All the boats sailed full-throttle, but *Groupama* was fastest and finished first. *Puma* fought *Camper with Emirates Team NZ* until the very end, but lost the duel and came in third following *Camper* in second. And *Telefónica* may have pushed a little too hard once again, as they broke both rudders and limped into port in fifth place, thus ending their chances of winning the race overall.

The American entry, *Puma*, is now in second place. Skipper Kenny Read vows to fight to the end. "It is *Groupama's* race to lose now," he said. "But that is not to say we are not going to fight tooth and nail for it. They realize they have this thing in their grasp, and I'm guessing they'll do a good job of finishing this race off. But if they don't want to do that, then we will take it from them — I guarantee that." Tough talk from the cat.

The next and final leg is from Lorient to Galway, Ireland, starting on July 1. Two more in-port races are also scheduled, so it ain't over yet. You can follow all the action at [www.volvoceanrace.com](http://www.volvoceanrace.com).

— ncs

## old guys (and boats) rule

We don't normally draw comparisons between sailboats and railroad machinery. But when the 82-ft, 50-ton M-class sloop *Pursuit* came roaring toward us in late May with her lee rail kicking up torrents of roiling foam, she seemed to be charging ahead with all the power of an express train trying to make up for lost time.

As you can see by the photo on the next spread, shot near the

continued on outside column of next sightings page

## a full line-up of

### doin' the doo dah

Entering its fourth year, the Delta Doo Dah is a laid-back rally from San Francisco Bay to the warm waters of the Sacramento-San Joaquin Delta. Fifty boats signed up months ago for the 'Fab 4' Doo Dah, which promises to be the best ever! While this year's fleet roster may be full, you can still enjoy the Delta on your own. See [www.deltadoodah.com](http://www.deltadoodah.com) for more.



'Abu Dhabi' skipper Ian Walker cried when he took fourth on Leg 8 — or maybe the salt spray just got to him.

## latitude events

### get your ha-ha's out!

As of June 23, there were 63 paid entries for late October's 19th Annual Baja Ha-Ha Cruisers' Rally from San Diego to Cabo San Lucas. We don't have space to list all the entries this month, but they range in size from Patric Walton's San Francisco-based Morgan 28 *Valkyrie* to Paxy Ltd's Larkspur-based Oyster 655

continued in middle column of next sightings page

## old boats — cont'd

Blackaller buoy during the Master Mariners Regatta, it was an awe-inspiring sight. But even more impressive than this vintage woodie's speed and power was the fact that, after expending literally decades of labor restoring her, owner Ron MacAnnan, now 86, finally got her out racing again in top form. It's probably safe to say she out-pointed every other boat in the fleet. With Hank Easom on the helm and John Hayes calling tactics, she corrected out to second in class — a vast improvement over last year's attempt when she placed eighth. Prior to that 2011 outing, it had been 43 years since this sleek beauty had

continued on outside column of next sightings page



'Puma' is stalking 'Groupama', just waiting for the leader to falter.

SPREAD: PAUL TODD / VOR; INSET LEFT: IAN ROMAN / VOR; INSET RIGHT: AMORY ROSS / PUMA

# SIGHTINGS

## old boats — cont'd

run any race course. The windy '69 TransPac, in which three boats dismantled, was her previous contest.

"I had a good time during the Master Mariners," said Ron in his typically understated manner. After working on *Pursuit* tirelessly "six and a half days a week" for years, he was undoubtedly proud to have made such a fine showing, although it drives him crazy that the luff of his jib wasn't as crisp as a well-starched bedsheet. Yeah, you have to look closely to see the tiny scallops. But for Ron, like many classic boat owners, anything short of picture-perfect isn't quite good enough. And we can understand why. Owning a rare thoroughbred such as

continued on outside column of next sightings page

## events

*Gundamain*, and include six catamarans.

Why do the Ha-Ha? Even if you didn't want to make lots of new sailing friends and didn't think there was safety in numbers, there is always the money angle. Many sailors save more than the entry fee in discounts. We'll list some of the discounts in the next issue of *Latitude*. Deadline for entries is September 10. To enter, visit [www.baja-haha.com](http://www.baja-haha.com).



Before the race, ace tactician John Hayes (left) studied the course with owner Ron MacAnnan. Sausalito's Hank Easom had the honor of driving during most of the 15-mile race.



## — cont'd

**be a ta-ta pioneer**

As of June 20, there were fewer than 20 spots open in the first-ever SoCal Ta-Ta Rally, from Santa Barbara to Two Harbors, via Santa Cruz Island, Paradise Cove and King Harbor in Redondo Beach. This is the Southern California version of the Ha-Ha, run by the same folks who have been putting on the Ha-Ha for 19 years. The dates are September 9-16. For entry information, see [www.socaltata.com](http://www.socaltata.com).

**old boats — cont'd**

*Pursuit* is a weighty responsibility. According to Ron, only one other of the original six M-class sloops is still around (*Simba*), and she's torn apart in The Netherlands somewhere, bogged down in an extensive rebuild.

Launched as *Avatar* in 1929, *Pursuit* was built in Germany by Abeking and Rasmussen. Ron bought her in 1960 and raced her in the '61 TransPac months later. Although the maintenance work never ends, he hopes to put her through her paces often this summer. So if you see what appears to be a foaming express train bearing down on you, we suggest you give her a wide berth so you can savor the majesty of this 83-year-old warhorse. The sight of her blasting across the Bay will definitely make your day. (See page 80 for our full report on this year's Master Mariners.)

— andy

**girl power**

It seems everyone is always trying to find a new way to get ahead in life. Whether it's the latest and greatest in high-tech gizmos, a little-known secret to success or the tried-and-true backstabbing of a colleague, it's a dog-eat-dog world out there and you've got to stay hip to the latest trends to gain an edge. Laser racer Christine Neville doesn't subscribe to this modern mentality. She's old school. She's one of those crazy people who believes she can accomplish anything she sets her mind to with hard work and dedication. And it would seem that she's onto something.

Though she's been sailing since her teens, Christine got serious about racing four years ago. Two years ago, she packed up her \$1,600 Saab and moved to San Francisco to focus on sailing. With her trusty Laser on the roof rack and her dog Annie riding shotgun, she made the long trek west and immediately landed a job at Pineapple Sails in Alameda. She quickly became a fixture on the local Laser scene by making her way to the starting line of every regatta — this in addition to three or four days of practice she puts in every week. "Since coming here, I've been doing so much racing and sailing that I've definitely upped my game," she says. "I love it here!"

Her unrelenting efforts are paying off for Christine, who recently sailed in the 2012 Laser Radial World Championship in Boltzenhagen, Germany. One of just five Americans to compete in the event, Christine made the trek to Europe with her boyfriend and defending Laser slalom champ, Peter Shope, acting as her coach. Primarily competing against younger high school- and college-age competitors, Christine's lifestyle and work ethic continued to set her apart. Selling off personal possessions, picking up extra hours at work, and eventually creating a fundraising webpage, Christine once again relied on hard work and dedication to make it to the event.

"It was a wild ride to get there," notes Christine. "I arrived at 7:30 a.m. and was so tired that I didn't know if I was jet-lagged or not. I decided to not take a nap and go sailing all day instead. I was fine until the next day when I collapsed from sleep deprivation!" After a good night's sleep, Christine settled into her first day of racing with race results of 52nd and 50th in the 70-boat fleet.

"It was so competitive. I used to think that getting a good start was important, but I realized you have to, in fact, have a *great* start to be competitive at this level. When the top 30 or 40 sailors are doing everything right, it's extremely difficult to achieve a good result."

Regrouping after a challenging first day, Christine came back stronger and posted a scorecard of 31-42. With Peter's coaching and her increasing comfort and confidence in the big fleet, Christine came

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**Christine Neville.**

## girl power — cont'd

back for the third day of racing to post two impressive scores of 21-25. In spite of her improving results, she just barely missed qualifying for the Gold Fleet. After three more hard days of racing, she ultimately finished 17th in the 66-boat-strong Silver Fleet.

"It was such an incredibly great experience to compete in a World Championship regatta," says Christine. "The high level of competition and all of the wonderful sailors from all over the world made the event a great opportunity for me to learn and get better. Humbled by the competition yet inspired by her rapidly improving results, she talks with an air of confidence when she says, "My next big regatta is the Laser Radial North Americans in the Columbia River Gorge in August. It's a mixed-gender fleet, so I'll be racing against girls *and* boys." One thing's certain, Christine Neville will be one to keep tabs on. Watch out, boys . . .

— ronnie simpson

## anchor in style at aquatic park

In addition to its predictably strong winds, San Francisco Bay is revered as a world-class sailing destination largely due to the unique features that surround its central basin: The Golden Gate and Bay bridges; Angel, Yerba Buena and Alcatraz islands; the Sausalito waterfront and the Fisherman's Wharf area, where the towering masts of the historic square-rigger *Balclutha* stand as a constant reminder of the region's colorful maritime history.



**Drop anchor in Aquatic park, row ashore and enjoy the Park.**

But among all the sailors who cruise past that venerable three-master with awe, we'd bet that relatively few have actually walked the docks of the San Francisco Maritime National Historical Park to see her and her vintage companion vessels up close. We highly recommend spending time in the park and adjacent Maritime Museum, and we think one of the best ways to do so is to overnight on the hook in neighboring Aquatic Park Cove. Yes, that's allowed, and contrary to rumors you may have heard, sailboaters can use their auxiliary engines when anchoring or exiting — but, of course, you'll score style points if you sail onto and off the hook. (Motorboats are not allowed.)

This summer the park is being proactive in encouraging sailors to use the Cove: "This protected location offers beautiful views of the Bay and the City, hosts two swimming/rowing clubs and an active Sea Scout Base, and is home port to the park's Age of Sail youth education programs," administrators explained in a recent release. And we're reminded that the Hyde Street cable car line, which terminates across the street from the park, will take you right to Union Square in the heart of downtown.

Day-use anchoring (for free) is on a first-come, first-served basis. (But vessels over 40 feet in length or 8 feet in draft need park approval prior to entering the Cove.) No permit is required for day use, except on high-use days or during major waterfront events. Overnight stays of up to five days do require a (free) permit from the harbor master.

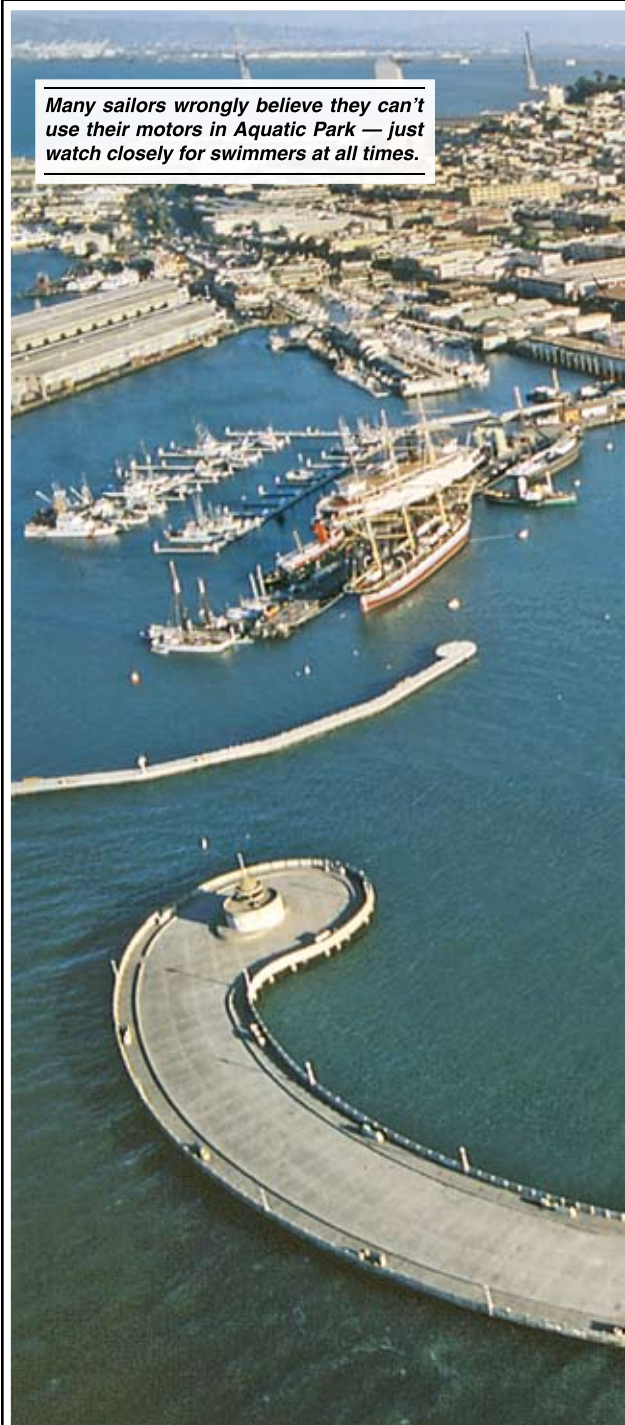
One thing you always need to keep in mind here, however, is that there may be swimmers in the water at any time of day, so always post a bow watch when entering or exiting. (Dinghies can be landed just south of the swim club buildings.) For more info on the Cove or permits, contact Harbor master Janie Mayton at (415) 859-6807 or [nps\\_safr\\_harbor\\_master@nps.gov](mailto:nps_safr_harbor_master@nps.gov). For general park info call the visitor center at (415) 447-5000 or visit [www.nps.gov/safr](http://www.nps.gov/safr).

— andy

## cause of aegean

In an announcement that surprised few, US Sailing's Independent Review Panel officially concluded that the Hunter 376 *Aegean* ran into North Coronado Island during the Newport to Ensenada Race in late April, killing everyone aboard as a result. "The Panel gathered information from race organizers, collected data from the *Aegean's* track during the Race, and

**Many sailors wrongly believe they can't use their motors in Aquatic Park — just watch closely for swimmers at all times.**



## accident confirmed

met with the US Coast Guard San Diego Sector's investigation team," noted the statement issued yesterday. "The Panel will continue their efforts to document the accident, draw conclusions, share the lessons learned and offer recommendations to the sailing community. A full report from US Sailing is expected by the end of July."

— *ladonna*

## the unsinkable *molly brown*

Tom Luce had a rude awakening on May 10 when he found his Hunter 33 *Molly Brown* hard aground just outside the Pt. San Pablo Yacht Harbor. But she wasn't so much aground as stuck on something.

"I'd anchored in front of the marina, some distance from several PVC poles stuck in the mud, to wait out some heavy winds," Luce explained. "My anchor apparently dragged enough during the night to move me closer to the poles, and around 7:30 a.m. I heard crunching

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PHOTOS COURTESY SAN FRANCISCO MARITIME NATIONAL HISTORICAL PARK

# SIGHTINGS

## ***molly brown* — cont'd**

noises near the rudder."

It turns out *Molly* had drifted over and onto the poorly marked remains of an old wreck. As the tide continued to dump out of San Pablo Bay, *Molly* settled farther and farther onto the hulk, damaging her rudder. Luce initially tried to get himself out of the jam but, having inadvertently left his running lights on all night, his engine wouldn't turn over. By the time help arrived, he was set too firmly on the wreck to move and had to wait for the tide to come back in.

"This was my first boating accident since I started sailing in Boston Harbor in '73," he said. "I just want to warn others about this underwater menace since there are no signs indicating what the PVC poles just west of the marina breakwater are marking. Did they mean

continued on outside column of next sightings page

## **short**

**NEWPORT, OREGON** — While we're not inclined to buy into the mainstream media's hysteria over the debris field set adrift after the Japanese tsunami in March 2011, the recent groundings of large — and very hard — objects can't help sending a shiver down the spine of anyone who plans to sail home from Hawaii this summer. The most recent addition to the growing list of flotsam discovered along the West Coast is an enormous dock that washed ashore at Newport, Oregon's Agate Beach in June. Measuring 66 feet



COURTESY MOLLY BROWN





## sightings

long by 19 feet wide by 7 feet tall, the dock was one of four that broke free during the tsunami. Another was found on an island near where it had originally been moored, which leaves two unaccounted for.

**SAN FRANCISCO BAY** — Enterprising sailors looking to make a quick buck off the America's Cup hype might want to take note that the Coast Guard is issuing a public advisory about illegal passenger vessels that are plying Bay waters. It may seem a relatively benign 'bending' of the

continued in middle column of next sightings page

At the entrance to Pt. San Pablo Yacht Harbor, white PVC poles mark an old wreck that caught Tom Luce.



## molly brown — cont'd

one object below? Several things under each one? Did they mark a channel? They turned out to mark one side of the wreck, but how could visiting cruisers know that?"

Luce, who's owned *Molly Brown* for a little more than a year and keeps her in Berkeley, had the boat towed to Berkeley Marine Center, where he learned the costs related to the accident could easily top more than \$3,500, and with minimal insurance, he'll bear the full brunt.

"I'm getting nowhere with finding out who's responsible for installing adequate signage, even though everyone locally agrees it's a problem," Luce said. "The marina staff, who were very helpful, told me there have been many complaints made to various authorities over the years — they said there are at least 100 anchors caught on that wreck — but everyone just passes the buck. I would give anything just to have had an adequate sign telling me what I was headed into."

— ladonna



TOM LUCE

*She didn't sink, but 'Molly Brown' suffered terrible rudder damage.*

## sf marina tenants are fighting mad

In this month's *Letters*, Bruce Munro assails the San Francisco Recreation and Parks Department for what he views as their attempt to change the rules on the tenants at San Francisco Marina. Munro says every tenant has a contract with the marina that states, among other things: 1) They have a permanent right to a slip; 2) They have a right to transfer the right to the slip when selling their boat, subject to a reasonable transfer fee; and 3) They have the right to sublet their slips six months out of every year. The legal folks for the City of San Francisco say they don't believe the tenants have any of those rights.

Finding the Rec & Parks folks, as well as other city officials, unresponsive to their concerns and input, the Harbor Association, including Munro, have decided they have no choice but to file suit against the City over the new harbor rules. Among the things that make Munro and other tenants angry is the feeling that the City is trying to intimidate them. In order for tenants to get a temporary berth while the City is in the middle of a more-than-year-long rebuild of the harbor, the City is requiring that tenants acknowledge they have no right to a permanent berth. In other words, the City is forcing them to sign away their rights in order to get a temporary berth. Munro says such hardball tactics are wrong and unworthy of the City.

No matter what happens with this situation, it appears that the seemingly sweetheart deal tenants at the San Francisco Marina have long had with the City will be coming to an end. While a final decision hasn't been made, San Francisco Marina fees are slated to go up from their long-time below-market rate to a more competitive \$14.50 a foot when construction is completed. A major increase in slip fees, over a period of years, is apparently in the works for tenants of the City's South Beach Harbor, too.

— richard

## america's cup action bay-bound

As we go to press, the America's Cup World Series 2011-2012 is just wrapping up at Fort Adams State Park in Newport, RI. You know what that means? Well, aside from Jimmy Spithill hopefully showing the world that Oracle Team USA is tops? They are San Francisco-bound at last!

continued on outside column of next sightings page

# SIGHTINGS

## ac — cont'd

And Oakland-bound, too, if MC Hammer has anything to do with it. The Oakland-born rapper was seen giving an exultant salute at the helm of an Oracle catamaran with Russell Coutts off San Francisco's Mission Bay in mid-June. It was Hammer's first time steering a sailboat. "I was having a ball, unbelievable," he said back ashore. "I put it in two-wheel motion! I was ghost-ridin' that whip!" (Check [www.urbandictionary.com](http://www.urbandictionary.com) if you're too sailor and not enough street.)

Hammer's hot on the Cup, and he intends to include Jack London Square and the East Bay in more festivities. Plus, "an element of hipness," natch. And for a sport that has struggled with diversity, Hammer has this to say about the Cup: "It has no ethnicity. No color. Just experience it. Look for the audience to be broadened!"

Hammer also donates energy helping disadvantaged youth, and he's got his eye on the Red Bull Youth America's Cup — deets were announced in May at an event overshadowed by an AC45 smack dab in the middle of Union Square. The youth race will take place prior to the America's Cup finals, which start September 7, 2013. The teams must

be men and women 19 to 23 years of age who are citizens of their sponsoring nation. They'll use hand-me-down cats from the AC World Series. The U.S. will have a national team, and the Bay Area will get its own team as the host venue.

In addition to backing the Youth America's Cup, Red Bull is a new Oracle Team USA sponsor. (We must say the Red Bull branding is a colorful addition to USA's AC45 cats skimming around the Bay.)

The 34th America's Cup itself kicks off with the Louis Vuitton Cup on July 4, one year from now, in 72-ft catamarans under a tightly crafted AC72 design rule. In the lead-up, the AC World Series is required multi-city racing by all teams in 45-ft one design AC45 catamarans. The 2012-2013 series starts next month in San Francisco, with tight Cityfront courses to be raced August 21-26.

World Series racing has no bearing on standings in the 34th America's Cup, but with a grueling combination of fleet racing, match racing and speed trials, it sure has been fun to watch. Points are awarded based on combined fleet and match racing performance.

Heading into Newport, Spithill's boat, *USA 4*, topped the overall series standings, two points ahead of *Emirates Team New Zealand*, skippered by Dean Barker. Sweden's *Artemis Racing* (Terry Hutchinson) and France's *Energym Team* (Loïck Peyron) were in third and fourth.

In San Francisco, we're expecting 10 boats from eight countries. In addition to the top four, there are *Team Korea*, *Oracle Team USA 5*, *Italy's Luna Rossa Piranha* and *Swordfish*, and *China Team* (Phil Robertson). The UK's *Ben Ainslie Racing* will make its first appearance, following Ben's attempt to take a fourth Olympic gold in the Finn.

By the time you read this, the AC World Series — boats, bases, equipment — will be packed up in dozens of shipping containers aboard a single ship bound via the Panama Canal for San Francisco in late July. Bases and hoists will be set up on Piers 30-32 (future home of the Warriors?). Oracle Team USA will stay at Pier 80. AC Regatta Management has secured space for support boats at South Beach Harbor, and Sweden's Artemis team is setting up in Alameda for their AC72 operations. With the full entry deadline extended to August 1, the question everyone's asking is, who's in for the actual Cup next year?

On June 18, Team Korea announced they were all in, entry fee paid. They join Artemis, Emirates Team New Zealand, Luna Rossa, and Oracle Team USA. With both New Zealand and Team USA planning two-boat campaigns, there will be at least seven AC72s tearing

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## shorts

law, but the Coast Guard takes the offense quite seriously — as they should — and are boarding boats they suspect are illegally carrying paying passengers. The fines can be quite hefty — up to \$32,500 — and the Coasties say they've already slapped illegal operations with nearly \$2,500 worth of fines since the beginning of May.

If you're considering buying tickets on a paid cruise, the Coast Guard recommends asking to see the captain's USCG license and making sure the boat has a USCG Certificate of Inspection promi-

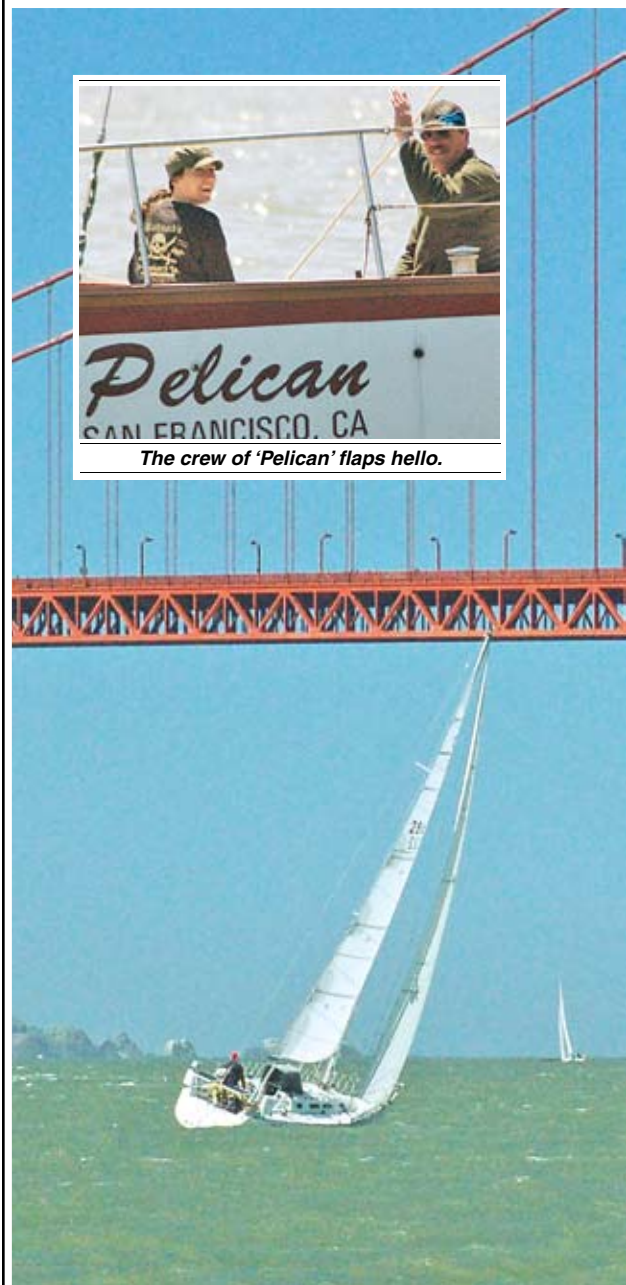
GUILAIN GRENIER / ORACLE TEAM USA



MC Hammer took the helm of an AC45 last month.



The crew of 'Pelican' flaps hello.



## — cont'd

nently displayed. Call (415) 399-3547 to verify a license or the status of a boat, or to report an illegal charter operation. If you have your Coast Guard license, your boat needs to be inspected before you take more than six paying passengers or you're at risk of losing your ticket, as well as being fined. If you're not licensed and are thinking of subsidizing your slip fee by taking out paying customers, do everyone a favor and stop thinking. Not only are you at risk of being caught, but you might inadvertently be putting those customers at risk.

## ac — cont'd

it up on the Bay next summer.

We should see AC72 action shortly. July 1 is the first date the giant cats can be launched, per the race protocol. The Kiwis have provisionally set July 21. Team USA is looking at August. On June 12, the team's 13-story wingsail and crossbeams arrived by truck at Pier 80 (even in two pieces the size of the wingsail required routing the truck through San Jose rather than over the Bay Bridge).

Artemis has been sailing their AC72 wingsail mounted on an ORMA 60 trimaran. The tri doesn't quite run afoul of the July 1 rule, as CEO Paul Cayard delightedly explains when given the chance. Unfortunately, the rig came crashing down in late May, which pushed back the team's AC72 launch until October. Fingers crossed for an Oracle-Artemis rumble in AC72s at that time.

— paul oliva



'Sea Star' smashes out of Richardson Bay.



Breakin' out on 'Breakout'.

The summer sailing season on San Francisco Bay couldn't be sweeter. Just ask Paul Nielsen on his Olson 34 'Culebra'.



It takes finesse on 'Vitesse Too'.

# SIGHTINGS

## grin and bear it

One of the last things my mother said to me just prior to her passing away was, "I wish I'd taught all my children how to sail." Although my mother was the daughter of Ernest Nunes, and granddaughter of Manuel Nunes of the Nunes Brothers of Sausalito, my siblings and I had no knowledge of boats, let alone how to sail. I remember the stories my mother and Aunt Bee Basford (Manuel's daughter) told about the boats built by my great-grandfather's yard — Zacas, Hurricanes, Mercuries and Bear Boats. One of the very few memories I have of my grandfather is when my mother walked me as a small child to the boatyard and I heard the sounds of the hammer clanking as my grandfather worked in his shop.

I'd always dreamed of learning how to sail and owning a boat one

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## shorts

**LATE, TONGA** — Rescuers spent days scouring the small Tongan island of Late, about 30 miles west of Vava'u, last month in search of two Australian sailors whose Bavaria 50 *Navillus* broke up on a reef off the island on June 14. Ian Thompson and Erwin Claus, both in their late 60s, had been delivering Thompson's newly purchased boat from the Caribbean to the Whitsundays, where he planned to retire. Claus was able to call his wife after the pair went aground, but no sign of them was found, though plenty of wreckage was

*Patti's dream has come true — she's learning how to sail on 'Patti Bear', a Bear Boat built by her grandfather, Ernest Nunes.*



*Patti thought the boat was a lost cause, but put her faith in Bruce.*

PHOTOS COURTESY PATTI BEAR

## — cont'd

recovered. Searchers had hoped they made it ashore, but after a week, the search was suspended.

**SAN FRANCISCO** — Five years after his disappearance on an ash-scattering voyage aboard his Gashouse Cove-based C&C 40 *Tenacious*, Jim Gray was declared legally dead by a San Francisco court in May. While this brings closure to Gray's family and many friends, the unexplained nature of his disappearance has left an indelible mark on the local sailing community.

— ladonna



Her trust was rewarded in the end.



Bruce Martens was able to complete the restoration he'd started on 'Root Bear' years ago.

## bear — cont'd

day — not just any boat, but one built by the Nunes Brothers — but my life took another direction and it wasn't until I was in my 50s that my dream became a reality. And to think, my stumbling into this wonderful new adventure all came about accidentally after an argument with my brother Russ over the boats built by our family.

Wanting to prove my point (whatever it was), I searched the internet and ended up on the web page for the San Francisco Bay Bear Boat Association. An ad for a vintage wooden Bear Boat (#37) caught my eye. *Root Bear* was built in 1947 by the Nunes Brothers and could be acquired from the Napa Valley Marina essentially for free. The ad said "*Root Bear* is in rough shape and is basically stripped inside."

Although I had no knowledge of what it would take to bring a vintage wooden boat back to seaworthy condition, something compelled me to call Kirby Long at Napa Valley Marina. After telling him my story, he gave me the phone number for Bruce Martens, a surveyor who also works on wooden boats, and who'd owned *Root Bear* for a short time. His first words were, "I grew up in Sausalito, and I played in the Nunes Brothers boatyard when I was a boy." At that moment, I felt a kindred spirit and knew that our paths were meant to cross.

My husband, Keith, and I met Bruce at the marina to check her out. My heart sank when I laid eyes on her. The ad hadn't lied: she was in very rough shape. I remember thinking that it was an impossible task and that she could never sail again. Bruce assured me several times that she could be brought back to life, and that he could do the work. I felt compelled to trust him, so I committed to *Root Bear*.

Bruce started the restoration of the newly-renamed *Patti Bear* this past February, and Keith and I would help on the weekends. After 50 days of work, and with three generations of Ernie Nunes' descendants on hand, *Patti Bear* was launched and rechristened. The project of restoring a piece of our family's heritage and bringing our vintage wooden Bear back to the water has given my family and me a great sense of pride and fulfillment.

And now, after all these years, I'm finally learning how to sail.

— patti tipton

## reflections sinks after whale collision

We're saddened to report that Max Young, who spent nine years circumnavigating aboard his Sacramento-based Perry 47 *Reflections* and who was on his way back to the Bay after spending the last couple years in the Caribbean, lost his boat on June 13 off the coast of Baja after a collision with a whale.

According to the Coast Guard, Young was singlehanded about 40 miles west of Punta Abreojos when the whale breached, damaging the boat's prop shaft and rudder and causing her to take on water. Young activated his EPIRB, and the Coast Guard Command Center in Alameda responded by diverting an HC-130 and requesting assistance from the 623-ft bulk carrier *Ocean Virgo*, which was about 60 miles away.

By the time the plane crew made contact with Young, around 2 a.m., *Reflections* was riding low in rough seas while Young did his best to keep up with the inflow. The flight crew stayed on scene until *Ocean Virgo* arrived around 4 a.m. Young, who was apparently uninjured, was taken aboard the Panama-bound ship at sunrise. He planned to return quickly to Northern California. We hope to have a full account of his story in a future edition of *Latitude 38*.

— ladonna



Patti Tipton, great-granddaughter of Manuel Nunes, knew she had to rescue a family heirloom.

## our kind of crazy

I'm often asked about cruising with kids. Is it difficult? I've overheard people talking about us. We're brave, apparently, and it's not because of the ocean, or the remote places we go; it's because Tucker and I took our kids Ruby, 7, and Miles, 4, cruising aboard our Emeryville-based Cal 43 *Convivia*. We're also crazy, according to a guy hiking behind us recently in French Polynesia. The guy in the slip next to us for a week in La Cruz thought we must love the commotion, mess, and noise of five little kids running around the boat.

Most people out here have waited until their kids were grown and, from what I gather, most people are unwilling to live this closely with their kids day-in and day-out. Here's what my life is like: I make break-



Meeting local kids is one of the best rewards of cruising with young children.

fast, and do dishes, and read books, and bake bread, and perpetually come up with dinner ideas. I wash laundry, and remind the kids to flush the toilet and wash their hands, and pick up their Legos, and finish a chapter. I take the clothes off the line, and sweep the floor, and tell the kids to get their shoes on and find their water bottles and get in the dinghy. I'm always behind on the laundry, the toilets need scrubbing and it's difficult to take the kids to the grocery store. My life is the exactly the same as any stay-at-home mom's with two little kids.

Some cruisers without kids wonder why I would travel this way. They wonder why I would trade the ease of dropping my kids off at school, hiring out the cleaning, and going out to dinner for the trouble of doing it all myself, while living with them in our tiny space.

It's true. Because of our kids, we don't get to spend a whole day snorkeling. We don't get to take the longest hike and climb to the highest viewpoint. We don't get to go out to a fancy dinner or (successfully) sneak into a resort swimming pool. We don't get to stay up late on anyone else's boat.

On the other hand, because of our kids, we do get to meet locals. We connect to families with whom we don't share a language because we figure out that our children were born weeks apart. We are understood when our little one's legs get too tired and need a shoulder carry. "*Fatigué*," they say. They've taken care of their own little ones, too. Because of our kids, we're handed a couple more bananas before we walk home, smiled at as we order ice cream, and laughed at when Miles walks right up to everyone and begins to speak, in English, without ever stopping to notice that they don't understand a word. Because of our kids, people seem to understand that we're not on vacation.

We wanted to go cruising before we had kids. In fact, part of the reason we had kids was that we wanted to travel with them. We always planned on taking care of our own kids — that's not to say I didn't research Swiss boarding schools for three-year-olds once or twice — and that one of us would stay home with them. So, for now, we both stay home. And it is so much easier. We get to share in the work of child care and the joy of the kids' making some pretty amazing discoveries.

What we get and give our children are life stories that include sailing across the Pacific, hiking to the third highest waterfall in the world, wading with black tip sharks, swimming from the boat in clear, warm, turquoise water, snorkeling around a coral reef, bike riding on an atoll called Fakarava, and birthdays that will be celebrated in Tahiti, Suvarrow, and Fiji. We'll see mountains and jungles, beaches and volcanoes, full moons and shooting stars. And that's only part of it. That's only this year.

Their world view already includes three languages. They mix Spanish with their English, and are adding French every day. They don't

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## sb 623 banning copper

When Senator Christine Kehoe initially submitted SB 623 — legislation that eventually would ban copper-based bottom paint — last year, *Latitude* cautiously supported it, even though we're not overly fond of government intrusion in people's lives. But a revised version of the bill added so many caveats and loopholes — or maybe they should be called sinkholes — that we considered it a lame-duck piece of legislation and "a complete waste of the legislature's valuable time."

It seems Senator Kehoe agreed with us.



## bottom paint shelved

Last month, she shelved the legislation for the time being so unfinished studies could offer quantifiable scientific data to refine it. She also hopes to incorporate the federal EPA's method of gauging copper levels and a pending state determination of the safe levels of low-leach copper paints. "It makes sense to defer the bill until some of these essential items are completed in 2013," Kehoe said.

Since Kehoe's term is ending, the ultimate fate of the bill remains to be seen.  
— *ladonna*

## crazy — cont'd

look twice at a man with a half-tattooed face and a pencil urchin spine through his ear wearing a boar tusk necklace. They're explorers with no end to their questions and discoveries.

For the people wondering why we're out here in the South Pacific with our kids: We couldn't wait! We worked hard to make sure this was one of our choices in our life, and of course we're going to cruise with our kids. We love the warm breezes and beautiful ocean, too. It's amazing to be here, even if we miss out on a thing or two because we're busy picking up toys off the floor . . . again. We're working hard to take care of our home and our children, and we'd rather keep doing that with an absolutely stunning view.

— *victoria bradford*  
[www.forgeover.com](http://www.forgeover.com)



*'Convivia' is home to the Bradford family: Tucker, Victoria, Ruby & Miles. Together they climb mountains, cross oceans and learn about the world around them.*

