

Latitude 38

VOLUME 409 July 2011

WE GO WHERE THE WIND BLOWS



Latitude 38

JULY 2011

VOLUME 409



Happy Independence Day!

Boaters in general have a very independent streak. We like to be self-sufficient and ready to go at a moment's notice. Join Grand Marina in celebration of the true meaning of this historically important holiday.

- Prime deep water concrete slips in a variety of sizes
- Great Estuary location at the heart of the beautiful Alameda Island
- Complete bathroom and shower facility, heated and tiled
- FREE pump out station open 24/7
- Full Service Marine Center and haul out facility
- Free parking
- Free WiFi on site!
- And much more...

DIRECTORY of GRAND MARINA TENANTS	
Bay Island Yachts	6
Blue Pelican Marine.....	162
The Boat Yard at Grand Marina ...	21
Lee Sails.....	150
Pacific Crest Canvas.....	49
Pacific Yacht Imports	13
Rooster Sails	166
UK-Halsey Sailmakers.....	



GRAND MARINA
 ANDERSON-ENCINAL

510-865-1200

Leasing Office Open Daily
 2099 Grand Street, Alameda, CA 94501
www.grandmarina.com

Singlehanded - Singular Results



PHOTO ERIK SIMONSON WWW.H2OSHOTS.COM

*Humdinger**

Well, you heard it here second. As covered in last month's Racing Sheet, Larry Olsen's Greene 35 trimaran, *Humdinger*, won this year's challenging Singlehanded Farallones race - first on elapsed time and also on corrected time.

Humdinger is fully "Powered by Pineapples," with a full-battened carbon main, a carbon jib and new Screecher. Larry came to Pineapple Sails for the sailmaker that he could count on to design and build the best sails for his unique boat.

Lilith, Tim Knowles' Wyliecat 39, came in first in class and third overall in the 58-mile race. *Lilith* is also "Powered by Pineapples."

So, if you need a humdinger of a mainsail, we build those. ...if you need a humdinger of a jib, we do those, too. ...and if you need a humdinger of a spinnaker, give us a call.

Our sails are carefully designed and constructed here in Alameda. Stop by or give us a call for a quote on new sails for your boat.

YOUR DEALER FOR: Musto foul weather gear, Dubarry footwear and Headfoil 2

Sails in need of repair may be dropped off at: West Marine in Oakland, Alameda, or Richmond.



PINEAPPLE SAILS

Phone (510) 522-2200

Fax (510) 522-7700

www.pineapplesails.com

2526 Blanding Ave., Alameda, California 94501

*Powered by Pineapples

BOAT LOANS

from



Trident Funding

*"a fresh
approach
from people
you can trust"*

In Northern California call
JOAN BURLEIGH
(800) 690-7770

In Southern California call
JEFF LONG
MARGE BROOKSHIRE
(888) 883-8634

www.tridentfunding.com

CONTENTS

subscriptions	6
calendar	12
letters	22
sightings	72
america's cup 34 sf bay	88
master mariners	92
the maiden & the <i>lost boy</i>	98
zen sailing chronicles	102
unsung heroes	106
the cost of cruising	112
max ebb: ready to roll	116
the racing sheet	120
world of chartering	130
changes in latitudes	138
classy classifieds	154
advertisers' index	165
brokerage	166

Cover: An AC 45 goes down the ol' coal mine without a pick.

Photo by Guilain Grenier/Oracle Racing

Copyright 2011 Latitude 38 Publishing Co., Inc.

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



YOUR FULL SERVICE YACHTING CENTER

New Yacht Sales

- Beneteau
- Island Packet
- Alerion
- Swift Trawler

Used Yacht Sales

- Power and Sail

Full Service Department

- New Installations
- Rigging Work
- Gelcoat Work
- Electronic Repairs
- Electrical Repairs
- Maintenance
- Brightwork
- Commissioning Services

Charter Yacht Placement

- Five Bay Area locations to choose from
- Award winning sailing schools and charter companies
- Exclusive Beneteau Fractional Ownership Program

ISLAND PACKET SUMMER SALE!

ISLAND PACKET 465



ESTERO 37



ISLAND PACKET 460



Great Savings on New Island Packets!

Savings of up to \$100,000

Island Packet 460
Retail: \$609,835 Sale: **\$475,000**

Island Packet 465
Retail: \$670,085 Sale: **\$529,000**

Estero 37
Retail: \$390,272 Sale: **\$299,900**

BENETEAU FIRST 30



Join us for some racing fun and to see the new Beneteau First 30 in action... Sign up to race on the First 30:

- Richmond Wednesday Nights
- Corinthian Friday Night Series
- YRA 2nd Half Opener July 23

Check dates online at www.passageyachts.com

Join us JULY 16 for our Midsummer Open House

- Sailboat Rides
- Boat Display
- Seminars
- RSVP for Rides

SELECT BROKERAGE AT OUR DOCKS



Moody 54, 2001
\$665,000



Beneteau 393, 2003
\$132,000



Island Packet 320,
1998 \$110,000



Island Packet 350,
1999 \$159,000



Beneteau 461, 2001
Reduced \$170,000



Beneteau 373, 2005
\$137,500

SAIL			POWER		
54' Moody	2001	\$665,000	37' Beneteau 373	2005	137,500
50' Hollman	1989	169,950	37' Pacific Seacraft	1984	129,000
47' Vagabond	1983	189,000	36' Beneteau 361	2000	105,000
46' Beneteau 461	2001	165,000	36' Beneteau First 36s7	1998	93,900
45' Beneteau 45f5	1991	139,000	36' Beneteau First 36s7	1998	99,500
44' Norseman 447	1984	225,000	36' Catalina	1989	53,900
42' Beneteau 423	2005	199,500	36' CS sloop	1988	62,500
42' Cascade	1971	39,900	36' Island Packet 350	1999	159,000
41' Tartan 4100	1996	219,000	35' Ericson	1978	24,900
40' Sea Wolf ketch	1968	68,000	35' C&C 35 Mk III	1983	49,000
39' Beneteau 393	2006	165,000	34' Catalina	1986	44,900
39' Beneteau 393	2003	132,000	34' Tiffany Jayne	1982	37,500
37' Tartan	1982	65,000	34' Aloha sloop	1984	49,000
			33' CS		33,900
			33' Hunter 33.5	1992	45,000
			33' Yamaha	1978	25,000
			32' Island Packet 320	1998	110,000
			32' J/32	1997	87,500
			28' Alerion	2002	80,000
			25' Cal 2-25 w/trailer	1979	11,900
			61' Mikelson SFPH	2001	990,000
			53' Navigator CPMY	1998	269,000
			42' Californian aft cabin	1987	99,500
			38' Pearson True North	2007	359,000
			34' Sea Ray 340	2006	134,900
			29' Shamrock	2001	120,000
			28' Bayliner 288 flybridge	2005	49,900

1220 Brickyard Cove Rd
Pt. Richmond, CA

p: 510-236-2633 f: 510-234-0118

www.passageyachts.com

1070 Marina Village Pkwy #101
Alameda, CA

p: 510-864-3000 f: 510-337-0565

BENETEAU ISLAND PACKET ALERION SWIFT TRAWLER BROKERAGE



Bay Island YACHTS

(510)
814-0400
Fax (510) 814-8765



yachtsales@bayislandyachts.com
www.bayislandyachts.com

TAYANA 48 DS



2003, \$429,000

MARINER 50 MS



1979, \$175,000

TAYANA 37



1981, \$72,500

C&C 41



1984, \$69,500

HUNTER 34



1986, \$35,000

C&C 32



1984, \$31,500

HUNTER 31



1987, \$31,500

NORWEST 33



1979, \$29,500

C&C 29



1985, \$23,900

NONSUCH 22



1987, \$21,500 includes trailer

ISLANDER 30



1979, \$18,900

In Grand Marina
2099 Grand Street
Alameda, CA 94501

YACHTWORLD.com

SUBSCRIPTIONS

**YOU CAN
NOW GO TO
www.latitude38.com
TO PAY FOR YOUR
SUBSCRIPTION
ONLINE**

eBooks email list. *Free!*

See www.latitude38.com to download the entire magazine for free! Our eBooks are in PDF format, easy to use with Adobe Reader, and also available in Issuu format.

Email: _____

Please allow 4-6 weeks to process changes/additions, plus delivery time.

Enclosed \$36 for one year Third Class Postage (Delivery time 2-3 weeks; Postal Service will not forward third class; make address changes with us in writing.)

Enclosed \$55 for one year First Class Postage (Delivery time 2-3 days.)

Third Class Renewal First Class Renewal (*current subs. only!*)

Gift Subscription *Card to read from:* _____

NOTE: FPO/APO (military), Canada, Mexico, and subscriptions going to a correctional facility are first class only. Sorry, no foreign subscriptions.

Name _____

Address _____

City _____

State _____

Zip _____

Phone: () _____ Email: _____

CREDIT CARD INFORMATION
Min. Charge \$12

MASTERCARD VISA AMERICAN EXPRESS

Number: _____ Exp.: _____ csv: _____

INDIVIDUAL ISSUE ORDERS

Current issue = \$6 ea.

Back Issues = \$7 ea. MONTH/YEAR: _____

DISTRIBUTION

We have a marine-oriented business/yacht club in California which will distribute copies of *Latitude 38*. (Please fill out your name and address and mail it to the address below. Distribution will be supplied upon approval.)

Please send me further information for distribution outside California

Business Name _____

Type of Business _____

Address _____

City _____

State _____

Zip _____

County _____

Phone Number _____

Latitude 38

"we go where the wind blows"

Publisher/Exec. Editor Richard Spindler richard@latitude38.com ext. 111
Associate Publisher..... John Arndt..... john@latitude38.com ext. 108
Managing Editor Andy Turpin andy@latitude38.com ext. 112
Editor LaDonna Bubak ladonna@latitude38.com ext. 109
Racing Editor Rob Grant rob@latitude38.com ext. 105
Contributing Editors John Riise, Paul Kamen
Advertising Sales John Arndt john@latitude38.com ext. 108
Advertising Sales Mike Zwiebach mikez@latitude38.com ext. 107
General Manager Colleen Levine colleen@latitude38.com ext. 102
Production/Web Christine Weaver chris@latitude38.com ext. 103
Production/Photos..... Annie Bates-Winship annie@latitude38.com ext. 106
Bookkeeping..... Penny Clayton..... penny@latitude38.com ext. 101
Directions to our office..... press 4
Subscriptions..... press 1,4
Classifieds class@latitude38.com press 1,1
Distribution..... distribution@latitude38.com press 1,5
Editorial editorial@latitude38.com press 1,6
Calendar calendar@latitude38.com
Other email..... general@latitude38.com

Please address all correspondence by person or department name
15 Locust Avenue, Mill Valley, CA 94941 • (415) 383-8200 Fax: (415) 383-5816
www.latitude38.com



THE NEW 2011 JEANNEAU 409
"EUROPEAN BOAT OF THE YEAR"
FIRST ONE SOLD WITHIN A WEEK!
NEXT ONE ARRIVES IN JULY 2011

Exclusive Dealer for Jeanneau, Hunter and Caliber Yachts
 See all of our listings at www.cruisingyachts.net

New In Stock

2011 JEANNEAU 42 DS
Strikingly beautiful inside and out

New In Stock

2011 HUNTER 45 DS
New and innovative throughout

2009 HUNTER 50 CC
 Asking \$425,000

1991 STOREBRO 50
 Asking \$225,000

2005 JEANNEAU 49
 Reduced \$299,000

2002 HUNTER 466
 New Listing \$204,500

1988 KROGEN 42
 Reduced \$129,000

2007 BENETEAU 423
 Asking \$188,400

1998 HUNTER 410
 New Listing \$118,750

2000 JEANNEAU 40
 Reduced \$145,000

2005 BENETEAU 373
 Reduced \$137,000

2006 HUNTER 36
 Asking \$132,500

2004 HUNTER 36
 Our Trade-in! \$120,000

2007 BENETEAU 343
 Reduced \$105,000

We are California's largest used sailboat broker with 6 waterfront locations throughout California. We have the resources to get your yacht SOLD!

San Diego
 (619) 681-0633

Alameda
 (510) 521-1327

Marina del Rey
 (310) 822-9400

Newport Beach
 (949) 650-7245

Sausalito
 (415) 332-3181

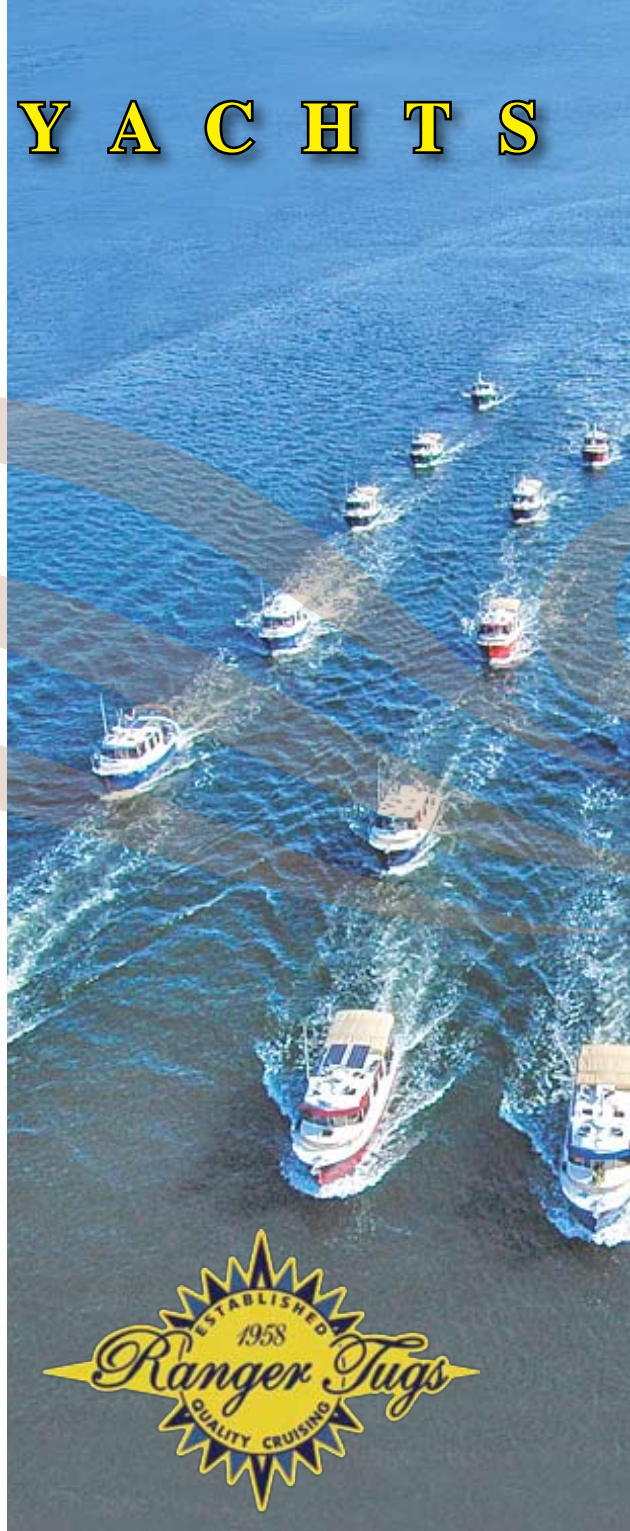
Oxnard
 (805) 791-2082

WWW.CRUIISINGYACHTS.NET

FARALLONE YACHTS



Catalina  **Yachts**



IT'S TIME TO BUY! WALK OUR DOCKS DURING OPEN BOAT WEEKEND JULY 9-10

New Catalina Yachts in Stock

- Catalina 470, 2012 **NEW MODEL YEAR!**
- Catalina 445, 2010 **NEWLY DISCOUNTED!**
- Catalina 355, 2011 **AT OUR DOCKS NOW!**

Preowned Catalina Yachts at Our Docks

Catalina 470, 1999	\$230,000
Catalina 42 MkII, 2005	210,000
Catalina 42, 1992	119,900
Catalina 36 MkII, 2005	149,000
Catalina 36 MkII, 1999	89,500
Catalina 36, 2001	109,000
Catalina 34, 2007	129,900

Catalina 34, 1998	80,000
Catalina 32, 2002	81,995
Catalina 30, 1984	26,000

Preowned Sailing Yachts at Our Docks

Hans Christian 43, 1989	\$157,000
Beneteau Oceanis 373, 2005	139,000
C&C 38, 1979	49,250
Hunter 34, 1984	LET'S MAKE A DEAL! 34,000
C&C 32, 1980	34,000
Hunter Vision 32, 1990	40,000
Hunter 310, 2007	79,900
Hunter 306, 2002	40,000

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

New Ranger Tugs in Stock (base price)

Ranger 29 Tug, 2011	\$229,937
Ranger 27 Tug, 2011	NEW MODEL! 159,937
Ranger 21-EC Tug, 2011	49,937

Preowned Ranger Tugs at Our Docks

Ranger 25 Tug, 2010	LET'S MAKE A DEAL! 139,950
Ranger 25 Tug, 2009	LET'S MAKE A DEAL! 125,900

Preowned Power Yachts

Regal 19, 2008	LET'S MAKE A DEAL! 21,950
----------------------	----------------------------------

W E L C O M E S T A R T A N !



WWW.FARALLONEYACHTS.COM

Farallone Yacht Sales is proud to represent three of the finest, Made in America boat brands available today. Tartan Yachts has an enviable 50-year history of producing elegant performance cruisers for the discriminating yachtsman. We welcome Tartan into the Farallone family and invite you to learn more at www.faralloneyachts.com.



Celebrate Independence Day with a Made in America yacht from Farallone!



1070 Marina Village Pkwy
Alameda, CA 94501
(510) 523-6730

2801 West Coast Hwy
Newport Beach, CA 92663
(949) 610-7190

From San Diego, CA
Call
(619) 523-6730

Yachtfinders/Windseakers

in the heart of
San Diego's boating community

2330 Shelter Island Dr. # 207, San Diego, CA 92106

info@yachtfinders.biz

www.yachtfinders.biz

(619) 224-2349

Toll Free (866) 341-6189

#1 Selling Brokerage on the
West Coast in 2010!
Professionally staffed
and open every day!



58' FARR, '87 **\$325,000**
\$60,000 price drop makes this one of the most attractive performance cruisers on the market today! This Farr 58 is ideal for shorthanding.



56' FORMOSA CC, '81 **\$349,900**
Seriously for sale... bring offers! Few vessels compare to her beauty, style and seaworthiness. Extensive 2005 refit and she has had light use since.



45' TRITON PACIFICA, '74 **\$84,000**
\$5,000 price reduction! Complete engine rebuild in January 2010! A large family or group of friends can travel in comfort on this heavily constructed cruiser.



43' GULFSTAR CC, '79 **\$79,900**
Her pedigree as a proven cruiser provides the cure for those in need of visiting those faraway places. Just add some equipment, some food and clothing.



41' NEWPORT CUSTOM, '77 **47,500**
She is truly unique and needs to be seen to be appreciated! She has a sleek, traditional appearance and is built to withstand the rigors of offshore sailing.



41' BENETEAU OCEANIS 411, '99 **\$144,900**
This popular two-stateroom Beneteau Oceanis 411 is in Bristol condition and has been appropriately upgraded and equipped by a knowledgeable buyer.



39' CAVALIER, '82 **\$79,000**
A great reputation as good offshore cruising boats. Very attractive interior, great layout. Factory non-skid decks and original teak-S/S stern pulpit seats.



38' HANS CHRISTIAN MKII, '79 **\$89,500**
A little beamier and heavier than the Traditional version, providing greater fuel & water capacity while maintaining excellent seakeeping abilities. 47' LOA.



36' ISLANDER, '73 **\$32,000**
These boats enjoy an excellent reputation. New paint on non-skid decks and house in 2008. She's had only three owners since the hull was laid up.



33' HUNTER, '06 **\$89,500**
Good sailing performance without sacrificing one inch of interior space, resulting in the ideal mid-size cruiser that also has an entertainment-ready cockpit.



31' CORSAIR 31R AFT CKPT, '99 **\$92,000**
Minimum interior, rotating carbon mast, extensive sails - and an aluminum double-axle trailer. She was built as the factory race boat. *GO FAST!* in this hot rod!



30' CATALINA MKII, '87 **\$29,000**
Wonderfully maintained, clean, neat and tidy are some of the words that come to mind as you step aboard *After All*. She's a great example of 'turn-key'.



PV Yachts
La Paz Yachts
Mazatlán Yachts
San Carlos Yachts

MAZATLAN

Ray Watson & Jeannette Sarrasin, Mazmarine@aol.com
Toll free US/CAN: 1 (888) 716-7430
Phone/FAX: 011 52 (669) 913-3165

PUERTO VALLARTA

PVYachtSales@aol.com
Toll free US/CAN: 1 (866) 573-1303
Phone/FAX: 011 52 (322) 297-4639

LA PAZ

Mike Rickman & Shelly R. Ward, LaPazYachts@aol.com
Toll free US/CAN: 1 (877) 245-9689
Phone/FAX: 011 52 (612) 123-1948

SAN CARLOS

Don Brame, Denny Grover, Will, Sancarlosyachtsales@gmail.com
Toll free US/CAN: 1 (866) 208-0263
Phone/FAX: 011 52 (622) 226-0037



68' QUEENSHIP MY, 1999...\$849,000



65' FERRETTI MY, 1997...\$849,000



47' CHEOY LEE LRC, 1972...\$85,000



52' TAYANA CC CUTTER, 1987...\$262,000



45' F-P CASAMANCE, 1988...\$189,000



42' HUNTER 420, 2000...\$134,500



40' CALIBER LRC CUTTER, 1998...\$199,500



38' IRWIN CUTTER, 1986...\$69,900



37' ISLAND PACKET 370, 2004...\$330,000



37' HALLBERG-RASSY SLOOP, 2006...\$379,900



36' CAPE DORY, 1979...\$59,000



26' HAKE YACHTS SEAWARD RK, 2006...\$38,917

San Francisco's yacht broker since 1969 ~ celebrating our 42nd year!

Cityyachts YACHTS AND THE CITY



45' Spaulding Sloop, 1961
\$79,000



Jeanneau 40, 2005
Boat shows like new. \$169,000



36' Catalina MkII, 2002
\$112,000



Beneteau 370, 1991
\$79,000



Catalina 42, 1989
3 cabin \$99,500



33' Hunter Sloop, 1980
\$29,900



46' Moody, 2000
\$350,000



30' Royal Systems Yacht, 1965
\$50,000 • 40-ft SF Berth



Jeanneau Deck Salon 49, 2006
\$425,000



35' J/105, 1994
\$69,000



30' Wooden Classic, 1960
Tore Holm Design \$37,000



Sea Ray 390, 1985
45-ft San Francisco Berth

10 MARINA BL. • SAN FRANCISCO, CA 94123 • Toll Free: 877-444-5091 • 415-567-8880

FAX (415) 567-6725 • email: sales@citysf.com • website: www.citysf.com



PLEASE VISIT OUR FUEL DOCK AT GASHOUSE COVE MARINA • OPEN 7 DAYS A WEEK • 9AM TO 5PM

WHALE POINT MARINE & HARDWARE CO.

A FAMILY OWNED & OPERATED BUSINESS FOR THREE GENERATIONS
ACE Hardware
MARINE PARTS & ACCESSORIES, PLUS A COMPLETE HARDWARE STORE

Go to WhalePointMarine.com for additional discounts!

MAGMA BBQ

Perfect BBQ for a Sunday night dinner on your boat. Stainless steel. Mounts easily with optional mount to your boats rails.



Charcoal: Whale Pt. **\$129⁹⁹**
 Propane: Whale Pt. **\$179⁹⁹**
 Rail Mount: Whale Pt. **\$42⁹⁹**

GILL Deckhand Gloves



Gill - present quality in sailing gear. Sizes: S, L & X. List \$21.99 • **NOW \$19⁹⁹**

FORCE 10

3 Burner Propane Stove



FORCE 10
 Model 63351
 3-burner

NOW \$1239⁰⁰
 Model 63251: 2-burners
NOW \$1199⁰⁰

DELUXE BOSUN'S CHAIR

Hard bottom seat. Large SS D rings let you snap in shackle and tie in a safety line.



NOW \$89⁹⁹

Z-SPAR PETIT Flagship Varnish

Highest UV protection available. Quart



Pint: List \$29¹⁶
NOW \$18⁹⁹
 Quart: List \$49⁹²
NOW \$32⁹⁹

Z-SPAR PETIT Bottom Paint B-90

Red, blue or black



Gallon
NOW \$169⁹⁹

Quart
NOW \$59⁹⁹

FENDERS 4 Pack

5.5" x 20"



NOW \$45⁹⁹

INTERLUX Brightside

Single-part Polyurethane



Quart
 List \$49.46
NOW \$34⁹⁹

205 Cutting Blvd, Corner of 2nd, Richmond
510-233-1988 • FAX 233-1989
 Mon-Sat: 8:30am - 5pm • Sun: 10am - 4pm • whalepoint@acehardware.com
 Go to WhalePointMarine.com for additional discounts!

CALENDAR

Non-Race

July 1-Oct. 31 — 'Mapping the Pacific Coast: Coronado to Lewis & Clark' world-class exhibition at San Francisco Maritime National Historical Park. Info, www.nps.gov/safr.

July 3-31 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

July 4 — Celebrate Independence Day at Barron Hilton's Fireworks Extravaganza at Mandeville Tip in the Delta.

July 4 — Aeolian YC Open House & BBQ. No suit and tie required! Info, www.aeolianyc.com.

July 6-27 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker every Wednesday for less than \$20. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

July 7, 9, 14, 21, 23, 28, 30 — 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.

July 8-10 — 29th Annual Catalina Yachts Rendezvous at Two Harbors, Catalina Island. Info, www.catalinayachts.com.

July 9 — Classic Car & Yacht Show at Marin YC, 11 a.m.-4 p.m. Info, www.marinyachtclub.com.

July 9-10 — America's Boating Course by Carquinez Sail & Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$40. Info, www.carquinez.org/public_courses.html or (707) 55-BOATS.

July 10 — Pacific Cup Race Offshore Academy #1, the first in a series of seminars leading up to next summer's race, at Berkeley YC, 12-5 p.m. Learn about the race and much more. Open to all. \$20 (\$18 for PCYC members). Info, www.pacificcup.org/seminars.

July 10 & 24 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

July 14 — Howl at the full moon on a Thursday night.

July 14 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

July 14 — Sea of Cortez Cruising talk with the Emmons Family at San Jose SC, 7 p.m. Free. Info, scott@svjaneo.com.

July 15-17 — Annual Catalina Owners Rendezvous at Tradewinds Sailing School in Richmond's Marina Bay Yacht Harbor. Info, <http://raft.c380.org>.

July 16 — San Leandro YC Nautical Flea Market, 8 a.m.-3 p.m. Breakfast, BBQ & live music! Info, sanleandroyc.org.

July 16 — Splash Into Summer Open House at Lake Merritt Boating Center in Oakland, 1-3 p.m. Free rentals. Info, (510) 238-2196.

July 16 — Glen Cove Marina Jazz, Arts & Wine Festival, noon to dusk. Info, www.glencovermarina.net.

July 16 — Taste of the Delta at Windmill Cove Marina in Stockton, 1-4 p.m. Info, www.tasteofthedelta.com.

July 16 — 11th Annual Women's Sailing Clinic at Lake Tahoe, for beginning to advanced sailors. \$50 members, \$60 non-members. LTWYC, www.tahoewindjammers.com.

July 16-17 — America's Boating Course by Carquinez Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$50, includes lunch. Info, www.carquinez.org or (707) 55-BOATS.

July 21 — Sail Trim seminar, part of Sausalito YC's Third Thursday Seminar Series, 6:30-7:30 p.m. Free and open to the public. Info, www.sausalitoyachtclub.org/calendar/whats-happening.

July 30, 1844 — The New York YC, our country's first yacht club, was established on the schooner *Gimrack*.

July 30-31 — Benicia Fine Art, Wine & Jazz Festival. Info, www.beniciamainstreet.org.

TAYANA 48 DECK SALON



Models Available:

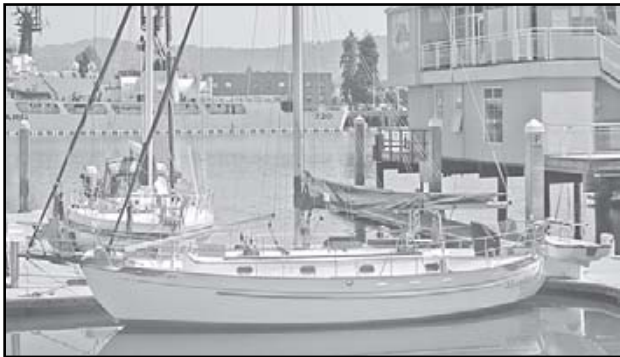
Tayana 54

Tayana 58

Tayana 64

Tayana 72

Check out this value: \$540,000 for a well-equipped Tayana 48 Deck Salon with Leisure Furl mainsail, electric winches, furling jib and staysail, genset, air/heat, refrigeration and freezer, windlass, ground tackle, washer/dryer, and Corian countertops. This includes delivery, cargo insurance, U.S. import duty, and commissioning, FOB Alameda, California. **Only two at this price!**



1984 TAYANA 37 CUTTER

This is the one you want. Perfect shape with lots of new upgrades and electronics!
\$119,000



1983 TAYANA 55 CUTTER

Beautiful Center Cockpit Cutter with three staterooms and plenty of room for family and friends. Recent LPU hull, Leisure Furl main, engine room. \$275,000



1998 TAYANA 48 CC

Beautiful teak interior with good storage throughout for all your cruising essentials. \$330,000



2005 TAYANA 48 CC

Mexico vet. In great shape and loaded with everything you need. \$435,000



2006 TAYANA 48 CC

Meridian has returned from cruising in excellent shape and is ready to go again. \$425,000



2001 HUNTER 380

Very clean with only 350 hours on Yanmar diesel. Furl Boom mainsail with electric winch. \$119,900



2000 BENEteau 321

Excellent condition with low hours on Yanmar diesel. Air/heat, autopilot, plotter, bimini. \$79,000



1979 BABA 30

Classic bluewater cruiser designed by Robert Perry. Bristol condition and ready for her next captain. \$49,900



1984 LANCER 40 CC

Roomy center cockpit model. Recent refit includes new standing rigging, sails, and Volvo diesel. \$59,000



1981 TAYANA 42 CC

Beautiful custom teak interior that Tayana is known for. Reverse cycle air/heat, genset, AP, SSB, radar. \$119,500

Pacific Yacht Imports

2051 Grand Street, Alameda, CA 94501

www.pacificyachtimports.net

We're at Grand Marina

Dave Wolfe • Neil Weinberg

Tel (510) 865-2541 Fax (510) 865-2369

tayana@mindspring.com

NEW J/111



Frank Sloodman's J/111 *Invisible Hand*
Photo ©2011 Erik Simonson/www.h2oshots.com

First in Class, Spinnaker Cup
Second in Class, Cabo Race
Two Offshore Races,
Two Strong Finishes
Get in on the fastest fleet
coming to the Bay.
The new J/111.



SAIL
California

Alameda
(510) 523-8500
norman@sailcal.com
steve@sailcal.com

www.sailcal.com

CALENDAR

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

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

Aug. 5-7 — Beneteau Owners Rendezvous at Catalina's Two Harbors. Info, www.scyachts.com.

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

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

Aug. 6 — Petaluma Music Festival. Info, www.petalumamusicfestival.org.

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

Racing

July 2 — 63rd Annual Boreas Race, Half Moon Bay to Moss Landing. Elkhorn YC and HMBYC, www.elkhornyc.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 4-8 — 46th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

July 6 — SSS LongPac, a qualifier for next summer's Singlehanded TransPac. For more info, contact AJ Goldman at (650) 867-2145 or ajgoldman@scus.org.

July 9 — YRA-OYRA Jr. Waterhouse. RYC, www.richmondyc.org.

July 9 — Silver Eagle Long Distance In-The-Bay Race, with a shorter course for boats rating 150 or above. IYC, racing@iyc.org or www.iyc.org.

July 9 — Jack & Jill Race. SSC, www.stocktonsc.org.

July 9 — Trans-Tahoe Race, generally featuring either too much wind or too little but always lots of fun. Tahoe YC, www.tahoeyc.com.

July 9 — Hart Nunes for Merces. SFYC, www.sfyf.org.

July 9-10 — Finn Masters NAs. EYC, www.encinal.org.

July 9-10 — Longboard SF Classic/UN Challenge. StFYC, www.stfyf.com.

July 9-10 — High Sierra Regatta for Centerboard Classes. Info, www.fresnoyachtclub.org.

July 12-16 — U.S. Windsurfing Nationals. BYC, www.berkeleyyc.org.

July 16 — 27th Annual Plastic Classic Regatta & Concours d'Elegance, for fiberglass boats designed at least 25 years ago. BVBC, www.bvbc.org or (415) 495-9500.

July 16 — Singlehanded Race. SSC, www.stocktonsc.org.

July 16 — Twin Island #2. SYC, www.sausalitoyachtclub.org.

July 16 — H.O. Lind #5 & 6. TYC, www.tyc.org.

July 16 — Angel Isl./Red Rock Race. VYC, www.vyc.org.

July 16 — 3rd Annual Westpoint Marina Regatta hosted by Sequoia YC. Info, www.sequoiayc.org or (650) 430-5567.

July 16-17 — BAYS #3/Summer Splash (which also acts as the Area G Bemis 420 qualifier). EYC, www.bayarea-youthsailing.com.

July 16-17 — Finn NorCal. SFYC, www.sfyf.org.

July 16-17 — PICYA Lipton Cup, the annual interclub all-star game. GGYC, www.picya.org.

July 16-17 — High Sierra Keelboat Divisions for Keelboat Classes on Huntington Lake. Info, www.fresnoyachtclub.org.

SAIL *California*

YOUR PERFORMANCE YACHT SPECIALISTS

ALAMEDA

1070 Marina Village Pkwy #108
Alameda, CA 94501
(510) 523-8500
FAX (510) 522-0641

SEATTLE

SAIL NORTHWEST
7001 Seaview Ave. NW #140
Seattle, WA 98117
(206) 286-1004

"The Fastest Sailboat Listings in the West!"



33' Back Cove, 2008
Cruise the Bay or Delta in style.
Asking **\$279,000**



Santa Cruz 52, 1998, Hula
Deep draft for cruising, buoy and offshore.
This boat has it all. Reduced to **\$449,000**



J/122, TKO
Ready to win the Big Boat Series again!
Reduced to **\$380,000**



Islander 36, 1972, Absolute
Best in fleet.
Asking **\$45,000**



Santa Cruz 52, Kokopelli
BBS, TransPac winner.
Asking **\$499,000**



40' Summit, 2008, Soozal
IRC super boat.
\$579,000



1D48, 1996, Chaya
Race ready.
Asking **\$125,000**



J/105s
We have 4 from
\$74,900



J/100, 2005, Brilliant
Race/cruise ready.
Reduced **\$96,000**

52' Santa Cruz, <i>Kokopelli</i>	\$499,000	39' Schumacher, '96, <i>Recidivist</i>	SOLD	34' MJM 34z, '05*.....	\$334,000
52' Santa Cruz, '99, <i>Renegade</i>	\$495,000	38' Sabre 386, '08, <i>Kuai</i>	SOLD	33' J/100, Hull #9, '05.....	Reduced \$96,000
52' Santa Cruz, '98, <i>Hula</i>	\$449,000	38' Sabre 38 Mk1, '84.....	SOLD	33' Back Cove, '08.....	\$279,000
52' TransPac with IRC mods, '03, <i>Braveheart</i> *..	\$499,000	36' J/109, '03*.....	\$189,000	32' J/32, '02, <i>Tango</i>	SOLD
48' J/145, Hull #9, '03*.....	\$675,000	36' Islander 36, '72, <i>Absolute</i>	\$45,000	32' Catalina 320*.....	\$59,000
48' 1D48, '96, <i>Chaya</i>	\$125,000	35' J/105, '01, Hull #405, <i>Swoosh</i>	SOLD	30' Peterson Half Ton*.....	\$27,500
47' Valiant, '81, <i>Sunchase</i>	\$110,000	35' J/105, '92, Hull #44, <i>Orion</i>	SOLD	29' MJM 29z, '07*.....	\$269,000
44' Kernan, <i>Wasabi</i>	SOLD	35' J/105, '99, <i>Life Is Good</i> *.....	\$74,900	28' Alerion Express, '06*.....	\$99,000
44' J/44, '93, <i>Halcyon Days</i> *.....	SOLD	35' J/105, '00, Hull #343, <i>Nirvana</i>	\$94,900	28' Alerion Express, '02*.....	\$72,500
44' Wauquiez 43 Pilot Station*.....	\$299,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$99,000	28' Islander, '79*.....	\$16,900
43' J/130, '96*.....	\$184,000	35' J/105, '01, Hull #463, <i>Trickster</i>	SOLD	26' J/80, '01*.....	\$32,900
40' J/122, '07, <i>TKO</i>	Reduced \$380,000	35' J/105, '02, Hull #520, <i>Sea Room</i>	\$94,900	26' J/80, '04, <i>Heart Attack</i>	SOLD
40' Summit, '08, <i>Soozal</i>	\$579,000	35' J/35, '84, <i>The Boss</i> *.....	SOLD	26' Aquapro Raider, '02, enclosed hard top.....	SOLD
40' Avance, '85, <i>Caribou</i> *.....	SOLD	35' J/35C, '93*.....	\$89,000	20' Melges, '09*.....	\$45,000
40' Olson, <i>Elka</i>	SOLD	34' J/34, '85, <i>The Zoo</i> *.....	\$29,900		

* Denotes Seattle Boats

SAIL *California*

www.sailcal.com

email: norman@sailcal.com, steve@sailcal.com

DEALERS FOR THESE FINE YACHTS:

Santa Cruz
— YACHTS —

SUMMIT
YACHTS

J
BOATS

No Surprise!



Ocean Series Hydrostatic Inflatable Life Vests

For the safety you need and the comfort you want, inflatable PFDs are the way to go. There's just one problem with many inflatable PFDs—they don't know when to blow! A sudden squall or an errant wave can accidentally trigger their water-activated inflators while you're sitting safely aboard. But that won't happen with our Ocean Series Hydrostatic Vests. Their auto-inflation mechanism is triggered by pressure, not by moisture. So they won't inflate until you're actually in the water. But that's not the only reason to recommend them. They're tough, with a 420-Denier ripstop nylon cover. They have a soft neoprene Comfort Collar, handy pocket, safety whistle and SOLAS-rated reflective patches. The harness exceeds ISAF standards. But the most important advantage is that they provide 35lb. of positive buoyancy when you need it most—but only when you actually need it!

Without Harness – Model 8503674 **269⁹⁹**

With Harness – Model 8503682 **299⁹⁹**

West Marine®

Contact us for all of your Rigging Needs!
888-447-RIGG

We have 17 stores in Northern California,
including our Alameda Sailing Superstore!

Visit westmarine.com to find the store nearest you.

CALENDAR

July 17 — Summer Series #2 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

July 18-24 — Golden Gate Cup. GGYC, www.ggyc.org.

July 19-24 — Junior Windsurfing Worlds. StFYC, www.stfyc.com.

July 23 — Twin Island Race #2, a race around Alcatraz & Angel Island. SYC, www.sausalitoyachtclub.org/racing

July 23 — Summer #4. SeqYC, www.sequoiayc.org.

July 23 — North Bay Challenge #4. VYC, www.vyc.org.

July 23 — West Wight Potters Roundup on Monterey Bay. MPYC, www.mpyc.org.

July 23-24 — YRA 2nd-Half Opener. EYC, www.yra.org.

July 23-24 — SF Perpetual Challenge. SFYC, www.sfyyc.org.

July 26-Aug. 2 — Laser 4.7 Worlds. StFYC, www.stfyc.com.

July 29-30 — King Harbor Race, from Santa Barbara to Redondo Beach. SBYC/KHYC, www.khyc.org.

July 29-31 — Santana 22 Nationals hosted by Monterey Peninsula YC. Info, www.santana22.com.

July 29-31 — McNish Classic, for classics designed before 1952, held in the Channel Islands. PCYC, www.pcyyc.org.

July 30 — Singlehanded #3. SeqYC, www.sequoiayc.org.

July 30 — Tri-Island Race. RYC, www.richmondyc.org.

July 30 — PICYA's CHISPA/Youth Regatta. SeqYC, www.picya.org.

July 30 — Small Boat Summer #1. EYC, www.encinal.org.

July 30-31 — 505 Regatta. SFYC, www.sfyyc.org.

July 30-31 — Moseley Regatta. TYC, www.tyc.org.

July 31 — Women's Day Race on Lake Tahoe. LTWYC, www.windjammers.com.

July 31 — Summer Series #3 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

Aug. 6 — YRA Summer 1. RYC, www.yra.org.

Aug. 6 — Singlehanded Sailing Society's Half Moon Bay Race. Info, www.sfbaysss.org.

Aug. 6-7 — BAYS Summer Series #4 for Optis, Lasers, C420s & CFJs. SFYC, www.bayarea-youthsailing.com.

Aug. 6-7 — El Toro Worlds at Pincrest. Info, www.eltoroyra.org.

Aug. 6-7 — Monterey Bay PHRF Championship. Elkhorn YC, www.elkhornyc.com.

Aug. 6-14 — Laser Master Worlds. StFYC, www.stfyc.com.

Aug. 7 — Gracie & George Regatta, a co-ed doublehanded featuring 'Gracie' on the helm. EYC, www.eyc.org.

Aug. 12-14 — Coronado 15 NAs. HMBYC, www.hmbyc.org.

Aug. 12-14 — El Toro Nationals. SCYC, www.eltoroyra.org.

Aug. 13 — Moonlight Marathon, a nighttime trip from South Bay to Angel Island and back. SeqYC, www.sequoiayc.org.

Aug. 13 — YRA Summer 2. YRA, www.yra.org.

Aug. 13 — North Bay Challenge #5. VYC, www.vyc.org.

Aug. 13-14 — J/120-IRC Regatta. SBYC, www.southbeachyc.org.

Aug. 13-14 — Richmond Riviera Regatta, a race series "with a conscience." Proceeds benefit local charities. Info, www.richriv.com.

Aug. 13-14 — Summer Keel. SFYC, www.sfyyc.org.

Aug. 27 — Great San Francisco Schooner Race, for schoo-



COURTESY RYC

The Richmond Riviera Regatta is a race series "with a conscience."

GARHAUER

MARINE HARDWARE



RV20-1 DX

Experience the extra level of mainsheet efficiency only a rigid boom can provide. Whether you are going downwind or beating in a blow, a Garhauer rigid boom will deliver optimum sail shape with less effort. You have a choice of aluminum and or stainless vang assembly with lightweight stainless steel blocks. Control lines can be led aft for easy cockpit adjustments. Best of all you can expect years trouble-free service, backed up by our 10 year unconditional guarantee.

Now sail with more confidence and spend less:

RV12-1 -boat size: 18-24 ft. Length: made to order.
 Tube diameter: 1-1/2" Custom fittings for mast & boom.
\$275.00 (usd)

RV18-1 - boat size: 28-34 ft.Length: made to order.
 Tube diameter: 2" Custom fittings for mast and boom.
\$435.00 (usd)

RV25-1

RV18-1

RV20-1 SL

RV20-1 SL -boat size: 28-44 ft. Length: made to order.
 Tube diameter: 1-3/4" Custom fittings for mast & boom.
\$495.00 (usd)

RV20-1 DX - boat size: 28-44 ft. Length: made to order.
 Tube diameter: 2" Custom fittings for mast and boom.
\$568.00 (usd)

RV25-1 - boat size: 45 ft. and up. Length: made to order.
 Tube diameter: 2-1/4" Custom fittings for mast & boom.
\$871.20 (usd)



1082 West Ninth St.
 Upland, CA 91786

Ph: (909) 985-9993
 FAX: (909) 946-3913

email: garhauer@garhauermarine.com
<http://www.garhauermarine.com>

We Do Rigging Right!



Superior rope and wire work for gunkholers to Grand Prix racers!

Now every sailor can get the same high quality work West Marine Rigging provides to over 20 of the nation's top boatbuilders. Whether you need new lifelines, halyards, sheets or anchor rodes, we do it all with top-quality materials, hardware and craftsmanship. Fast quotes, fast turnarounds and your satisfaction is guaranteed! Find out more at westmarine.com or your local West Marine store.

888-447-RIGG (7444)



Illustration courtesy of **HARKEN**

Custom Sheets, Guys & Halyards for popular One-Design Classes!

West Marine Rigging has high-quality, affordable rigging packages available for many of today's most popular boats. Call 888-447-7444 or visit westmarine.com for more information.

Scan the code with your Smartphone to shop our rigging products online.

Get the free mobile app at <http://getag.mobi>



West Marine

Visit our stores! For the location nearest you, go to www.westmarine.com

CALENDAR

ners in Gaff and Marconi divisions. SFYC, www.sfyf.org.

Summer Beer Can Regattas

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

BAY VIEW BOAT CLUB — Monday Night Madness Spring: 7/25, 8/15, 8/22, 9/5, 9/19, 9/26 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

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

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

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

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

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

ENCINAL YC — Friday Night Spring Twilight Series: 7/22, 8/5, 8/19, 9/9, 9/23. Chris Hanson, (510) 301-2081 or rearcommodore@encinal.org.

FOLSOM LAKE YC — Wednesday nights: 7/6, 7/20, 7/27, 8/3, 8/10, 8/17, 8/24, 8/31, 9/7, 9/21. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 7/1, 7/15, 7/29, 8/12, 8/26. Leslie Iacopi, (415) 931-3980 or lesliesailor2003@yahoo.com.

ISLAND YC — Friday Night Spring Twilight: 7/15, 7/29, 8/12, 8/26, 9/16. John New, (510) 521-2980 or iycracing@yahoo.com.

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

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

LAKE YOSEMITE SA — Thursday nights through 8/25. Tom Cooke, tcookeatty1@yahoo.com.

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

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

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

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

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

SANTA ROSA SC — Monday Night Twilight Series: 7/11, 7/18, 7/25, 8/1, 8/8. Info, stevsars@sonic.net.

SAUSALITO YC — Tuesday Night Summer Sunset Series: 7/26, 8/9, 8/23, 9/6, 9/20. Dave Borton, (415) 302-7084 or race@sausalito-yachtclub.org.

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

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

SOUTH BEACH YC — Friday Night Series: 7/15, 7/22, 7/29, 8/5, 8/19, 8/26. Tad Sheldon, (408) 546-1240 or www.sbyc.org.

ORDER SAILS NOW FOR THE ROLEX BIG BOAT SERIES
CALL QUANTUM SAN FRANCISCO AT 510.234.4334

WHAT'S YOUR iQ?

It takes more than just blood, sweat and tears to win a race.
Sometimes it takes the perfect iQ.

Quantum iQ™ Technology has not only proven itself at the grand prix level of racing, it's also proven that racers at every level can get more satisfaction and enjoyment out of their sport than ever before.

The computational power of Quantum's iQ Technology® allows Quantum to custom design sails for every type of sailor and every sailing condition. Sails that will make your boat sail closer to the wind with reduced heel and less sail handling.

And provide more of the pure joy of sailing.

This technology was once only available to those with unlimited budgets. Now you just need the desire to bring out the best in yourself, and your boat.

**We can help you get ready for the Rolex Big Boat Series.
Call us today!**

follow us:   

QUANTUM SAN FRANCISCO

1230 BRICKYARD COVE | PT RICHMOND, CA 94801

TEL: 510-234-4334

SANFRANCISCO@QUANTUMSAILS.COM

LOFT HOURS: MONDAY – FRIDAY 9AM – 5PM
EVENINGS OR WEEKENDS BY APPOINTMENT.



WWW.QUANTUMSAILS.COM

Third Reef Gear



Men's Jacket & Bibs

Women's Jacket & Bibs

We've improved our Third Reef Foul Weather Gear!

For years, thousands of boaters have chosen our Third Reef waterproof gear for its unbeatable combination of quality, durability and value. Now we've made it even better! Using technically-advanced new fabric, Third Reef is now lighter, easier to move in and more breathable, yet still provides complete waterproof protection when you're on the water. We've also developed a version specifically to fit and function better for women. So now there are even more reasons to choose Third Reef. The world's best-selling gear!



We have 17 stores in Northern California, including our Alameda Sailing Superstore!
Visit westmarine.com to find the store nearest you.

CALENDAR

southbeachyc.org.

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

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

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

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

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

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

July Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
7/02Sat	0006/6.4	0657/-1.1	1416/4.9	1848/2.7
7/03Sun	0050/6.2	0753/-1.1	1452/5.0	1938/2.5
	LOW	HIGH	LOW	HIGH
7/09Sat	0109/0.6	0740/3.8	1223/2.0	1914/6.4
7/10Sun	0215/0.0	0911/3.9	1328/2.4	2008/6.5
	HIGH	LOW	HIGH	LOW
7/16Sat	0015/6.3	0656/-0.8	1408/5.1	1859/2.5
7/17Sun	0057/6.0	0732/-0.5	1441/5.2	1946/2.4
	LOW	HIGH	LOW	HIGH
7/23Sat	0030/1.5	0646/3.4	1129/2.4	1812/5.5
7/24Sun	0132/1.1	0829/3.5	1230/2.8	1901/5.6
7/30Sat	0554/-0.8	1301/5.0	1744/2.4	2354/6.6
7/31Sun	0631/-0.8	1334/5.3	1832/2.1	

July Weekend Currents

date/day	slack	max	slack	max
7/02Sat	0202	0526/5.3E	0919	1220/4.1F
	1547	1801/2.7E	2106	
7/03Sun		0000/2.9F	0245	0609/5.3E
	0956	1258/4.1F	1625	1845/2.9E
	2153			
7/04Mon		0047/2.9F	0332	0654/5.0E
	1034	1338/4.0F	1704	1931/3.1E
	2247			
7/09Sat	0319	0610/2.6F	0922	1133/2.0E
	1449	1754/2.6F	2055	
7/10Sun		0011/4.3E	0426	0730/3.0F
	1040	1245/1.7E	1559	1858/2.6F
	2152			
7/16Sat	0209	0523/5.1E	0918	1222/4.1F
	1535	1757/2.7E	2115	
7/17Sun		0002/3.0F	0253	0602/4.8E
	0955	1256/3.9F	1611	1835/2.8E
	2200			
7/23Sat	0239	0516/1.7F	0827	1035/1.5E
	1351	1700/1.8F	2004	2313/3.1E
7/24Sun	0345	0638/1.8F	0944	1138/1.2E
	1457	1759/1.7E	2058	
7/30Sat	0106	0424/5.2E	0818	1118/4.1F
	1437	1657/2.9E	2008	2301/3.3F
7/31Sun	0153	0507/5.4E	0855	1153/4.3F
	1512	1739/3.4E	2053	2347/3.4F

THE BOAT YARD AT GRAND MARINA

"Where Service Has Meaning"

Official Sponsor
2011
BAJA
HA-HA

AWLGRIP®

U.S. PATENT

**60-TON
TRAVELIFT**



Interlux
yachtpaint.com

FEATURING
TRINIDAD
ANTI-FOULING PAINT BY
PETTIT
marine paint
RATED "SUPERIOR" by
Practical Sailor

IT'S SIMPLE!

Call The Boat Yard at Grand Marina for the Lowest Bottom Prices!

~ COMPARE US WITH THE COMPETITION ~

BOAT LENGTH	THE BOAT YARD AT GRAND MARINA
25'	\$1,012
35'	\$1,459
40'	\$1,740
45'	\$2,148

The Boat Yard at Grand Marina's pricing includes Pettit Trinidad SR paint, which we brush on – *all other yards roll their paint.* The Boat Yard at Grand Marina's only extra costs are zincs and tax on materials.

CALL FOR A RESERVATION

(510) 521-6100 • Fax (510) 521-3684

Located at Grand Marina • 2021 Alaska Packer Place, Alameda

www.boatyardgm.com

Dealers for:

MAX-PROP
AUTOMATIC FEATHERING PROPELLERS

GORI
marine

Webasto
PACKLESS SEALING SYSTEM
SHAFT SEAL

Lectra/san

SIDE-POWER
Thruster systems

facnor
FOULING SYSTEMS INC.

AQUAMARINE
FINE REVERSE OSMOSIS EQUIPMENT

LEARN TO SAIL! Together!

☺ Families ☺ Friends
☺ Groups

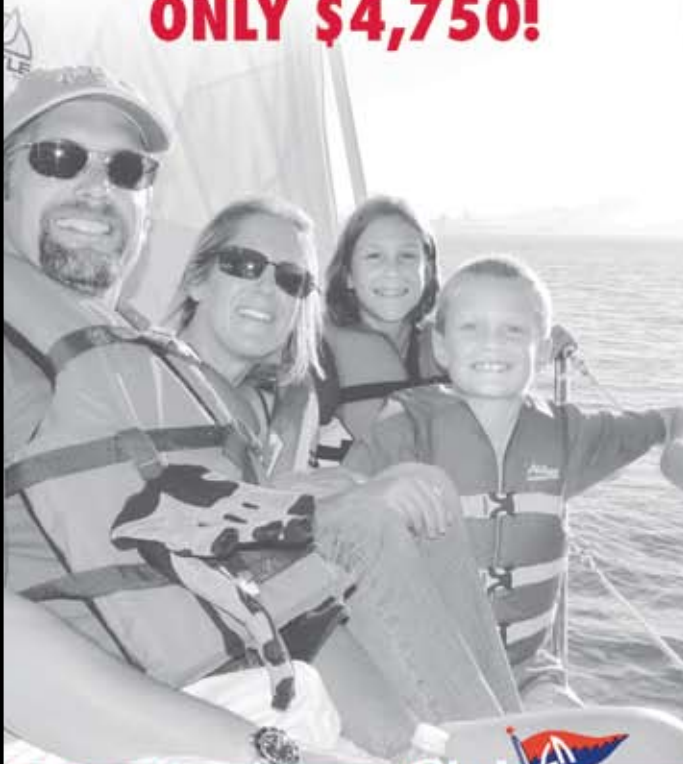
For up to four people

Families that sail together - have fun together!
Learning sailing as a group gets everyone
involved and excited about sharing in the sport!

Package Includes

- Basic Keelboat Classes 
- Basic Cruising Classes
- Bay Cruising Workshops
- US SAILING Memberships
- Basic Couple Membership

- Purchased separately -
OVER \$9,000!
ONLY \$4,750!



Call Today!

Alameda 800-343-SAIL
Sausalito 800-559-CLUB

**Club
Nautique**
www.clubnautique.net

LETTERS

↑↓ "WILL THERE BE BERTHING IN AUGUST '13?"

As my two-year plan to join the Baja Ha-Ha in '13 continues apace, I have concerns about one part of it. My plan has my boat in San Francisco for the month of August. But with the 34th America's Cup now being a big player on the Bay, am I at all being realistic about finding moorage for that month?



GUILAIN GRENIER

There's no way you want to miss this kind of sailing action, particularly when it's going to be on 72-ft cats.

As nice as it would be to observe the energy on the waterfront, I know the best coverage of on-the-water action

will be via television. Any thoughts/suggestions?

Lani Schroeder
Balance, Endeavour 43
Seattle

Lani — We don't think anybody really knows how many boats will be attracted to San Francisco Bay by the America's Cup. It makes sense to us that a lot of mariners like you, who will be migrating south to the tropics, will see the Cup as a great excuse to stop in San Francisco Bay for the month of August. But will a lot of folks from Southern California with 40- to 50-ft boats make the long slog up the coast to be around the event? We suppose some will, but we don't foresee a mass migration.

We anticipate there will be a real sailing buzz around the Bay during the month of August '13, and that it's going to be great fun. But rather than trying to watch the event from our photoboot, we expect to be a part of the America's Cup via a combination of watching from one of the many shoreside venues or at the Cup Village in San Francisco. The one thing that you can count on is that the event will be presented in the most technologically advanced manner, and there will be an electric atmosphere around the Village. We can't wait to be part of it all.

So if we were in your Top-Siders, we would expect that we'd be able to find a slip in August '13, but in an outer area such as Vallejo or down the Peninsula rather than in the Central Bay. But no worries, as you can liveaboard your boat in those places, and then have an easy commute via public transportation to America's Cup Village or great viewing venues. So yes.

↑↓ HEREWITH AND THEREIN

What do the rules say about an America's Cup boat pitch-poling — as one of the 45-footers did on June 13 — in the Cup Finals?

Bill Nyden
Mountain View



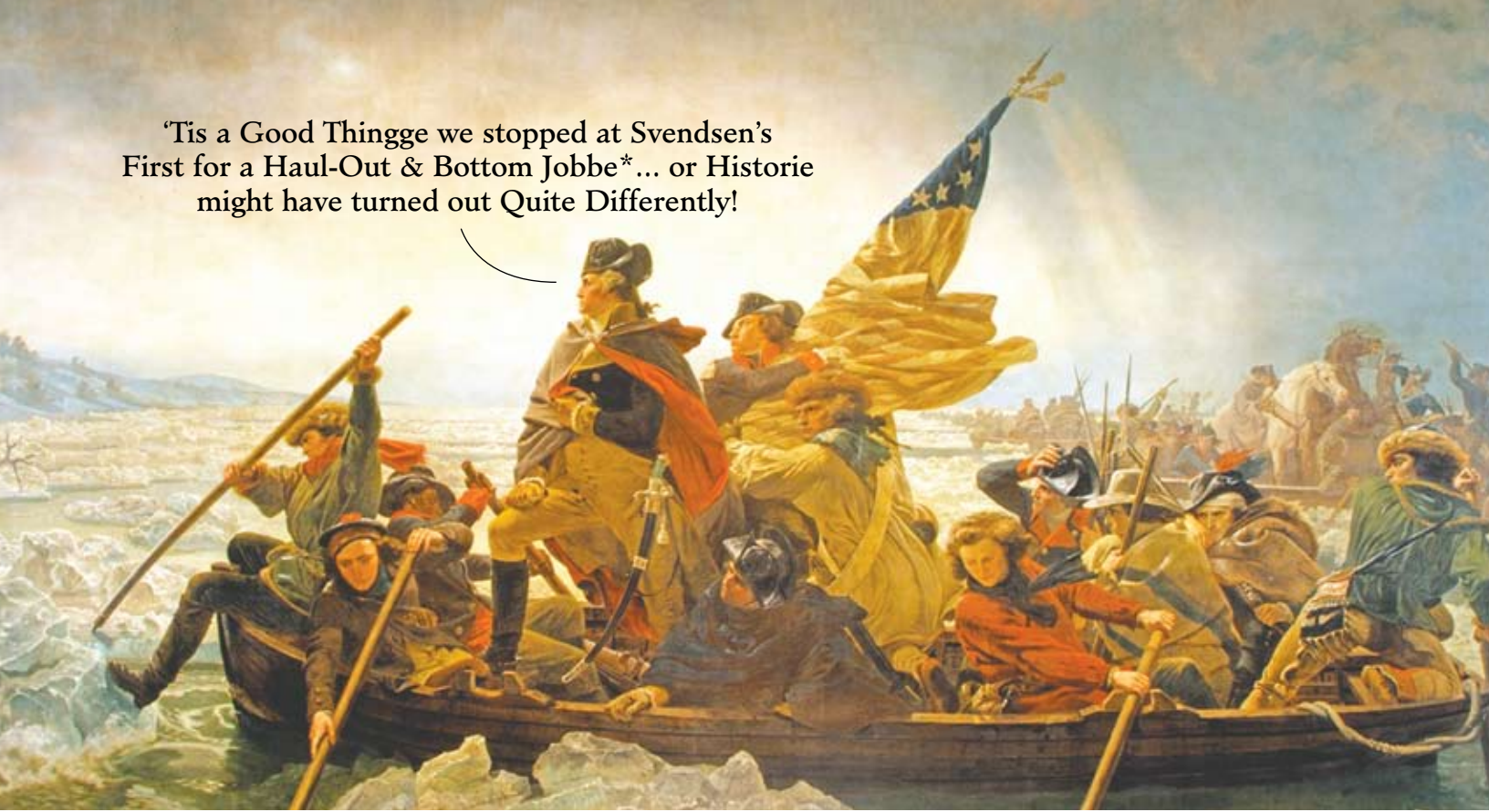
GUILAIN GRENIER

"You can't win if you can't finish."

Beer Can race — you can't win if you can't finish."

It's nice that the new America's Cup rules have been written in language we can all understand rather than in constipated legalese, isn't it?

'Tis a Good Thingge we stopped at Svendsen's
First for a Haul-Out & Bottom Jobbe*... or Historie
might have turned out Quite Differently!



*Note: George Washington was NOT an actual client of Svendsen's.



***Serving You For Over Four Decades,
Svendsen's Is Proud To Be The Bay Area's
Most Trusted & Experienced Boat Yard.***

The highly skilled team at Svendsen's performs all services on site, including:

**Wood & Fiberglass Repairs ★ Standing & Running Rigging ★ Repowers
Bottom & Topside Painting ★ Computerized Engine Diagnosis & Engine Repair
Electrical Repair ★ Custom Metal Fabrication ★ And Much More**

Call to schedule: **510.522.2886** | or schedule online: **svendsens.com**

Svendsen's Boat Works

1851 Clement Avenue, in the Alameda Marina Full Service Boat Yard

Chandlery Open 7 Days: (510)521-8454 or svendsensmarine.com | On-Site Rig Shop & Metal Works

Outboard Engine Owners:

WE UNDERSTAND



When an engine dies, there's no walking home – just costly repairs, lost vacation time, and lost revenues.

Don't find yourself in this boat. Regular maintenance prevents expensive repairs.

We are *your* experts for outboard diagnostics, repair, repower, sales and service.



- Factory-trained and certified techs
- Open six days a week
- New and used engines bought and sold
- One-year warranty on all work performed and used engine sales
- Three-year warranty on all new engines

You will *not* find this knowledge, reputation and network for less.

MARINE OUTBOARD

since 1990

OUTBOARD SALES, SERVICE, REPAIR, PARTS

(415) 332-8020

Nissan
Tohatsu
Johnson
Evinrude



Honda
Mariner
Mercury
Yamaha

35 Libertyship Way • Sausalito, CA 94965

Conveniently located at Libertyship Marina

If we're not maintaining your outboard, you've missed the boat!

LETTERS

↑↓ "PLEASE DON'T HURT ME"

About Russell Coutts' AC45 capsze, which saw him free fall right through the wing sail: I raced Class A cats in the United Kingdom for some time, and they go faster upwind with the lee bow just an inch above the water. It's great — until the tip of the bow gets buried. Then you either sheet off very fast, or you pitchpole, just as the video of Coutts' cat shows.

On another subject, I once effected the rescue of someone trying to commit suicide by drowning himself. In my case, it was someone who jumped off a bridge in Redding into the Sacramento River. I'm a river guide up there, so I made up a loop and dragged the person to the bank, where medical attention was given. You know what a suicidal person says when you offer him help? "Please don't hurt me."

P.S. Can't wait to do the Ha-Ha this fall!

Barry Foster
Tinuwiel, True North 34
Benicia

Readers — We'll have much more reader response later in Letters about the Alameda Fire Department's lack of response to a suicidal man off Crown Beach.

↑↓ A LITTLE SCUTTLEBUTT IS GOOD FOR THE SOUL

Thank you for printing my letter in the June issue regarding berth transfer policies here at San Francisco Marina. Unfortunately, I made a couple of errors.

First, the berth transfer fees at the San Francisco Marina are not based on a percentage of the boat's sale price, but rather on the length of the boat, and can go as high as \$100/ft on larger boats.

Secondly, I could have made my point about berth transfer policy at Fisherman's Wharf without going into quite as much detail as I did. A certain amount of the story I wrote is scuttlebutt. But the indisputable fact is that the boat in question would have been worth far more if its Jefferson Street berth could have been transferred to her new owners.

Hedley Prince
Wharfinger
San Francisco Marina

↑↓ FOLLOW THE GOLDEN RULE

Members of a Northern California Veterans for Peace chapter are rebuilding the *Golden Rule* ketch with intentions



COURTESY GOLDEN RULE

of touring the country with her under sail.

She was the first 'peace boat' — in '58 a group of four Quaker activists sailed her to the Marshall Islands in an attempt to stop the atmospheric testing of nuclear weapons. Members of our group found this ketch, and are currently restoring her in Leroy Zerlang's shipyard in Fairhaven, Humboldt Bay, which is near Eureka.

We're often asked why we're restoring the old ketch and what we're going to do with her. We see her as a genuine relic of the Cold War, one that deserves to be seen and again work in the cause of peace.

She will require at least another year of work, depending on funding. Our goal is to show up in San Francisco Bay during

All we are saying is give the 'Golden Rule' a chance.



Photo Credit: John Navas

THE DOYLE DIFFERENCE

Doyle Sailmakers has the right mix of performance, durability, value and service to earn your business.

We understand that when a sail lasts twice as long, it costs you half as much.

We won't over or under sell you. Our consultants will suggest a fair priced product, precisely tailored to your needs.

Contact your local Doyle loft or visit doylesails.com.



SAN FRANCISCO
510-523-9411



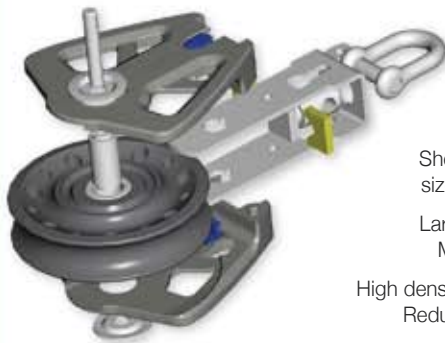
Authorized dealer.

BETTER ENGINEERED SAILS

Synchro Blocks



Lewmar synchro blocks are engineered for speed, efficiency and superior handling. We use a combination of scientifically optimised block geometry, a Free-Spin bearing and self-aligning head to reduce friction and increase efficiency by up to 40% over budget blocks on mainsheet systems. Which means each component is perfectly synchronised with the movement of the rope, providing you with an easier, smoother transfer of power from deck to sail and less wear on your rope.



Easy to use shackle post lock - 360° rotation or locked

Lock mechanism - Enables 30° float

Sheave marked with line size & safe working load

Large sheave diameter - Minimizes rope friction

High density free-spin bearing - Reduces axle diameter for superior efficiency

Features

- Stainless steel strap for best strength and longer service life
- Stiff glass fibre reinforced cheeks to prevent lines from wedging
- Innovative design with "tool-free" sliding swivel locking mechanism

Find Lewmar products at:

West Marine Most Locations	KKMI Richmond, CA 510-237-4141	Sea Tek Yachting Wilmington, CA 310-549-1800
	Rigworks San Diego, CA 619-223-3788	Svendsen's Marine Alameda, CA 510-522-2886

LEWMAR
www.lewmar.com

LETTERS

America's Cup festivities in the summer of '13. All the world's media will be there looking for the background stories behind the billionaire yacht races, and we're confident that the *Golden Rule* and Veterans for Peace will be one of those stories.



COURTESY GOLDEN RULE

The NorCal Veterans for Peace are restoring 'Golden Rule' for another peace tour.

We are working to restore *Golden Rule* to first-class condition, because after San Francisco, we're planning to take her on a tour of the United States, visiting as many peace and justice groups as possible via navigable waterways. Our tentative plan is to sail down the West Coast and through the Canal, then up several of the major rivers of the United States, including the Mississippi, to various Veterans for Peace chapters, and to the headquarters in St. Louis.

We will continue to tour many of the rivers and cities damaged by Katrina, around the state of Florida, and up the East Coast of the United States, visiting all of the major cities that are located on the ocean, rivers or bays. Hopefully, we could continue up the Hudson River Valley to Buffalo, and go through those canals to the Great Lakes waterway system to many big Midwestern cities. After that, she would be trucked back to the West Coast, eventually returning to Humboldt County.

We are interested in support, working volunteers and networking. We hope *Latitude* readers will check out our website at www.vfpgoldenruleproject.org.

Fredy Champagne
Coordinator, Veterans for Peace
Golden Rule Project

Fredy — The best of luck with your project. If you get the boat completed, we imagine you'll get more than enough local support to see you around the United States.

↑↓ ARE SPEED LIMITS THE ANSWER?

I'm not so sure a 10-knot speed limit for big ships in California's marine sanctuaries is a well-thought out idea.



COURTESY SKIP ALLAN

When at speed, the turning of a big ship's screw makes a lot of noise. Slow them down and they become much quieter. I suspect a whale would be more likely to get out of the way of a faster, noisier, machine.

Al Reed
Ensueno, Gulf 32 PH
Long Beach

Will whales be any safer if ships travel at slower speeds?

Al — We wish that some kind of solution could be found to prevent contact between ships and whales — and even more so between whales and small boats. We're not sure if a 10-knot speed limit would be a solution, because whales are apparently hit by ships going that slowly, too. And based on our experience of coming north from L.A. to San Francisco on a 960-ft American President Lines container ship, the momentum of the ship was so great that they all but turned off the engine



LET'S BE CLEAR ABOUT IT...

"Pumping sewage anywhere in our waterways pollutes the environment."

Disease, contamination, low oxygen levels and unsightly water are just a few of the devastating effects of boat sewage illegally dumped anywhere in our waterways and shoreline.

It's simple: You have to plan to properly dispose of human sewage from your boat. Boats with holding tanks must pull in and pump out at shore side pump out stations.

If you have a boat without holding tanks, plan your trip to use shore side restroom facilities.

Don't waste away our waterways! Proper disposal of sewage allows the living things in our waterways to keep on living.

**IF IT'S YOUR BOAT,
IT'S YOUR RESPONSIBILITY.**

California Department of Boating and Waterways



For more information visit our website
www.BoatResponsibly.com



Scan with your QR Code Enabled Smart Phone for California Vessel Pumpout Locations



HOGIN SAILS



Locally Made & Handcrafted

**Our sails are USED offshore,
not MADE offshore!**

HOGIN SAILS

- New racing and cruising sails
- Roller furling conversions
- Repair and service
- Boom and canvas covers
- ATN spinnaker/genoa sleeves
- All sails manufactured at our Alameda loft

Call us today to discuss your sail inventory.

510.523.4388

1801-D Clement Avenue, Alameda, CA 94501
sales@hoginsails.com • www.hoginsails.com

LETTERS

down the coast at Davenport, so they weren't coming through the Farallones Sanctuary that quickly anyway.

It seems to us that the ideal solution would be for ships and small boats to be able to emit some kind of warning sounds to whales. We know this has been tried a number of times in the past, but don't believe it's been successful. Maybe more research is needed.

If you see an injured or entangled whale while out sailing, you can report it at (877) SOS-WHALE.

↑↓ SMART PEOPLE, STUPID DECISION

Let's see, you take the James River near Norfolk, Virginia, where the water was 55 degrees, 10 people without lifejackets on a 22-ft sailboat, at night, and a capsized. Criminy, it's a miracle that anyone survived!

Charles Lane
Shamwari, Tayana 37
San Francisco

Charles — The May 13th incident makes us sick, and sadly proves that even very bright people can do some lethally foolish things. All 10 — six men and four women — aboard the small



USCG

Ten people on this tiny little vessel was a recipe for disaster.

sailboat were in their 20s, and were either graduate students at local universities doing research at NASA's Langley Research Center or employed by the National Institute of Aerospace. In other words, these were your cream-of-the-crop young folks.

Two of the group, 23-year-old Tyler Lorenzi, originally from Mill Valley and a Northwestern graduate who was an associate research engineer for the National Institute of Aerospace, and Alex Brown, perished from exposure after the capsizing. Five others managed to swim ashore after four hours in the frigid water, and three others were rescued after authorities were alerted to what had happened.

So it was a case of a bunch of smart young folks socializing, as young folks should, but who collectively didn't realize what a dangerous situation they were putting themselves into. Ten people on a 22-ft sailboat? No, no, god no!

See this month's Sightings for the Coast Guard's most recent report on boating accidents and deaths. While the deaths are at a historic low, they are still way too high. Interestingly enough, only a tiny number of boating deaths occur on sailboats.

↑↓ HOW LOW CAN YOU GO?

Latitude's request for feedback on the cost of cruising was a timely topic, as we were just talking about it here in Puerto Escondido, Baja. I've been in Mexico since January of '06, and my total monthly income is under \$2,000. It's taxable, so Uncle Sam takes his cut.

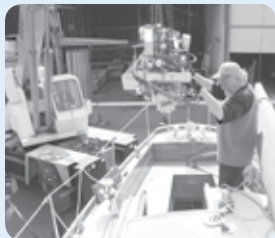
I've tried different ways to budget, but two months ago settled on my current system. The minimum wage in Mexico is a little over 2,000 pesos/month, or about \$175 U.S. So a Mexican couple working full-time makes about \$350 a month. I reasoned that if a Mexican family can live on \$350 U.S. per month, my basic living expenses shouldn't be any more than that.

So once a month, I've been taking 4,000 pesos out of the ATM. If it runs out, well, it runs out. To my surprise, \$350



Berkeley Marine Center

The yard that works for you!



Maintenance,
repairs &
construction
of yachts &
commercial
vessels

- Lift capacity 35 tons
- Sprayed Racing Bottoms
- Full Painting Service
- Fiberglass & Gelcoat Repairs
- Rigging Repairs & Installation
- Electrical Repairs & Installation
- Engine Service & Repowering
- Propeller Installation & Tuning
- Wood Hull Repairs & Caulking
- Teak & Non-Skid Deck Repairs

Committed to the tradition of boating, and a tradition of customer service in everything we do.



Chandlery & Fuel Dock Open 7 Days

Mon – Fri 8 to 5 • Sat & Sun 9 to 5

In Berkeley Marina • 510-843-8195 • www.berkeleymarine.com

SUMMER SAILING CENTER



AND ALL YEAR ROUND

Protected from wind and fog in the summer and surge in the winter.

MARINA VILLAGE OFFERS:

- Full Amenities
- Clean Facilities
- Idyllic Location



Call for a tour or slip reservation

MARINA VILLAGE YACHT HARBOR

Much More than Just a Marina

(510) 521-0905

www.marinavillageharbor.com

LETTERS

has been sufficient for my needs. I've even been able to do normal boat maintenance, such as oil changes and minor repairs, within this budget.

What are my secrets to cruising inexpensively? I rarely



CHUCK LOSNESS

Chuck happily cruises 'Hale Moana' for \$350 per month.

eat out. And I always anchor out because marinas are beyond my budget. I also do all of my own maintenance and repairs. If you have to pay people to fix your boat, your cruising budget is going to zoom — especially if you hire *gringos* with work permits. It would take some of them less

than four hours to go through my monthly budget! The days of inexpensive skilled labor and boat workers seem to be long gone.

The key to my budget has been that no matter what, I don't take more than 4,000 pesos a month from the ATM. It's been my experience that if people have money in their wallet/purse, they will spend it. Myself included.

I was discussing cruising budgets with a friend who has been living on 6,000 pesos/month — about \$500 U.S. — for the last several years. He eats out more often than I do, and he likes his rum. A Canadian friend has a total income of \$1,000 U.S. per month to cover all his expenses, and he manages. All three of us are singlehanders. It seems as though singlehanders spend far less than do couples. The cruising couples I talk to seem to have minimum expenses of \$1,000 to \$1,500 per month.

The bottom line is that you can spend a ton of money cruising in Mexico, but if you're careful, you can also live both comfortably and inexpensively.

To give your readers some background, I was a member of Dana Point YC for 30 years, and did most of my sailing out of there. I found my Gulfstar 37 in Mission Bay in '04, and spent two years there sorting out the boat and making a few modifications, repairs and upgrades. But not too many, because I like things to be simple and easy to use.

By the way, I'm a Sea of Cortez guy. I've been down to mainland Mexico twice, and I don't care for it. Sure, Isla Isabela was great, and I thought Chacala was the best anchorage. But generally speaking, I found that most of the anchorages were too rolly for my liking, and the water visibility wasn't very good. I thought everything south of Chacala was just going downhill, and was making my slog back to the Sea even longer.

I love the Sea of Cortez, and pretty much cruise out of Puerto Escondido, where I have a mooring in the Ellipse. I go down to La Paz for January to March, and spend the summer months in the Bahia de Los Angeles or hauling out in Guaymas. Well, I gotta go — the Sunday potluck starts in an hour and I've got to prepare something to share with the others.

Chuck Losness
Hale Moana, Gulfstar 37
Puerto Escondido, Mexico

Readers — With the U.S. recovery weak, employment opportunities bleak, yet the cost of used boats quite low, an increasing number of readers are thinking this might be the perfect time to go cruising. Naturally, they are curious what it really costs. It differs greatly, of course, depending on how one

THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH

Our patented woven Vectran® sailcloth performs like the laminates with the durability of Dacron®, especially in roller furling applications. In fact, Vectran® is lighter, lower stretch, and retains its shape over a longer life than any sailcloth we've ever offered to cruising sailors. That's because Hood Vectran® is woven, not laminated to Mylar® film. And you can be sure that each sail we roll out is built by hand, with the same care and craftsmanship that has been the Hood hallmark for 50 years. To discuss your sailcloth needs – whether our state-of-the-art Vectran® or our soft, tight-weave Dacron® – give us a call today.

HOOD Sails & Service

HOOD New Sails

HOOD Sail Repairs

HOOD Furling Conversions

HOOD Pickup & Delivery



SAILMAKERS

Chesapeake

*Jim Fair's Outbound 46
with Hood Vectron
Full Batten Mainsail,
140% Genoa, and
Solent Jib*

PHOTO COURTESY
SWIFTSURE YACHTS
www.OutboundYachts.com

HOOD SAILMAKERS 466 Coloma Street, Sausalito, CA 94965

Call Robin Sodaro (800) 883-7245 (415) 332-4104 Fax (415) 332-0943 hoodsails@aol.com

Visit our website for Special Online Discount Pricing... www.hoodsailmakers.com



LASER SALE



Svendensen's is Pre-Selling a Limited Number of Laser World Boats after the 2011 Worlds Laser Master Championships.

Includes Dolly, New Sail, Blades, & Rigging.

GREAT DEALS - SAVE BIG \$\$\$!

Boats will be available August 13, on a first-come, first-served basis. Deposit required. For further details, call Alex or James at **510.521.8454**.

Sale on Spectra Watermakers



Reliable, quiet, efficient, and easy to use!



20% Off Retail
While Supplies Last

Sale ends 7/31/2011.

May not be combined w/other offers.

1851 Clement Ave.,
Alameda Marina



Phone:
510.521.8454

Shop Online: svendsensmarine.com

LETTERS

wants to cruise, but in this Letters section, an article elsewhere in this issue, and the August issue, cruisers share what they've been cruising on. Enjoy.

↑↓ "I STILL HAVE THE ORIGINAL \$1,000"

In a recent letter, I mentioned that I've sailed around the world, much of the way with my wife, on "a ridiculously low budget." The publisher wrote back to ask me to be more specific.



JULIE TURPIN

Kirk McGeorge has successfully found work wherever he goes.

May I begin with a couple of paragraphs from Sterling Hayden, noted seaman, actor and author, that provided my early inspiration?

"I've always wanted to sail the South Seas, but cannot afford to,' [people say.] What these people cannot afford is to not go! They are enmeshed in the can-

cerous discipline of 'security'. And in the worship of security, we fling our lives beneath the wheels of routine — and before we know it, our lives are gone.

"What does a person really need? A few pounds of food each day, heat and shelter, six feet to lie down in — and some form of working activity that will yield a sense of accomplishment. That's all, in our material sense. But we are brainwashed by our economic system, and we end up in a tomb beneath a pyramid of time payments, mortgages, preposterous gadgetry, playthings that divert our attention from the sheer idiocracy of the charade. The years thunder by. The dreams of youth grow dim where they lie caked in dust on the shelves of patience. Before we know it, the tomb is sealed.

"Where, then, lies the answer? In Choice. Which shall it be: bankruptcy in purse, or bankruptcy in life?"

So wrote Hayden. It seems that over the past 17 years of full-time living aboard a boat, I've spent about as much time wandering around under sail as I have in port, working at some form of marine-related enterprise or another. I started in '94, when I purchased Carol Post's Islander 37 motorsailer *Beche de Mer*, which was chained to the dock at the Ala Wai. I re-christened her *Polly Brooks*, and abandoned my sub-sea career by sailing west a year later. When I departed Hawaii, I had \$1,000 left in my wallet, but a job waiting in Saipan. After a 31-day passage across 3,500 miles of ocean, I arrived at a new boat job with a new attitude — and a 'cruising bug' up my ass that kept my gaze fixed on the horizon.

I drove a dinner cruise boat in Saipan for a few months, and then headed south to Guam. Before I managed to clear Customs, I was offered another job on a tour boat! Poking around the Pacific on my boat and getting paid to drive other peoples' boats was heaps of fun! The best part was learning how little it cost to live at anchor, especially when I got fed at work.

Next thing I knew, I was heading south through Papua New Guinea to Australia. I landed in Cairns, and scored a casual job going out to the Great Barrier Reef every day on big, fast ferries, where I attempted to sell helicopter joy flights to the hundreds of tourists. On a good day, I'd fly home with more money than the captain! And with a big bag of prawns for dinner. On a bad day, I'd go scuba diving on one of the seven natural wonders of the world. In my spare time, I'd earn cash by doing canvas repairs and making sailing harnesses with my sewing machine.



**Why Now?
Because These Sails
Come With Free Sheets**

Are you ready for a FREE set of Marlow Sheets???
Contact your favorite sailmaker for details!

Bainbridge and Marlow have partnered on one of the best deals in sailing to harness the power of the wind. Order a sail made from any Bainbridge upwind polyester or multi-purpose downwind sailcloth between now and August 1st, and you'll get Marlow MB12 double-braid sheets for that sail for FREE.

In a testament to durability, Bainbridge has been the world leader in sailcloth for over a century. Marlow is the highest tech rope manufacturer with lines of exceptional quality for every marine application. Get the benefit of both: the highest quality sheets to go with the best quality sailcloth.

Ask your sailmaker for Bainbridge cloth, because durable horsepower is even better when the quality harness is free.

Marlow[®]
distributed by  BAINBRIDGE
INTERNATIONAL

bainbridgeoffers.com

North times six.

When performance counts the choice is clear.
Call your nearest North Sails representative.

Sausalito

New Location!

Sales & Sail Care together - call for details.

415-339-3000

Channel Islands

805-984-8100

Marina Del Rey

310-827-8888

Long Beach

562-795-5488

Costa Mesa - Sail Care

949-645-4660

San Diego

619-224-2424



www.northsails.com

LETTERS

When my Aussie visa expired, I returned to PNG. For six months I had a mate position on a small expedition cruise vessel that took high-end tourists up the rivers and to the outer islands of New Guinea. In addition to pay, I got food and a free berth for *Polly Brooks*.

I returned to Guam for a hard-hat diving job, followed by a stint driving the pilot boat in the commercial port. This



KIRK MCGEORGE

'Arrr Boy' Stuart and mom Cath don't seem to mind Captain Kirk's frugal ways. In fact, the family is thriving.

was when I married a loving lass from Australia. Cath and I slaved and saved in Guam for years, so when we shoved off for the Philippines, Singapore and Thailand in '00, *Polly Brooks* had a new engine, radar, fridge, and electric windlass.

Two years later, we arrived in St. Thomas in the U.S. Virgins, where we worked for the next six years. This is where Cath presented me with a fine son, 'Arrr Boy' Stuart. Needing more room, we sold our Islander Pilothouse — exclusively through a *Latitude Classy Classified* — for a larger and newer S&S-designed Hylas 49. She did, however, need quite a bit of work.

We departed the U.S. Virgins three years ago, and celebrated Stuart's fifth birthday in Trinidad, his sixth in Moorea, and his seventh in Fiji. During this voyage, we dropped the hook in Pago Pago just in time to take a crash course in 'tsunami tsurfing!' Riding out the cyclone season there for eight months, I went to work with the local department of Fish & Wildlife, and Cath worked with the local radio station. Stuart even helped by getting a job as co-host on a kid's Saturday morning cartoon show.

We continued west from American Samoa a year ago, and recently arrived in Australia — three years after quitting our jobs in St. Thomas. Cath has now gone back to work with the same radio network she worked with before joining me, and I'm slowly getting back into the earning groove while simply messing about in boats. 'Arrr Boy' is in school and the Cub Scouts, and standing tall in his new uniforms.

Before I got married, meaning the first five years of this adventure, I simply lived on what I earned while wandering about. Our records show that, after getting married, Cath and I spent a total of \$18,000 — or \$750 per month. Included in this figure were a routine haul-out in Langkawi, a few journeys inland, provisions, fuel, minor upgrades, and so forth. We caught fish, ate well, and always had cold beer in the fridge and a bottle of wine to share.

Everyone knows that the Med is more expensive than Southeast Asia, but it cost far less to cruise than we'd been led to believe.

The cost of maintaining a larger boat is a bit more than that for a smaller one, and the additional cost of feeding, clothing, entertaining, and schooling 'Arrr Boy' has probably doubled our costs. But it seems that whenever we need to stop and rest awhile, some kind of employment naturally presents itself to us.

Being a Navy veteran with minor service-connected disabilities, I'm entitled to health care at any VA hospital or clinic in America. But I'm always careful, so I have rarely used this benefit. As for the cost of health and dental care for my family, when we're cruising abroad, it's a fraction of what it would be in the States. It's true that we haven't gotten paid as much when working in most places we cruise as we would

Blue is Green!

Recycle your old sail and **save green** on a new sail from North!



- 1. HERE'S HOW...**
- REGISTER ONLINE*** for your free UPS shipping tag, then send your old sail(s) to the North Sails recycling center for delivery no later than Aug. 15, 2011...*the sooner the better!*



Better by Design

Sausalito 415-339-3000

Channel Islands 805-984-8100

Marina Del Rey 310-827-8888

Long Beach 562-795-5488

Costa Mesa - Sail Care 949-645-4660

San Diego 619-224-2424

Onne Van der Wal photo



- 2. RECEIVE YOUR 20% RECYCLING VOUCHER** valid toward the purchase of a new North sail from July 1 - September 3, 2011.



- 3. PURCHASE YOUR NEW NORTH SAIL** July 1 - September 3, 2011 and elevate your sailing!

PLUS... When we receive your old sail, we'll send you a **FREE** North Tote Bag by **Sea Bags®** made from recycled sailcloth!



*to register, visit northsails.com and click on the "Blue is Green!" icon. You'll help the planet and save on North Sails, too!

*North One-Design sails, Class Sail Development sails, 3DL sails, 3Di sails and North Sails Direct sails are excluded. 50 ft. LOA and smaller. Offer valid on orders placed July 1st through September 3rd, 2011. Customer must take delivery of new sail prior to Nov. 30, 2011 and recycled sail must be received by Aug. 15, 2011.

Blue is Green! program cannot be combined with other offers. Other restrictions may apply.

CELEBRATING 54 YEARS IN BUSINESS



36' BENETEAU 361, 1999
\$89,500



39' AMEL SHARKI CENTER
COCKPIT KETCH, 1980 \$120,000



40' NEWPORTER STAYSAIL
SCHOONER, 1957 \$24,900



41' NEWPORT CUTTER, 1981
\$44,950



42' BENETEAU FIRST 42, 1984
\$82,500



44' SIRENA, 1985
\$109,000



45' C&L EXPLORER CUTTER, 1979
\$43,900



46' PETERSON FORMOSA, 1979
\$85,000



48' C&C PH CUTTER, 1982
\$74,900



50' FERRO CUTTER, 1975
\$28,500

26' GLACIER BAY, 2006 ... \$69,500
26' WELLCRAFT, 1997 19,900
28' BAYLINER, 2002 31,500
38' CHRIS-CRAFT COMMANDER,
1985 74,900
40' BLUEWATER, 1980 39,900

41' RINKER VIESTA VEE, 2005
..... 198,500
42' POST SPORTFISHER, 1975
..... 99,800
48' RAMPART, 1969 98,500

NAPA VALLEY MARINA

1200 Milton Road • Napa, CA 94559

(707) 252-8011 • Fax (707) 252-0851

www.napavalleymarina.com

Marina • Boatyard • Chandlery • Brokerage

Dealers for
YANMAR

Interlux
yachtpaint.com

Distributors for *Brownell*
Boat Stands

LETTERS

have back in the States, but we don't need as much money in those places either.

Different countries have different rules about foreigners working in their country. But we've found that if I'm willing to share what I know, and don't take work away from anyone else, people will gladly employ me wherever I go.

There you have it, the way I support my family while maintaining this free lifestyle and keeping a smile on my dial. God only knows where the wind will blow us from here, but my former employer in Guam has offered me the helm of a harbor tug should we decide to head north from here, and the kind family I worked for in St. Thomas seems to want us to return to the Caribbean. So the future looks bright.

By the way, I still have the \$1,000 I set sail from Hawaii with 16 years ago!

Kirk McGeorge
Gallivanter, Hylas 47
U.S.V.I.

↑↓ CHEAPO PENNY-PINCHERS

For almost three years, our Colorado-based family — Jim and Meri, son Tim, daughter Carlyne, rescue hound Bailey Dog and orphaned Mazatlan feline Bad Kitty — have sailed the Sea of Cortez and mainland Mexico. We've enjoyed fabulous experiences and created wonderful memories together.

How much does it *really* cost to cruise? It's hard to say, because everyone is different, every cruising ground is different, and every boat project is different. We know families who cruise for less than we do, and some families who spend much more, but we believe our costs are moderate for a family of four.

If you go to our website at www.expaticus.com and click on the 'Expenses' link, you'll find our '09 numbers and see that we spent a total of \$17,611 — which included a haul-out, a bottom job, a new Engel 12-volt freezer, and three road trips back to the States. Keep in mind that we began calculating our expenses after fully outfitting and provisioning our then-boat, a Cal 35, for our first year of cruising.

In '10, having realized that we'd outgrown our Cal 35, we sold her and purchased a center-cockpit Tartan 41 in Mazatlan. To say she was a 'fixer-upper' is putting it mildly. We

purchased her for a good price, but had to spend five months in a marina repairing her. Therefore our numbers for '10 are a bit whacked. But they do show you what buying a fixer-upper and outfitting her for cruising can cost. Keep in mind that we're cheapo penny-pinchers, 'do-it-yourself-if-you-can' cruisers. We'd rather do our own work instead of paying others, as it allows us to cruise longer.

Anyway our '10 expenses ran \$41,942. This number does not include the sale of *Windfall* or the purchase of *Hotspur*. The cost of an engine rebuild alone was \$10,341, plus another \$8,131 for boat equipment. Had we not incurred the equipment and rebuild costs, our '10 aboard cruising expenses would have been about \$23,000.

The Faulkner Family
Hotspur, Tartan 41
Mazatlan



COURTESY HOTSPUR

The Faulkner family moved up to 'Hotspur' after outgrowing their Cal 35.



YACHT BROKERAGE - SALES & SERVICE WWW.JK3YACHTS.COM

CALL TO LIST AND SELL YOUR BOAT



65' World Cruiser
2006 65' J/65
Mairi \$2,100,000



2000 53' J/160
NovaKane **SOLD**



Med Cup Winner
2006 52' TP52
Stark Raving Mad **SALE PENDING**



Sistership
2001 45' J/145 Carbon
Raincloud \$429,000



2004 43' J/133
Tenacity \$349,000



Cabo Race Winner
2000/09 Refit 41' J/125
Warrior \$389,000



1999 41' J/125
Aunt Jessie \$269,000



New Sails/Bottom
2007 40' J/124
Forgiveness \$295,000



IRC Champion
2008 40' King / Summit 40
Soozal \$579,000



2004 40' J/120 Mad Max II \$200K
1998 40' J/120 Scamp \$169,500
1994 40' J/120 JWorld \$119,000
4 Available



2007 40' Delphia 40GT
Ondine \$183,500

- SAIL.....**
- 1994 43' J/130 \$250K
 - 2002 40' C&C 121 \$230K
 - 1986 38' Baltic38 \$80K
 - 2003 35' J/105 **SOLD**
 - 2007 33' CrossCurrent \$199K
 - 2002 32' J/32 **SOLD**
 - 2010 31' J/95 **SOLD**
 - 2006 30' J/92s \$95K
 - 1993 30' J/92 **SOLD**
 - 2003 28' Corsair F28R Tri \$69K
- POWER.....**
- 2008 44' RENZO Coupe \$549K
 - 2000 43' Grand Banks EB \$329K
 - 2005 38' True North 38 \$340K
 - 1996 31' Albin TE \$84K
 - 2009 30' Raider RIB 9m \$68K



(2) 2004 35' J/109's
Blue Crush \$192,000
Duster II \$198,900



2001 35' J/105 Javelin \$105,500
'96/'09 refit J/105 #130 \$133,000
2007 J/105 Last Dance \$135,000
2001 J/105 Ondine \$109,500



2008 Sabre Spirit
Dadeline **SALE PENDING**

DEALERS FOR THE FOLLOWING BRANDS: CALL 619-224-6200



In Stock - San Diego
SABRE 40 FB w Zeus Drives



In Stock - San Diego
All New BACK COVE 30



In Stock - San Diego
J Boats Hot New J/111



456 Sold - 426 On Order
SABRE 456 Performance Cruiser

SAN DIEGO
Jeff Brown
Jeff@jk3yachts.com
619.709.0697

SAN DIEGO
Kenyon Martin
Kenyon@jk3yachts.com
858.775.5937

NEWPORT BEACH
John Zagorski
John@jk3yachts.com
310.947.2092

HOUSTON
Tom Binig
Tom@jk3yachts.com
713.725.2397

SAN FRANCISCO
Jeff Brown
Jeff@jk3yachts.com
619.709.0697



- NEW
- USED
- REFINANCE



Boat Loans Made Easy®



Let our 30 years of experience go to work for you!

Richard Tressler
866-377-3948 ext. 1047008
www.essexcredit.com

EQUAL CREDIT OPPORTUNITY LENDER

Loan Amounts from \$25,000
Instant Loan Approvals* • 90 Days to First Payment*

*Subject to Loan Program Guidelines and Credit Approval
Reference Code = MAR931

LETTERS

↑↓ FULL OF HOT AIR

After reading the June 1 *Zen Sailing in the Estuary* article in *'Lectronic*, with the bit about Doña de Mallorca's automatic lifevest going off under her jacket, I just had to write.

I left Vallejo in '09 for retirement life aboard here in Puerto Escondido, but prior to heading south, my wife Linda and I used to really enjoy getting into the dink for Vallejo's 4th of



LATITUDE / RICHARD

Doña de Mallorca got a surprise when her auto-inflate PFD auto-inflated.

July festivities and fireworks. If you went on the river, you could practically get right under the fireworks, as they were launched over the Napa River from the city park on the waterfront. It was absolutely great!

One year we and our friend Mike were in the dink for the fireworks when all of a sudden there was a 'psssssss' sound. Oh my heavens, all three of us started looking for the hole we presumed we had somehow just put in our inflatable. When we couldn't find the problem right away, we grabbed our lifevests, assuming that we'd soon be swimming.

But we soon discovered that the 'psssssss' we'd heard was not from some damage to the inflatable, but rather one of our auto-inflate lifevests. Evidently the humidity was a bit much for the poor unit. We reloaded our glasses with vino, and had a wonderful evening watching the rest of the festivities.

By the way, *Latitude* is just 'the bomb', and we in Puerto Escondido simply can't wait each month until someone drives down from the States with a pile of fresh issues. Personally speaking, I've always thought that your magazine's articles have been balanced and well-written. I tip my hat to you and your crew.

Dale Weatherly
Moxie, Ingrid 38
Puerto Escondido, Mexico

Dale — Thanks for the kind words. We're glad you're enjoying retired life in Puerto Escondido, where most of the time life has been more tranquil than here in the States. To make it even better, if you have good internet service, you can download the entire magazine — ads and all — in its full glory directly from our website for free. No need to wait for some generous soul who hasn't gone over their airline baggage limit!

As bad as automatic lifevests going off by mistake might be, there is something worse. We can't remember the circumstances, but a number of years ago one mariner reported that he was in the boat's head with the liferaft — no, we don't know why — and it started to inflate. The person was trapped — and nearly crushed — before the raft could be stabbed into submission.

↑↓ FOCUS ON PLACES WHERE THE SUN DOESN'T SHINE

I'm glad to see that members of the *La Gamelle* Syndicate are enjoying their new-to-them, 31-year-old Olson 30. Having read in the June 1 *'Lectronic* about how the stainless steel bolt that keeps the rudder from falling out of the boat failed, I recommend that, when you go over the rest of the metal on the boat with a magnifying glass as you say you're going to do, you focus on areas where the sun don't shine.

Allow me to explain. Stainless steel has a little known Achilles heel that goes by the name of crevice corrosion cracking. Stainless steel depends on a free flow of air to its surface

10 reasons why boaters choose BERKELEY MARINA

- 1 Direct Access to the Bay**
The best boating experience as soon as you leave the beautiful harbor!
- 2 Free Mobile Pumpout Service**
Berkeley Marina has teamed with BayGreen to offer Free once-a-month mobile pumpout of your holding tank (through Sept. 2011).
- 3 Free WiFi**
The Marina now offers free WiFi access to the internet.
- 4 Sailing Schools & Clubs**
OCSC Sailing, Cal Sailing Club, Cal Adventures – More chances for learning & community!
- 5 Berkeley Yacht Club**
One of the friendliest clubs on the bay – Get involved: racing, cruising, social activities... **Now – membership fee waived!**
- 6 Berkeley Marine Center**
One of the Bay Area's most popular, full-service boat yards!
- 7 Liveaboard Permits Available**
Make Berkeley Marina your home!
- 8 Fuel Dock & Pumpout Stations**
Open 7 days a week.
- 9 Full Amenities**
Berther-only bathrooms, laundry facilities, gated docks...
- 10 Much More!**
Bait shop & deli, launch ramp, hoists, fish cleaning stations, paved parking, free washdowns for trailered boats...



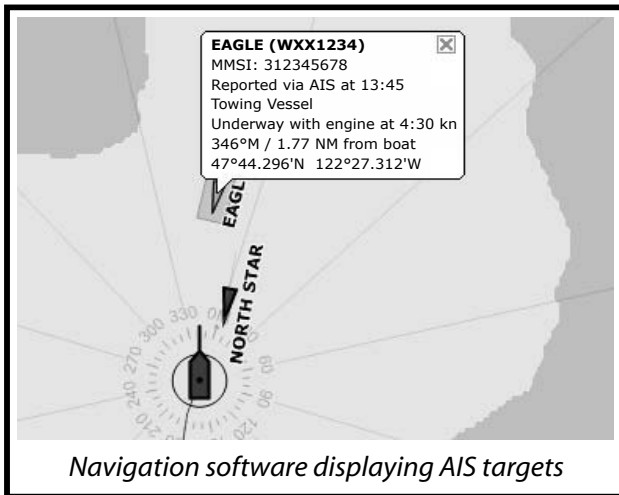
Contact the Marina Office for details

It's a boating community!

AIS Made Easy!

Latest, most cost-effective collision-avoidance solution

AIS (Automatic Identification System) receivers enable AIS-capable chart plotters and navigation software to see other vessels. AIS transponders allow other vessels to see you.



Navigation software displaying AIS targets

Milltech Marine offers complete, low-cost AIS solutions. Visit our web site for information on:

- ✿ AIS Receivers - featuring the Comar AIS-MULTI
- ✿ AIS Transponders - including Class B AIS
- ✿ Navigation Software
- ✿ Antennas, cables and other accessories



Order any product online and use coupon code "LAT38" to get free shipping in the U.S.

For more information contact:



(866) 606-6143
www.MilltechMarine.com

LETTERS

to continuously replenish its oxide surface coating, which is the primary barrier that makes it 'stainless'. Stagnant water, however, contains little or no oxygen, and therefore can preclude the flow of all-important air. This accelerates the depletion of surface oxide coating. If the oxide coating is depleted long enough, corrosion will occur in the crevices between the grain structure of the material.

Any place stagnant water can accumulate for long periods of time while in contact with the stainless is a potential trouble spot. Likely places for this problem are chainplates (where bedding can trap stagnant water), prop shafts inside the stern tube of little-used boats, and fasteners located in wet areas.

The accompanying photos are of an 18-8 stainless



BILL WILLCOX

Flip side of the washer — the side exposed to air looks fine, but the truth is revealed after flipping it over.

washer I use to disabuse my colleagues of their irrational faith in the immortality of stainless steel. The first photo is of the top side. The second is of the flip side. And yes, Virginia, they are flip sides of the same washer! The ugly side trapped water between it

and a fiberglass surface. Some of the worst pitting looks as if 'stainless steel termites' had been at work.

Lack of oxygen can also affect the threads on fasteners.

The good news is that it usually takes a long time for stainless to get this bad. The bad news is that complacency can fool you into thinking everything is good.



LATITUDE / RICHARD

It doesn't take a metallurgist to see that this bolt had corrosion issues.

While *Latitude's* photo of the broken bolt does not confirm that the failure was due to crevice corrosion, I'll bet you'll find at least some of it with your magnifying glass, if you look in the perpetually wet areas of the boat.

While you're at it, if you pull a bolt to check it, at least replace the lock nut with a new one. They are cheap insurance, and the nylon locking part is susceptible to UV degradation.

For the record, I am not a metallurgist.

Have fun with your new toy.

Bill Willcox

Faith, Scandia 34

Currently on SAR assignment in Hong Kong

Bill — Thanks for the great info.

For the record, La Gamelle is not a 'toy', but rather every bit as much of a meditation tool as a sand mandala, a tao totem, nude yoga and all the rest.

⚡ RACERS DON'T ALWAYS MAKE GOOD CRUISERS

My letter is in response to your editorial response to the letter about Abby Sunderland in the May issue.

I raced on the Bay for about eight of the more than 50 years I've been sailing, and believe that the experience taught me things about sailing I might never have learned if I had just cruised. For example, how *really* close you can sail to other boats, buoys, and seawalls without hitting them, how to tweak your rigging for maximum speed, and the sheer joy of eating a handful of brownie crumbs from your foulie pocket while sitting up on the rail. All of that is good experience and made

Ask the Experts...

“I want a hard antifouling paint that lasts, what should I use?”



Stan Susman
Technical
Sales Representative

“Whether you’re into powerboats, sailing or fishing, there’s a product that will fit all these types of boats* and deliver the performance you expect !

Interlux Ultra™ is the premium, durable antifouling paint that offers more than long term performance:

- Ultra has a durable, hard finish with superior hide. A thicker paint, it gives you significant film thickness in two coats, which gives you the longevity in performance and prevention of premature wear through
- Long track record in high to medium fouling areas, it’s designed to deter barnacles, weed and other types of fouling – in all waters!
- Ultra has excellent color stability – even at the waterline!
- Formulated with Biolux® Technology to fight slime
- Ultra has reduced emissions as it’s formulated using less solvent

Whenever and wherever you decide to haul your boat, ask your boatyard for Interlux Ultra, the best performance at a very competitive price!”

 **Interlux®**

Our World is Water



** Not suitable for aluminum hulls. For boats frequently in and out of water, we recommend Micron® Technology antifouling.*

® Interlux®, the AkzoNobel logo and other products mentioned are registered trademarks of, or licensed to, AkzoNobel. © Akzo Nobel N.V. 2011. Use antifouling safely. Always read the product label.

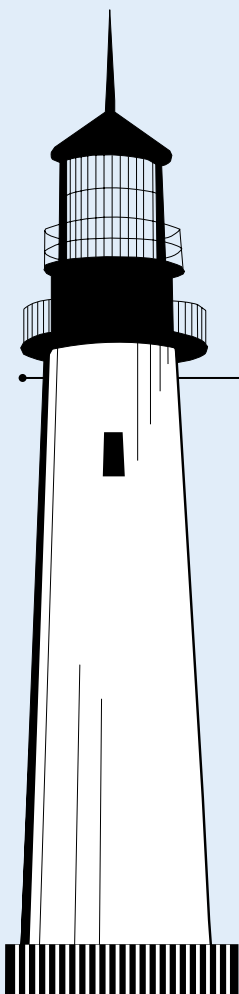


AkzoNobel

Find more answers at yachtpaint.com



BLUE WATER YACHT INSURANCE



Blue Water Yacht Insurance covers more active cruising boats than any other marine insurance agency in the Western Hemisphere, and is the leading innovator of insurance products for the offshore sailor.

Our Insurance Programs Provide:

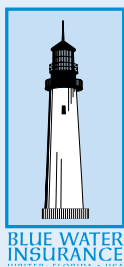
- Crew of two anywhere
- Worldwide Navigation
- Hawaii
- Caribbean
- South Pacific
- Mexico
- Charter Boats
- Multihulls
- Liveaboards
- Racing Boats

Quality Rated Insurance Companies

Boats aged 1 to 40 years • "Agreed Value"
"All Risks" • "New for Old" replacement partial losses
Hulls valued \$50,000 to \$2,500,000

Worldwide Health Insurance

International and USA health insurance plans at affordable prices.



BLUE WATER
INSURANCE

Call Toll Free
(866) 463-0167
Fax: (866) 795-3707
sales@bluewaterinsurance.com

Quote requests
Visit our website

www.bluewaterinsurance.com

LETTERS

me a much better sailor.

I think Abby Sunderland's adventure was ill-advised to say the least, but whether or not she or her brother Zac, who successfully circumnavigated, could win a race in the Estuary against peers — as *Latitude* suggested would be interesting — doesn't necessarily correlate to their long distance, bluewater capability. Most racers I know hire someone to fix things that break, and only have to worry about weather and sea conditions for the next six to eight hours. Bluewater cruisers face a different set of challenges.

No offense to the many fine skippers I raced with, but if they invited me to sail around the world with them, I'd have a long list of qualifying questions to ask before signing on.

Marcy Zimmerman
Sandman Too, Catalina 30
Pt. Richmond

Marcy — While a racing background doesn't necessarily correlate with being a successful cruiser, most racers who want to cruise — and lots of them aren't interested — do very well at it. If we had to choose whether to go with someone who had a racing background or no racing background, all other things being equal, we'd go with the former.

We don't want to get into the whole Sunderland thing again, but neither Zac nor Abby was the least bit self-sufficient. They benefitted tremendously from extensive support teams prior to the start of and during stops in their circumnavigation attempts. And unlike Robin Lee Graham, for instance, who was out of communication with shore while going around, the Sunderlands were in frequent phone contact with shore for emotional support, weather forecasting and mechanical assistance.

↑↓ WE ALL GO WHERE THE WIND BLOWS

You need to read Laura Dekker's epistle of June 11, which is all about her checking-in woes. I would accuse her of plagiarism for writing "we go where the wind blows" — except that she's way too young, naïve and innocent to know that she is

somehow repeating your mantra. By the way, she writes as if she is much older, and reports her sailing adventures as though she were an adult rather than a teenager.

Byron Corley
Sabrina, Rawson 30
Fremont



COURTESY GUPPY

Laura Dekker is currently exploring the South Pacific.

Byron — As is well known, we're not in favor of age-based sailing records, and therefore believe that 15-year-old Ms. Dekker's attempt to solo circumnavigate is a stunt that, even if successful, won't prove much. Except, of course, that the lure of fame and fortune is as strong for kids as it is for adults.

As for her writing "we go where the wind blows" in her Day 295 report from Tahiti, we're not bothered in the least. After all, it's a common enough thought, and she clearly had no intention of trying to copy us or trade on our reputation.

As for her reports, someone on her team is almost certainly editing them for public consumption. This doesn't get our knickers in a twist either.

↑↓ A BOONDOGGLE BONANZA

San Francisco approving a plan for 19,000 new residents

HAPPENING HOMEPORT



Calling all Catalina Owners:
Join the Catalina Rendezvous
July 15-17
Details at <http://raft.c380.org>



**Others may scratch the surface,
we go to great depths for you.**
Call for deep draft berthing.

**Deep draft, convenient-to-the-course berthing
for the most discriminating racers and cruisers.**

Visit our website

Marina Bay Yacht Harbor

www.MarinaBayYachtHarbor.com

(510) 236-1013



LETTERS

on Treasure Island — but with no public facilities — is just another San Francisco boondoggle that is all politics and no common sense. It's just like the multibillion dollar bridge project. The island should be developed for public use and facilities, as was the original intent.

Robert Lockwood
Celebration, Gulfstar 50
Alameda

Robert — As we've written before, we don't have strong feelings either way on the Treasure Island project. We think its success or failure is going to be completely dependent on the details. Unfortunately, local government has a dismal record overseeing major projects on behalf of taxpayers.

↑↓ WHERE DID THE MONEY GO?

Latitude's report on the Alameda Fire Department's refusal to help a suicidal man standing in the water off Crown Beach was largely correct, but it should be noted that Interim Chief Michael D'Orazi had only been on the job one week. There was another interim chief between him and David Kapler, the latter being the chief who was dismissed after he was observed filling the tank of his BMW convertible from the fire department's tanks.

One of the bigger pieces of B.S in this story is the fire department's line that 'we're not trained for water rescue'. The fire department was trained and continuously re-certified for water rescue up to '09. They stopped re-certifying that year because of a budget shortage. The bottom line is that many of the men on-scene had received extensive training, but just didn't have the current piece of paper. It's like saying that if your driver's license expires, you don't know how to drive a car.

The big question is how so many qualified public safety officers can stand and watch someone die without one of them deciding that it's worth getting in a little trouble to do the right thing. Unfortunately, there's really no answer for that one.

John Hansen
Alameda

John — Matthias Gagni reported in the Contra Costa Times that the fire department had been allocated the money to continue rescue training, but for some reason the department hadn't spent the money on the training and certification.

↑↓ DISGUSTING AND IMMORAL

A man died in Alameda because public union rules were stronger than the testosterone of our public servants. Disgusting and immoral.

Mark Leonard
Corte Madera

Mark — According to officials in Alameda, firefighters wading into the water to try to help the man would have been in violation of Occupational Safety and Health Administration standards. Ironically, "water rescues" is specifically listed as one of a firefighter's job responsibilities. Not that this was even a real 'water rescue' situation.

↑↓ A 'LOW RISK, HIGH REWARD' SITUATION

It sure does look bad for the first responders, but as a former lifeguard, I want to say that it wasn't a normal water rescue, but rather a successful suicide attempt. Most firefighters are not trained for water rescue, but rather to fight fires and untangle wrecked cars. Many fire departments have specially trained water rescue teams, but these are not suicide preven-



Sailrite

sunbrella® Marine Grade Fabric

The premier fabric choice for outdoor marine tops and covers. It's UV, water, and mildew resistant with the strength and clean ability you expect from the world's leading performance fabric.

First quality Sunbrella®. Always in stock.

Free Catalog | 800.348.2769 | www.sailrite.com

How You Gybe Is Your Business



How you fix your boat is our business

Accidents do happen - even to the most skillful sailors. And when repairs are needed, you need a boatyard that gets your boat back, like new again, into the water, ready for your next adventure.

The sailor's boatyard, Bay Marine Boatworks is a full-service boatyard in the full sense of the word. We offer a complete range of services at prices lower than the competition, and provide an accurate estimate up front. From bottom painting to complex fiberglass repair work, you'll find we can handle all your sailboat maintenance and repair needs. Our mission is to guarantee absolute satisfaction to every customer. Which is why we are good at finding the solution you need, instead of what the boatyard needs.



310 W. Cutting Blvd.
Pt. Richmond, Ca
(510) 237-0140

www.baymarineboatworks.com

So bring your boat, and your pride, to Bay Marine Boatworks, and we'll repair both!

BAY MARINE
BOATWORKS Inc.
The Sailor's Boatyard

- Fiberglass, Gelcoat & Painting
- Mast Stepping Rigging Work Mast Tuning
- Thru-hulls and Valves
- Drivelines and Engine Service
- Woodwork
- Welding & Metal Fabrication
- Electrical & Plumbing

NORTHERN LIGHTS
VOLVO PENTA



Summer Sailing Headquarters!

Visit westmarine.com to shop our **New One Design** offerings



Mobile Rigging Service Available

Your Complete Rigging Source!
Installation • Lifelines • Running Rigging
Standing Rigging • Dock & Anchor Lines



Contact us for all of your Rigging Needs!
888-447-RIGG

or visit our Onsite Rigging Locations in:
Alameda, CA 730 Buena Vista Ave. (510) 521-4865
San Diego, CA 1250 Rosecrans St. (619) 255-8844
Seattle, WA 1275 Westlake Ave. N (206) 926-0361

westmarine.com/rigging

LETTERS

tion teams. Suicide and attempted suicide are crimes, but if someone is in the water, what are first responders to do?

One of the first things I was taught in lifeguard training was not to risk your own life for a rescue, especially in extremely hazardous conditions.

David Mulmat
Flying Shadow, Beneteau First 47.7
San Diego

David — Thank god you're no longer a lifeguard. Alameda firefighters were certified in water rescues as recently as '09. Are they such morons that they've already forgotten their training? And since the money for recertification had been allocated a long time ago, the Alameda Fire Department needs to explain why they weren't recertified.

"What are they to do?" Just because the firefighters weren't trained in attempted suicide response doesn't mean they have to behave like helpless idiots. Three of the firefighters could have slowly walked out to within 15 feet of the despondent man and assured him that he had friends and relatives who loved him, and that he still had a lot to live for. A couple of weeks later a suicidal man was talked down from the Bay Bridge in this manner.

"Extremely hazardous conditions?" What!? Here's an excerpt from Daniel Lisker's contribution to the Contra Costa Times Readers' Forum titled: *Man Died from Alameda Firefighter Negligence and Incompetence*:

"It is unfortunate and disgusting that a depressed man lost his life in the water off Crown Beach on Memorial Day because of the lack of appropriate response by the Alameda Fire Department. Situations fall into four classifications according to risk to personnel and probable outcome of the situation: Low risk, low reward; low risk, high reward; high risk, low reward; and high risk, high reward. From the video of this sad scenario that I saw, this man was about 100-150 yards offshore in about 4-5 feet of water. This was not a water rescue; this was a case of wading out to the man, communicating with him, and walking him back to the beach.

"For any incident commander, this situation fell into the category of low risk, high reward. End of story. This man died because of the negligence and incompetence of the Alameda Fire Department."

WHERE WAS THE COAST GUARD?

What was the Coast Guard's role in the incident? I understand that they had a boat on scene, but that the water wasn't deep enough for them to get to the victim. If that was the case, why didn't they request a helicopter?

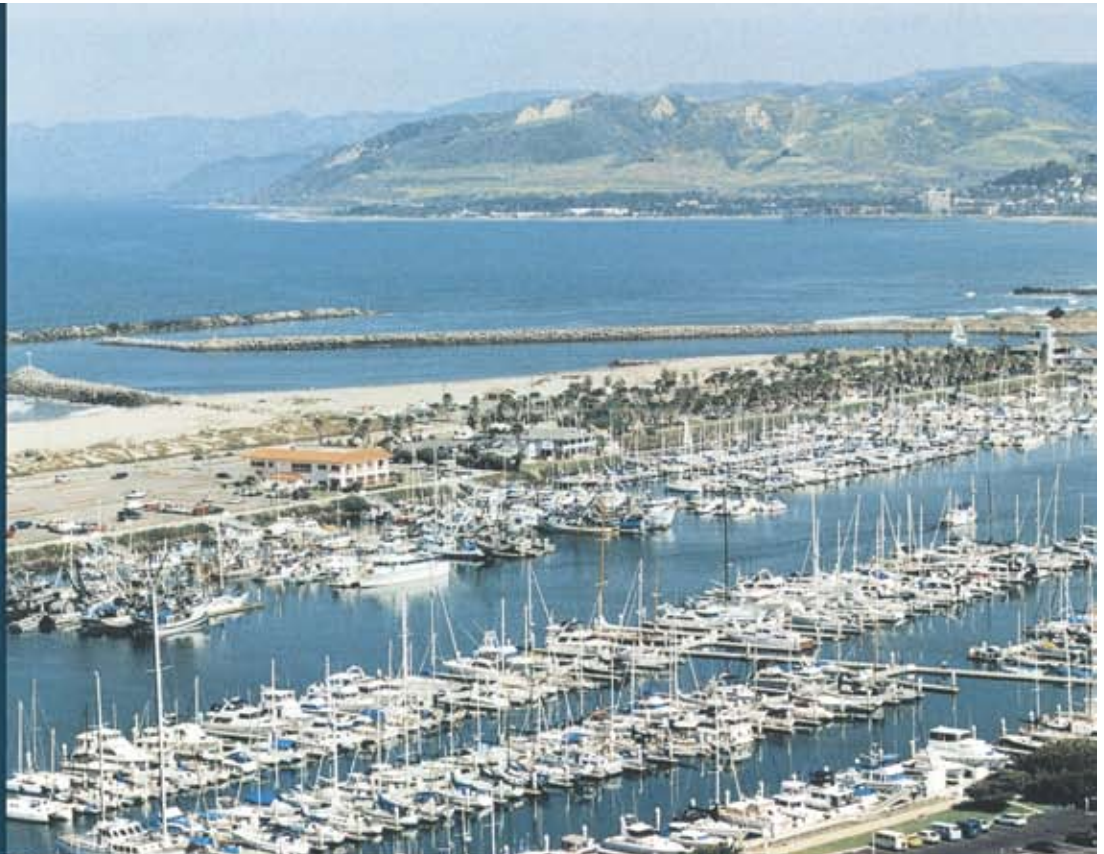
About 20 years ago I found myself in a similar situation when, sitting in the office of the marina I managed, I noticed a woman floating in the water. I told my secretary to call 9-1-1 as I rushed to the dock and, without any hesitation, jumped into the water and saved the woman. I learned later that she was despondent over the loss of her husband and was attempting suicide.

Jim Haussener
Vallejo

Jim — The Coast Guard did get a boat to the scene, but the subject was standing in shallow water. A Coast Guard helicopter was called, but having been on another mission, it arrived too late.

But no boat or helicopter was needed, just an Alameda public safety employee with a big enough sense of humanity and big enough balls to wade into the chest deep water. Wade into the

Management
Consulting
Development



Almar Marinas

Join one Almar Marina and you have reciprocal privileges at any of Almar's 17 locations from San Francisco to San Diego and out to Hawaii. Programs included in your slips fees:*Boat Handling Classes*Navigation Courses*Electrical Courses*Anchor Outs*Seminars on Local Destinations.



EST. 1973

almar.com

San Diego* Cabrillo Isle Marina* Marina del Rey* Marina del Rey Marina* Channel Islands Harbor* Bahia Marina* Anacapa Isle Marina* Peninsula Marina* Westport Marina* Ventura Harbor* Ventura Isle Marina* San Francisco Bay* Treasure Isle Marina* Jack London Square* Jack London Square Marina* Oakland* NEast Basin Marina* NWest Basin Marina* Embarcadero Marina* Union Point Marina* Alameda* Ballena Isle Marina* Martinez* Martinez Marina* CA Delta* RiverPoint Landing* Honolulu* Kewalo Basin Harbor* Oahu* Iroquois Marina*

SCHOONMAKER POINT MARINA

• IN SAUSALITO •



**160-Berth Marina in one of the
most beautiful spots on the Bay**



- Visitor berths • Guest moorage up to 220 ft.
- 35-ft to 75-ft slips • Pumpouts • Marine services
- Dry Storage Available • Three-ton hoist
- Restaurant • Beach • Rowing • Kayaking

Sausalito's Finest Marina

85 LIBERTY SHIP WAY, #205
SAUSALITO, CA 94965

415-331-5550

FAX 415-331-8523

www.schoonmakermarina.com

LETTERS

chest deep water like the young woman who ultimately had to recover the body for the firefighters. Wade into chest deep water as a dozen people did a few weeks later to protest the pathetic response on the part of the Alameda Fire Department.

↑↓ I KNOW YOU ARE BUT WHAT AM I?

You're an asshole.

Dale Speroni Riva
Siren 17
Fairhaven, WA

Dale — And you're eloquent in expressing a point of view.

↑↓ YOUR TAX DOLLARS NOT AT WORK

The people of Alameda are paying a lot of money for heroes. They got cowards.

Cary Otis
Swallow, Nor'Sea 27
Petaluma

↑↓ OBSCENE SALARIES AND PENSIONS

According to the *Alameda News*, the incompetent sociopaths in the Alameda Police and Fire Departments twice declined to request Alameda County Fire Department rescue boats that stood ready in San Leandro. Even after being advised the boats were available! The *Alameda News* also reported that the Alameda Fire Department has two boats of their own that are mothballed, while firefighters pull down obscene salaries and pensions.

Timothy B. McCormick
Walnut Creek

Timothy — Are you suggesting that if firefighters contributed a little bit more of their generous salaries to their own pensions, Alameda could have an entire fleet of first-class rescue boats? If so, you're probably right. In the year '08, the last year for which we could find records, 27 members of the Alameda Fire Department received over \$200,000 in compensation, and 15 of them weren't even brass.

↑↓ PUSSIES!

Horrible, just horrible. Fire them. Jail them. Everyone I've talked to here in Alameda is ashamed of the Fire and Police Departments, their personnel, and their combined lack of response. Any one of them would have been a hero to 'break the rule'. Pussies!

Daniel G. Hayes
Alameda

↑↓ GO TO JAIL, DO NOT PASS GO

The 'non responders' should be arrested and tried. You may recall the Sydney Hobart Yacht Race of '98, where sailors lost their lives in the ferocious weather conditions. One civilian skipper ignored calls for help because he felt the weather conditions were too severe. If you want to discuss the matter with him, he's easy to find, because he's still in jail for not trying to help others. Jail is where these brave Alameda first responders belong.

Perry Mullinix
January's Child II, Hunter 35
San Francisco

↑↓ EUREKA DOESN'T KICK IT ALAMEDA FD-STYLE

I'm disgusted to my core, as that was the worst example of the human condition on our soil that I've ever read. As a soci-

Yacht owners trust **PACIFIC CREST CANVAS** for the best in design, service and quality.

*Still the Highest Quality
Products at the Best Prices*

• **Offshore Dodger™**

Welded aft handrail
Bolt-on side handrails
Lexan windshields

• **Baja Awning™**

Lightweight and waterproof
Durable and easy to launch
Multiple side screen configurations

• **Coastal Dodger™**

Affordable designs
Same high quality materials
Same superior workmanship

• **Cruiser's Awning™**

Easy setup off your dodger
Flies with no bulky frame
Comes with shade screens



Jessica and Jim enjoying the start of the Cruising Lifestyle.

Open Monday-Friday 8:00-4:00
Saturday by appointment
(510) 521-1938



2021 Alaska Packer Place
Alameda, CA 94501
Grand Marina

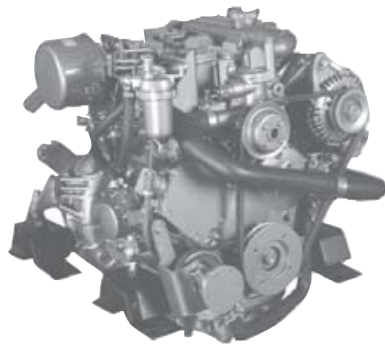
www.pacificcrestcanvas.com

SAUSALITO



LIST MARINE INC.

- Full service engine shop
- We service all makes
- Dockside facilities
- Mobile service trucks



P.O. BOX 2008 / 69 LIBERTY SHIP WAY • SAUSALITO, CA 94966
Adjacent to Schoonmaker Pt. Marina

415•332•5478

www.listmarine.com

"LOVED YOUR WORK"

— Greg Frame, after cruising thousands of trouble-free miles through the South Pacific in his Norseman 447.

**30 years of experience adds up to reliability you can trust.
Call us for your next project!**

HANSEN RIGGING

510.521.7027

2307 Blanding Ave., Suite G, Alameda, CA 94501

www.hansenrigging.com





MARINA RIVIERA NAYARIT
AT LA CRUZ

**MORE THAN 340 VESSEL
CAPACITY (30-400 Ft)**

FUEL STATION - DRY DOCK - 150
TON TRAVELIFT - YACHT CLUB

El sueño hecho marina...



*Come and enjoy our beautiful marina with first class
services surrounded by spectacular views
of the Banderas Bay.*



*"one of the best experiences, no hesitation in
letting others know what a great place you have -
thanks to all who made our stay so enjoyable"*

Andrew Linney, www.nokaoi2.info



LAT 20°45'N / LON. 105°24'W

Marina Riviera Nayarit, Marlin 39-A
La Cruz de Huanacastle, Nayarit, MX 63734
harbormaster@marinarivieranayarit.com
Tel. (329) 295.5526 • Cel (322) 205.7467
www.marinarivieranayarit.com

LETTERS

ety, we've lost all reason. I totally agree that the chief should be charged with manslaughter and the rest of the public safety people on the scene be fired. We have to turn the tide on our collective gross lack of common sense and decency.

Adrian Morgan
Motu, Cross 40
Sebastopol

Adrian — We think everyone is so angry because the public safety folks in Alameda behaved in such an aberrant way. On June 15, a despondent man jumped off the Samoa Bridge between Eureka and Woodley Island. The Eureka Fire Department was on the scene within five minutes, and noticed the man having trouble staying afloat 50 yards from shore. Instead of watching the man drown Alameda Fire Department-style, firefighter Jason Campillo, wearing a dry suit, jumped into the water and brought the man back to shore. The man was rushed to the hospital and survived.

↑↓ A \$200 CAR WASH

As an avid sailor for 63 years and a resident of Alameda for 40 years, I think the non-action by these 'heroes' on Memorial Day was unconscionable. We know that laws and policies are broken repeatedly in the name of saving a buck, but in this case nobody would break a policy to save a life. It was left to a young female civilian to do what the rest of them should have done.

The list of compensation for the entire Alameda Fire Department is public record. If you look it up, you'll see the average fireman with a high school education and five or so years in the department receives a total compensation of about \$225,000 a year — not counting retirement, starting at age 50, at nearly full salary.

By the way, about two weeks ago I was driving by the Grand Street fire station in Alameda, and observed a firefighter washing his late model Porsche — which was parked in front of the fire trucks. Were we citizens of Alameda paying him \$200 an hour to wash his car?

John Selbach
Alameda

John — We presume your point is that the guy washing the Porsche while on duty could have more wisely used taxpayer's money by brushing up on his wading skills. If so, we agree with you.

As for Alameda firefighter compensation, a low-end firefighter makes about \$130,000 to \$140,000 a year in total compensation. If a regular firefighter wants to work the overtime game, he/she can knock down \$239,000 — as was proven in '06 by Louis Donati, Jr. Of course, if you want to factor in the approximately \$135,000-a-year pension they are likely to collect if they retire at age 50, in that sense even basic firefighters can be viewed as making a quarter of a mil a year.

We received many more angry and disgusted letters on this subject, but have nowhere near enough room to run them all.

↑↓ LEAKING SAILDRIVE SEALS ARE NO BIGGIE

I read the paragraph in the June *Changes* about one cat owner's saildrive showing no signs of rust after the lower seals had been leaking, and letting water into the transmission oil, for six years. He had, however, been changing the oil every three months or so.

After 12 years and about 2,500 hours on the saildrive on our boat, I had to replace the lower seals due to water leaking into the transmission. While I have the transmission oil



No wind?

No problem.

The 4-Stroke SailPro with 25" Shaft,
Designed to co-exist with Sailors.

Sailing just got better with Tohatsu's newly redesigned 6hp SailPro featuring:

- Front mounted shift lever, an industry first in its class
- High thrust sail propeller
- 5 amp/12 volt charging system
- Longer tiller handle (110mm extension from previous model)
- EPA & CARB emission approved

For more information & to see the new SailPro, visit the Tohatsu dealer nearest you today.



TOHATSU
Delivering Reliability.

www.tohatsu.com 214-420-6440
©2011 by Tohatsu America Corp.



**VALLEJO
MARINA**



Gateway to the Bay & Delta

Best Slip Prices in the Area!

- Full Service Boat Yard
50 Tons
- 23' x 9' Storage Units Available
- Live-aboard Slips
- Multihull Slips



(707) 648-4370 • Fax (707) 648-4660

42 Harbor Way • Vallejo, CA 94590

www.ci.vallejo.ca.us marina@ci.vallejo.ca.us

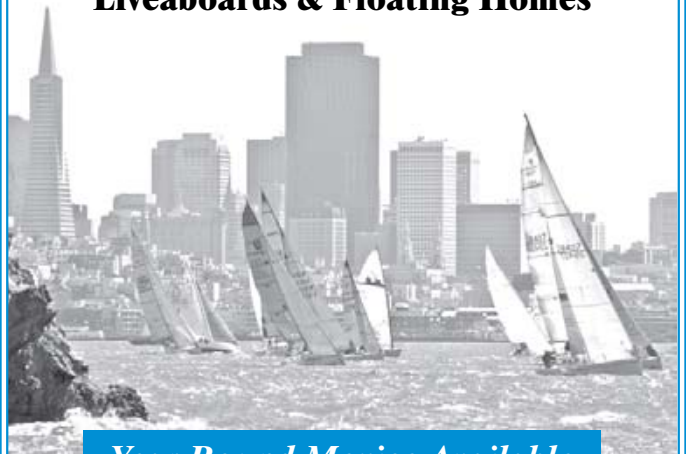


McGinnis Insurance

Since 1972

Agreed Value Yacht & Boat Policies

**Offshore, Coastal, Inland,
Liveaboards & Floating Homes**



Year Round Mexico Available

Call us at: **800-486-4008**

meginnsins@aol.com ✪ License #0570469



South Beach Harbor is a great way to experience San Francisco. Boats of all sizes are welcome in our protected deepwater harbor. Bring your boat to South Beach and enjoy all the attractions of the city.



- Two guest docks for boats up to 125'**
- 20 guest berths up to 50'**
- Casual and fine dining nearby**
- Adjacent to AT&T Park**
- Easy access to transportation**
- 24 hour security**
- Free pump-out stations**



For Reservations:
 415.495.4911 (x1111)
 fax: 415.512.1351
 sb.harbor@sfgov.org
 www.southbeachharbor.com

LETTERS

changed during each annual haulout, I didn't know the seals had been leaking until the haulout, so I had no idea how long it had been going on. But there was no sign of rust.

By the way, having had both stand-alone transmissions, and currently a saildrive, I think they are of equal quality. My saildrive is a Volvo Penta.

Myron Eisenzimmer
 Mykonos, Swan 44
 San Anselmo

Myron — That's great news because we always assumed that if even a little bit of water had gotten into our saildrive transmission oil we'd have to pretty quickly get our big cat to one of the few places she could be hauled out in order to change the seals. Or as Scott Stolnitz did, find a place with a big enough tidal range to ground the cat and replace the seal.

Based on our experience, we prefer regular transmissions to saildrives. In the 13.5 years we've had Profligate, we've gone through two sets of Yanmar saildrives in her 7,500 engine hours, and on the most recent set, have twice had to replace the cone clutch, which seems to be a relatively common problem on boats with saildrives. On the other hand, we've got 7,500 hours on our charter cat 'ti Profligate's regular transmissions, and to our knowledge they haven't needed any repair. And lord only knows what abuse inexperienced charter skippers have inflicted on them.

↕ **RATE OF EXCHANGE**

We enjoyed the May article about the three foreign exchange students from Germany who were brought together with Bay Area sailing families through the kindness of *Latitude's* publishing information about the Inter-Ed program administered by Cheryl Williams of Clovis.



COURTESY CLARSA

Bella Ries looks comfortable at the helm of 'Clarsa'.

There was actually a fourth sailing student, Isabella Ries, in the program. Known by all as Bella, and from Flintbek near Kiel where she sails with her dad on the Baltic Sea during their short summers, she was placed with our family.

While we only got Bella out on the water once during her stay — that being on May 21, when we sailed out of Benicia on our Venture 23 *Clarsa* — we kept her busy with camping trips, a spring break visit to Disneyland, a flight over the Bay, and a weekend at Tahoe, where we nearly got snowed in during the middle of May.



KATHY CROWLEY

Don't thank us, Bill. You and Kathy get all the credit.

Bella consistently exhibited a maturity level beyond her 16 years, was very reliable in keeping to her arrangements, was helpful around the home, and did exceptionally well at Napa High School. As was the case with her mates in the Inter-Ed program, she was an easy keeper.

Our experience with Bella added a lot of joy to our "empty-nester" home, and we highly recommend the program to other Bay Area sailing families. We and Bella are extremely grateful

35-55' slips available

Own a Dock on San Francisco Bay Perfect Location - Great Investment!

EMERY COVE
YACHT HARBOR

Come secure a front row seat for the cup races in 2012/13.

BUY A SLIP - Save money and earn equity! Save on your annual rental cost. Enjoy tax savings as a slip owner. Enjoy low maintenance as an investment property. Emery Cove Yacht Harbor is the only marina on the Bay with FEE SIMPLE (not a grounds lease) dockminium ownership. Listings start at \$32,000.

RENT A SLIP - 35-60' slips, rates from \$9 to \$10.

MARINA GUARD® - Ground fault monitoring. **WIRELESS INTERNET** - Free

Emeryville Yacht Club,
Mathiesen Marine,
Michael Wiest Yacht Sales
& SailTime
on premises



CALL FOR A MARKETING PACKAGE • 510-428-0505
3300 Powell Street, Emeryville, CA 94608 • www.emerycove.com • Email: info@emerycove.com

AQUAMARINE

Watermakers Since 1987

SPARKLING FRESH WATER, POWER, AND REFRIGERATION FROM THE SEVEN SEAS



AquaGen combines the quality, simplicity & reliability of AquaMarine, Inc. watermakers with the durability of the Kubota 150 amp 12V diesel generators. This compact low fuel consuming AquaGen is a powerhouse, capable of producing up to 150 amps, and 8 up to 62 GPH of fresh potable water from any water source. Make fresh water, refrigeration, and also charge your batteries all at the same time! A hydraulic pump may also be added to run your dive compressor, windless, bow thruster, or emergency bilge pump. Ideal for longterm cruisers or weekend wanderers. We custom engineer our systems to fit any size vessel or cabin site. Electric, Hydraulic, or Belt Driven Modular Kits are also available. Visit our Website for more information.

QUALITY AT AFFORDABLE PRICES.
LIFETIME WARRANTY ON PUMP HEAD AND PRESSURE VESSELS.
AquaMarine, Inc., 58 Fawn Lane (P.O. Box 55) Deer Harbor, WA 98243 USA
(800) or (360) 376-3091 Fax (360) 376-3243

www.aquamarineinc.net

Now in our 43rd year!



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... (happy Port Townsend customer)

**All Mack Sails are Built to Last
...and designed to be Fast**



Every Mack Sail is Made in Our Stuart, Fla. Sail Loft



Colin Mack and Travis Blain
Partners in Mack Sails

High Quality and Great Customer Service
Have Certainly Made Mack Sails...

the Biggest Small Loft in the USA

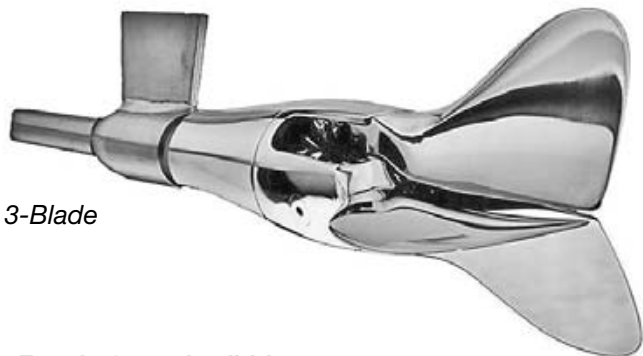


3129 SE DOMINICA TERR.
STUART, FL 34997
(772) 283-2306
FAX (772) 283-2433

(800) 428-1384
(772) 283-2306
INFO@MACKSAILS.COM
WWW.MACKSAILS.COM

Also See Us for Rigging, Hardware and Electronics --- We Ship Everywhere

Gori propeller



3-Blade

- For shafts and saildrives
- Both 2 & 3 blade available
- Lowest drag when sailing
- The champions choice



747 Aquidneck Ave.
Middletown, RI 02842

401-847-7960

Fax: 401-849-0631

sales@ab-marine.com

www.ab-marine.com

CALL US TODAY!

800-801-8922

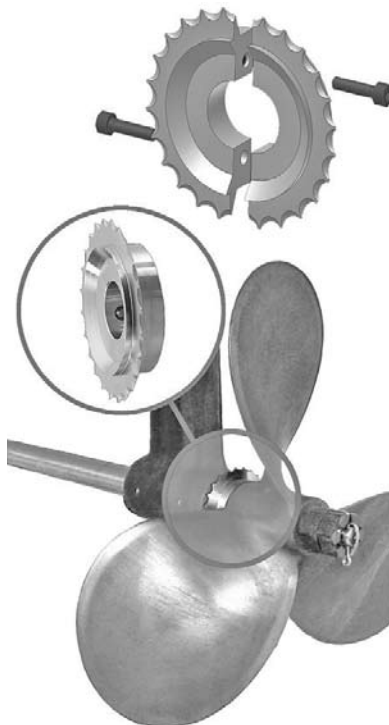
SHAFT SHARK

**The best rope,
line and debris
cutter there is!**

Two piece unit

For both power and sail

**Now available for
sail drive systems.**



747 Aquidneck Ave.
Middletown, RI 02842

401-847-7960

Fax: 401-849-0631

sales@ab-marine.com

www.ab-marine.com

LETTERS

to *Latitude* for bringing us together!

Before we took Bella to the airport for her flight back to Germany yesterday, we took one last photo as a thank you to *Latitude* for bringing us together. We also gave her a copy of the latest *Latitude* to read on the airplane.

Bill & Kathy Crowley
Clarsa, Newport 23
Napa

↑↓ THERE'S ALWAYS AN 'OTHER SIDE' TO ANY STORY

Being on 'the other side of the story', I must respond to Don Klein's letter in the June *Latitude* about his 35-lb CQR anchor.

I was on the boat anchored near his *Passion* in Los Frailes, and I dove the anchorage a couple of days after he left. After I found the anchor lying in the sand, I put out numerous announcements on the Ham and local nets, offering to return it to the owner. But after four months of no response, I decided to trade it.

When I made an announcement on Swaps and Trades on the local La Paz net, I heard from Don, who told me it was his anchor. He came over and offered me \$25-\$30, which I thought was a pretty low reward, and told him so. He got pretty upset, and took off in a huff. I then traded the anchor, and donated what I received to PATA, an animal humane service that spays and neuters cats and dogs in Santiago, Mexico.

I know that I wasn't being very 'cruiser friendly' in my actions. I guess the main reason was that Don just kinda set me the wrong way. Plus, I had carried the anchor for months, and had put the word out about it many times. I know Don is a hamster who listens to the morning nets, so he must have heard about it. In fact, his wife told me that he had seen the anchor drop off his bow when he was anchoring, and he really didn't care about it. So it kinda irks me for him to now publicly whine about it.

We, too, have saved someone from drowning, also off Los Frailes, and as a vet tech, I have assisted numerous cruisers with their pets, and I have never expected anything in return. This was just a case of a personality problem.

That's my side of the story.

Janice Hawkins
Ceilidh, Pearson 40
La Paz, Baja California Sur

Janice — You tell your side of the story very well, and with an honesty — "I wasn't being very 'cruiser friendly'" — that eliminates any aspirations you might have for political office.

If we were the judge, the fact that he didn't let you know it was his anchor for four months — he didn't make this very clear in his letter to us — would count heavily against him.

↑↓ GREAT HEALTH CARE IN MEXICO

My wife and I did the '09 Ha-Ha on *Willful Simplicity*, our outboard-powered Catalina 27 — possibly the lightest boat to ever do the Ha-Ha. We had an absolute blast, and weathered the strong winds and big seas on the first leg just as well as the larger boats.

We have stayed in Mexico ever since, and have had nothing but positive experiences — until we arrived at Puerto Escondido, where we incurred the wrath of a single cruiser. Our problem was that we didn't follow the 'rules' this relatively newcomer *gringo* had set down for all the good folks at Puerto Escondido to live by. We soon discovered that all the other folks in Puerto Escondido were truly a great bunch of folks who would do anything they could to help others in need. And

*We look forward
to seeing you!*



Doo Dah Host

Imagine yourself in 20 acres of park-like beauty just off the San Joaquin River – channel marker 41.
Imagine your boat at a friendly, clean and relaxing marina.

THIS IS OWL HARBOR!

Monthly Berths and Guest Slips available • Yacht Clubs always welcome

www.owlharbor.com (916) 777-6055

1550 W. Twitchell Island Road ✦ Isleton, CA 95641

NEWNEWNEW

**World's Best
Holding Tank
Treatment**

- *Revolutionary Microbial Technology*
- 100% All Natural and Bay Safe
- Highly Concentrated
- Advanced Odor Eliminator



Blue Eagle™

Ask your local Marine store,
or go to www.BlueEagleClean.com

Bilge Treatment
also available

Don't leave port without'm!

#1



Servo Pendulum with optional Emergency Rudder

www.selfsteer.com

See over 5000 photos of boats with Windvane installations

Built Locally - Used Worldwide - Sold Factory Direct

We are also the proud manufacturer of:

auto-helm

Auxiliary Rudder/Trimtab,
no lines, emergency rudder

Saye's Rig

Pendulum Trimtab for hydraulic
steering/high freeboard

SOS Emergency Rudder

Stand-alone, stows under
deck, just like your life raft

We can supply the RIGHT Windvane/Emergency Rudder for your boat



Point Richmond, CA
510.215.2010
888.946.3826
scanmar@selfsteer.com

UNSURPASSED FACILITIES

Ultra-wide slips and innovative concrete docks with round fingers. Beautiful restrooms and showers, and plenty of parking.



CONVENIENCE

All slips feature double 50-amp 125/250V power, free dock box, DSL phone line, and pumpout at every slip. Parking, WiFi and ice are complimentary.



LOCATION

Located in the heart of Silicon Valley, Westpoint Harbor is close to San Francisco and San Jose airports, and minutes from historic downtown Redwood City. At 50 acres, Westpoint Harbor is one of the largest recreational marinas in Northern California, and enjoys more than 300 sunny days per year.



"Westpoint Harbor is a one of the friendliest harbors we've ever kept 'Illusion'. From the first day, we were welcomed into its warm supportive community of sailors and power boaters. Conveniently close

to home and easy, all-tide access to the Bay makes this a perfect place to re-fit and enjoy the South Bay sunshine. Thanks to Westpoint for their incredible support for the America's Cup video testing."
— Stan and Sally Honey

www.westpointharbor.com

650 224-3250

1529 Seaport Blvd., Redwood City, CA 94063

LETTERS

for free, too!

More recently, we've been in La Paz, which is the friendliest and most helpful community we've ever encountered. We've developed many close friendships.

On January 25 last year, I injured my back to the point that I was actually paralyzed. When we called Dr. Tuchmann, a local doctor, he not only came to our boat to check me out, but he absolutely went into overdrive to see that I would recover. The doctor determined that I needed to see an orthopedic surgeon, so he brought Dr. Mondragon, one of the top surgeons in Mexico, out to our boat to examine me!



STEVE BAKER

Charlotte and Steve Baker have loved cruising Mexico . . .

To make a long story short, I had an MRI to confirm what they suspected was wrong. So they set up a surgery team of three doctors and assorted nurses to see me through six hours of complete back reconstruction surgery. I have since fully recovered, and my back is in better condition than before the surgery. What an absolutely fantastic and unbelievably positive experience — at probably one-tenth of what it would have cost in the States!

Based on my experience, the medical care in Mexico is fantastic, and puts U.S. medical care to shame. As a case in point, all the doctors I've seen in Mexico — including specialists in Guadalajara — have had us put their numbers in our cell phone so we can reach them personally, any time of day or night. And they have answered their phones each and every time we've had reason to call them. The doctors have also called other doctors to make appointments for me. I could go on and on about the quality of care.

Another high note of cruising in Mexico has been our adopted family. Actually, it's a family in the fishing village of San Evaristo 55 miles north of La Paz — and they adopted us. We generally spend December, January and February in San Evaristo, and make a monthly trip to La Paz for supplies. Our adoptive family there made us the godparents of their newest child. We have been truly honored!



STEVE BAKER

. . . on a Catalina 27!

We want to thank everyone at *Latitude 38*, and especially the publisher, for having fueled the dream for many of us with the writing in *Latitude*, and encouraging us that we 'can do it', no matter if our boat is large or small. We know you'll say "gashaw", but it's true.

We are loving cruising in Mexico, and plan to continue.

Steve & Charlotte Baker
Willful Simplicity, Catalina 27
Sausalito

Steve and Charlotte — Gashaw. But thank you very much for the kind words.

↑↓ U.S. HEALTH CARE COMES SECOND TO NO ONE

I have read different reports in *Latitude* comparing medical care in foreign countries to that in the United States.

Midsummer **SPECIAL**

HARKEN

FURLING

July only – FREE rig tune and inspection with purchase and installation of Harken furling.

Reliability comes with Harken and Easom.

\$500 value!

Easom Racing and Rigging

1230 Brickyard Cove Rd. Suite 102
Point Richmond, CA 94801

(510) 232-SAIL (7245)

www.easomrigging.com



COASTAL
BATTERIES



The only AGM L-16
400 AMP hour completely
manufactured in the USA

150 AMP
hour
group 30



MAGNUM
INVERTERS

**CUSTOM
BATTERY
CABLES
& LUGS**



Crafted for
quality in
the U.S.A.

- Serving all of Orange County
- Free Dockside Delivery
- Free Core Pickup
- Custom Battery Cables
- Fully-Stocked Warehouse for Same-Day Delivery
- Battery Service & Charging Available
- Will-Call Available

COMPLETE LINE OF WET CELL BATTERIES AVAILABLE

1725 Monrovia Ave., Unit B3
Costa Mesa, CA 92627

949-722-1027

Fax 949-722-8406

distributor for
LIFELINE
...the heart of your system®
PREMIUM AGM BATTERIES

Store Hours: 8:00 am to 4:30 pm Monday thru Friday

YES!

Mechanical fittings? **STA-LOK!**

Swage fittings and Turnbuckles? **STA-LOK!**

Available in the US and Canada? **STA-LOK!**

Awesome quality? **STA-LOK!**

You already know us for our mechanical fittings; they've been around for some 35 years or more. But did you know that Sta-Lok manufactures a wide range of swage fittings and turnbuckles too? And they're the same fantastic quality as our mechanical fittings. So now you know!

The answer's **STA-LOK!...**

...Now, what was your question again?

STA-LOK Sta-Lok Terminals Inc.
(910) 399-5206

www.stalokinc.com info@stalokinc.com

2725-1B Old Wrightsboro Road, Wilmington, NC 28405

LETTERS

I have been in the international medical business — clinical laboratory diagnostics, orthopedics, cell transplantation — for a quarter of a century and believe that I know the medical systems in foreign countries quite well. Due to my extensive and long-time travels, I also have received medical treatment abroad. Living in the United States, I am also a consumer of United States medical care — and I am making a distinction between 'medical care' as practiced by physicians and administered in hospitals versus 'health care', which encompasses all the other aspects of health, e.g. long-term care, elder care, and so forth.

To understand the medical care cruisers receive abroad and the associated costs, you have to understand the health care system. In most countries of the world — with the exception of the United States and Switzerland — there is universal health care based on insurance to which all but the most affluent must subscribe. The physicians get reimbursed by the national health care insurance. The patient never sees a bill. In some countries, the physicians get a quarterly sum for each patient who is listed with his practice. For this sum the physician has to treat the patient.

Very few patients are in the position to be privately insured because of the local laws governing health insurance. Privately insured patients or non-insured patients are directly billed by the physician at a rate which is often three times or more the rate he receives for the same treatment from the national health insurance. Those privately insured patients or patients without insurance are the money makers for the physician. That's often the icing on the financial cake — and such payments are often in cash. So, there is a two-class system of medicine: one for those with money, and one for those belonging to the national health insurance.

Cruisers fall into the category of patients with money. It is understandable that they are well-served and experience immediate treatment. In some countries there are even separate waiting rooms for these patients.

Now, let's address the treatment. What can you expect to be well-treated for when abroad? Usually the conditions which the physicians encounter daily in that area, such as staph infections in the tropical areas of the world, diarrhea, trauma, etc. But if you have diffuse abdominal pain, a broken hip or ankle, need knee replacement or involved dental treatment like a root canal or implants, I would advise you to seek medical treatment in one of the industrialized nations, such as Australia, New Zealand, Central Europe or preferably the United States. Yes, the United States, because we have the best medical care in the world — if you can afford it. Worldwide, the United States is the standard to which reference is being made, either by medical education or postdoctoral training in a speciality.

The U.S. system is expensive because of the wages, the high degree of specialization (which guarantees superior outcome), inefficiencies, and defensive medicine. With regard to the last point, in the U.S. we do two to three times the number of laboratory tests per patient compared to Germany, the country that does it at the next highest rate. Most of the tests are unnecessary, but are required as defensive tools should a complication arise. If they're not done, the lawyers will point to substandard treatment and ask for a large compensation.

Just one more point of reference: In the United States, we spend about 16-17% of Gross Domestic Product on health care versus 6-7% in Germany. France, the United Kingdom and Japan are all lower.

My message to cruisers who need medical care abroad: enjoy the low cost, choose well what you want to have done,



COAST MARINE

& INDUSTRIAL SUPPLY INC.
398 Jefferson St. San Francisco - On the Wharf.

Call **Bruce Becker: (415) 673-1923**
800-433-8050
Fax (415) 673-1927



LIFE RAFT

Sales & Service

U.S.C.G. Approved Testing Facility

- ★ U.S.C.G. life raft facility for Solas commercial yacht and fisherman rafts
- ★ COMAR DEBARKATION LADDERS
- ★ COMAR PILOT LADDERS
- ★ COMAR WORK LADDERS
- ★ All U.S.C.G. approved




GUINNESS WORLD RECORD "World's longest tested ladder 320ft."

Major Distributor for:




IN SAN DIEGO CALL OCEANS WEST 619 544-1900



OYSTER POINT

Marina/Park



A full service marina located in South San Francisco with berthing and guest dockage available

For information and pricing call
(650) 952-0808
www.smharbor.com/oysterpoint

Family. Friends. Fun. This is Harbor Sailing.



H¹⁴ H²⁰ H²⁵ H³⁰

BOAT BUILDERS
W.D. Schock CORP.

Inland Sailing Company
Sacramento
www.inland-sailing.com

The Chandlery Yacht Sales
Santa Barbara/Ventura
www.chandlery.com

The Yacht Exchange
Marina del Rey/Los Angeles
www.theyachtexchange.net

South Coast Yachts
San Diego
www.scyachts.com

W. D. Schock Corp • 13,000 boats since 1946 • 951-277-3377 • www.wdschock.com • schock@wdschock.com

Come to Mexico and repair your boat at

OPEQUIMAR
MARINE CENTER CENTRO MARINO

Puerto Vallarta



88-ton (max)
Travelift!
Length to 100'
Width to 23'

México AEROTRON www.aerotron.com RIVIERA NAYARIT El Tesoro del Pacífico Mexicano PUERTO VALLARTA Where Mexico Comes to Life

www.opequimar.com

fuel dock • full service boatyard • brokerage • 88-ton Travelift



FREE QUOTES

**10,000 SAILS
IN STOCK**

www.BaconSails.com

Search online – list updated daily

BACON SAILS AND MARINE SUPPLIES

116 Legion Avenue Annapolis MD 21401

(410) 263-4880

MARINE LADDERS

DEPLOYABLE FROM THE WATER



THE LINKS MAKE IT RIGID

- Electropolished 316 Stainless
- Easily Extended and Collapsed
- Rigid - Will Not Kick Under



UP-N-OUT

ULTIMATE MARINE LADDERS By Scandia Marine Products



www.scandiamarineproducts.com
or call: (651) 433-5058

LETTERS

and keep in mind you have always a fall back position to the best place for medical care — home in the United States.

Richard Leute, Ph.D.
Acey Deucy, J/44
Sausalito

Richard — We'll agree that if money is no object and you're far enough up in the elite to be treated by the best doctors in New York City and several other centers, you're probably going to be availing yourself of the best medical treatment in the world. Unfortunately, most cruisers can't afford the best doctors, even in the unlikely event they have the connections to gain access to them.

Based on our experience, we've found any correlation between expensive health care — such as in the United States — and successful outcomes to be suspect at best. We once suffered a nasty ankle injury. Despite the considerable pain, we called the hospital to ask when they'd be the least busy, believing that we'd get the best treatment then. We showed up at 7 a.m. the next morning, as advised. We were diagnosed as having a sprained ankle, and had the x-rays reviewed by a specialist. When things didn't get better after 10 days, we visited another doctor. Looking at the very same x-ray from a distance of about 10 feet, he said, "Well, you obviously have a broken ankle."

On another occasion, we were diagnosed as having a herniated disc by the Navy hospital in La Paz, at which point they medicated us and put us on a stretcher for a flight to LAX. We were taken to the L.A. Orthopaedic Hospital, where the doctor's diagnosis, as explained to our then-wife, was: "He's faking it." It was weeks of extreme pain before we were able to see another doctor who, although not a big believer in surgery, highly recommended that we go under the knife that evening. Thank god we did.

We're not going to slag all U.S. doctors, as we think there are many excellent ones, and that many of them got into the field more to serve than to profit. But unlike people in the medical field such as yourself, we and most other readers get treated by average U.S. doctors. In our opinion, and that of a lot of nurses we know, there are many doctors in Mexico and other countries that are just as good as, if not better than, those in the U.S. and Canada. And more importantly, these Third World doctors seem to be more personally involved with their patients. We hear this again and again.

While it's true that we've gotten a couple of cruiser reports of substandard medical treatment, the overwhelming number of reports rave about the high quality of the care, the low cost, and the much more personal attention.

For what it's worth, we're convinced that single-payer health care is the best possible system. But only in theory, as the United States government has become so inefficient, incompetent and corrupt — as the heavily subsidized U.S. Post Office's inability to compete with FedEx so well demonstrates — that we fear the cure would be worse than the disease.


↑↓ "CATS ARE BETTER"

Now that we've started our second cruise, this time on a Spindrift 43 monohull rather than the Wildcat 35 catamaran we did our circumnavigation on, much of my writing over the next few weeks is going to revolve around comparing our monohull with our catamaran.


Nobody ever goes from owning a catamaran to a monohull. It's unheard of. And, it turns out, for good reason. The fact of the matter is that cats are better. They are also three times as expensive. Not twice as expensive, but three times. So after

Antares 44ⁱ

THE WORLD'S BEST LIVEBOARD



Glass windshield, complete engine instrumentation, and weather enclosure make the Antares a true all-season catamaran.



613.544.9283 www.liveantares.com info@liveantares.com
Toronto Charleston Buenos Aires



INSURING YACHTS FOR OVER 50 YEARS

Providing Cruisers and Racers All Over the World with Prompt, Reliable Service since 1959

Contact Us for a Quote

Exclusive MARINERS *Odyssey*® Program
 Mexico
 South America
 South Pacific
 Caribbean
 Mediterranean

Racing Sailboat Program
 TransPac
 Pacific Cup
 PV / Cabo Races
 Caribbean Regattas

www.marinersins.com

N. California
 boomeins@aol.com
 800-853-6504

L.A./Orange Co.
 800-992-4443

San Diego
 800-639-0002

Puerto Vallarta
 52-322-297-6440
 East Coast
 Bradenton, FL
 800-914-9928

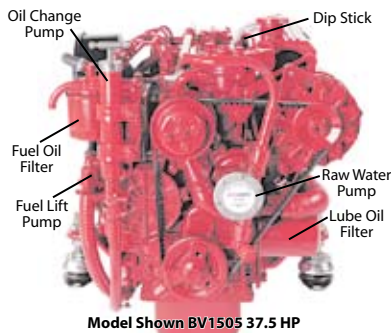


QUALITY COVERAGE AVAILABLE IN MEXICO
 Mariners Insurance Mexico offers insurance programs for health, homes, autos, motorcycles and yachts in Mexico.
www.marinersmexico.com

Corporate Office: 206 Riverside Ave., Suite A, Newport Beach, CA 92663 / Ins. Lic. #0D36887

BETA MARINE WEST:

Your Exclusive Distributor of
 Beta Marine Diesel Engines and Generators
 For the ENTIRE West Coast -
 Washington, Oregon, California and Hawaii



Model Shown BV1505 37.5 HP

HIRSCHFELD YACHT

Marine Repair and Installation Specialists
 Full Service Shop with Dockside Access

- Electrical
- Engines
- Outdrives
- Generators
- Inboard/Outboards
- Propellers
- Controls
- Installation
- Transmissions

www.betamarinewest.com

415-332-3507

New address! 400 Harbor Drive, Sausalito 94965

frigoboat®

KEEL COOLER SYSTEM

- No Pump
- No Fan
- No Noise

Arguably the world's most efficient, dependable refrigeration. The keel cooler and super efficient compressor make for a quiet, highly efficient 12V refrigeration system.



More than 12,000 Keel Cooler systems sold in the last 10 years. Designed for hot, tropical conditions.

Dealer Inquiries Welcome



SWEDISH MARINE

1150 BRICKYARD COVE RD., SUITE B6
 PT. RICHMOND, CA 94801 (510) 234-9566

Yacht at Rest, Mind at Ease

DYT DOCKWISE YACHT TRANSPORT

WORLD CLASS YACHT LOGISTICS

DYT USA: Tel. +1 954 525 8707 • E-mail: dyt.usa@dockwise-yt.com
 WWW.YACHT-TRANSPORT.COM • 1-888-SHIP-DYT (744-7398)

LETTERS

33,000 miles going around the world on our cat, and 100 miles on a monohull, my advice is this: If you can afford the cat without delaying your trip or cutting into the time you will be able to spend out cruising, then by all means, buy that dream cat of yours. But if you can buy the monohull and get out cruising now as opposed to having to spend a couple more years working to buy the cat, then just get the mono and get out there. It's as simple as that.

Our Spindrift 43 monohull isn't nearly as comfortable on the water as was our cat. At least in today's conditions. We had a big swell on our beam most of the day, which caused us to roll around quite a bit. The cat would have floated up and over these swells without our even noticing. Once the wind was dead behind us, our monohull actually rode nearly as nicely as our cat would have. But every few minutes, a wave would catch her just a little off, and throw us a little to the side, causing a nice big roll from one side to the other, then and back again. The boat does roll nice and slowly though, leaving us enough time to support ourselves before she completes the process.

Overall, I didn't hate the motion nearly as much as I'd expected to. In fact, I didn't really mind it at all. Ali, who is pregnant, did really well, too. Although she once laughed at the motion and said, "This is stupid." I think that sums up the motion of a monohull in one simple sentence.



LATITUDE / LADONNA

The 'Bums' don't pussyfoot around — "Cats are better," they say.

As for our 18-month-old Owest, she didn't care. We had to keep one hand on her at all times, because she isn't really understanding what is happening yet. But I did see her brain working a couple of times when she decided to crawl for something rather than stand up and walk. She'll get it.

What else did we learn our first day out? We figured out that we need plates and bowls with rubber bottoms on them to keep from sliding all over.

We learned that in roly seas, Ali will not be cooking anything on the stove. I figured out that peeing off a monohull is not nearly as easy as peeing off a cat.

We found that Ali did a good job of organizing the boat, as we didn't have anything fly out of cabinets, and when we did open cabinets to get something, nothing fell on us.

I also learned why monohull sailors are so worried about safety. It's because these roly beasts are not nearly as safe and secure as a cat. You really do need to have one hand holding onto the boat at all times because at any second she can roll and send you running full speed across to the other side. With the cat, we could wander around on deck as if we were on land — even in rough seas.

I also discovered that we need a dodger, if for no other reason than as a place to attach handholds. I have also discovered that having a dodger — even one with windows — is going to completely obliterate any view we have from the cockpit.

But most of all, we figured out that cat or mono, it doesn't really make much difference — as long as we are out here. Cruising along the wild California coast, watching the swells smash against the rocks on shore, watching the dolphins play around us, and watching my daughter stare through the netting at the water rushing past her makes it all worthwhile

DISCOVER WHAT CRUISERS HAVE LEARNED

To outfit your Blue Water Adventure, go to **DOWNWIND MARINE**
 The Cruiser's Chandlery, where you will find extensive experience and great value!

Official Sponsor
 2011
 BAJA
 HA-HA

THREE STORES TO SERVE YOU

All with Online Convenience!



THE CRUISER'S CHANDLERY

www.downwindmarine.com
 2804 Cañon Street
 San Diego, CA 92106
 (619) 224-2733
 (866) 289-0242



www.sandiegomarine.com
 2636 Shelter Island Drive
 San Diego
 (619) 223-7159
 (800) 336-SDMX
 Mexico 001-800-336-7369



www.sailingsupply.com
 2822 Cañon Street
 San Diego, CA 92106
 (619) 225-9411
 (800) 532-3831

We are a great family of marine stores with even more service, websites, and resources to meet all of your boating needs.

COME VISIT COYOTE POINT MARINA

The Peninsula's Complete Recreational Destination!



LIEN SALE
Saturday, August 20
12-2 pm



Multihull
 side ties available
 up to 40 ft.

BERTHING

- Slips to 40' available
- Inside ties from \$100 per mo.
- Multihull side ties available
- Check out our rates!



FUEL DOCK & PUMP OUT

- Open 7 days per week
- Gas and diesel available
- Check our prices
- Free pump outs

COYOTE POINT MARINA ~ 1900 Coyote Point Drive • San Mateo

650.573.2594

BOSTON
WHALER

HONDA
MARINE

Powered by reliable and fuel efficient
 Honda 4 stroke outboards

Visit our
ACCESSORIES SHOWROOM



- Great inventory
- Great prices
- In store
- Online

Costco Members Specials
 on new select Boston Whalers!

REPOWER
SPECIALS!

We have a large selection of outboards
at Special Prices! Now is the time to
repower your boat and SAVE!

Always wear a personal flotation device while boating and read
 your owner's manual. ©2011 American Honda Motor Co., Inc.

Outboard Motor Shop

(800) 726-2848
(510) 533-9290

1926 - 2011
 Your Bay Area Dealer
 For 85 Years
 333 Kennedy Street
 Oakland, CA 94606
www.outboardmotorshop.com

All Prices INCLUDE freight & prep, plus tax & license only.

3003



The secret to our beauty
 is nuts.

(No, really. It's nuts.)

One of the reasons our hardware is
 as beautiful as it is strong is that we
 tumble it for up to 24 hours in a
 machine full of pellets made from
 walnuts among other things.

The results speak for themselves.

SCHAEFER
 LEGENDARY STRENGTH

508.995.9511 SCHAEFERMARINE.COM



LETTERS

no matter what kind of boat we're on.

Pat & Ali Schulte
Bumfuzzle, Spindrift 43
Minneapolis, MN

↑↓ WEAR BUG SPRAY AND PICK YOUR RIDE CAREFULLY

As *Latitude* knows, it's a very good idea to go through the Panama Canal as a line-handler before transiting with your own boat. The practice run gives you a feel for the trip and, as you again know, going through as skipper is way too stressful to be enjoyable.

We hung around the yacht club for several days before getting a ride, and were lucky in that we knew a number of people who were making transits. I'm not sure how much luck backpackers would have landing line-handler positions. One of the boats we knew was owned by a singlehander who is a frequent contributor to another U.S. sailing magazine, and who asked us to come with him.

This singlehander was not really prepared to have four people — all boats making a transit must have a helmsman



COURTESY MOONRISE

Line-handling for other boats is a great way to get experience for your own transit.

and four line-handlers — spend the night on his boat in Gatun Lake. For example, he ran out of water — something you really need in Panama — on the second day. We also learned that dogs don't like strangers on their boat, especially at night. And, that nobody likes cockroaches scuttling over their bodies in the dark. In other words, don't be overly keen to get on just any boat. Carefully evaluate the skipper and boat before agreeing to go along.

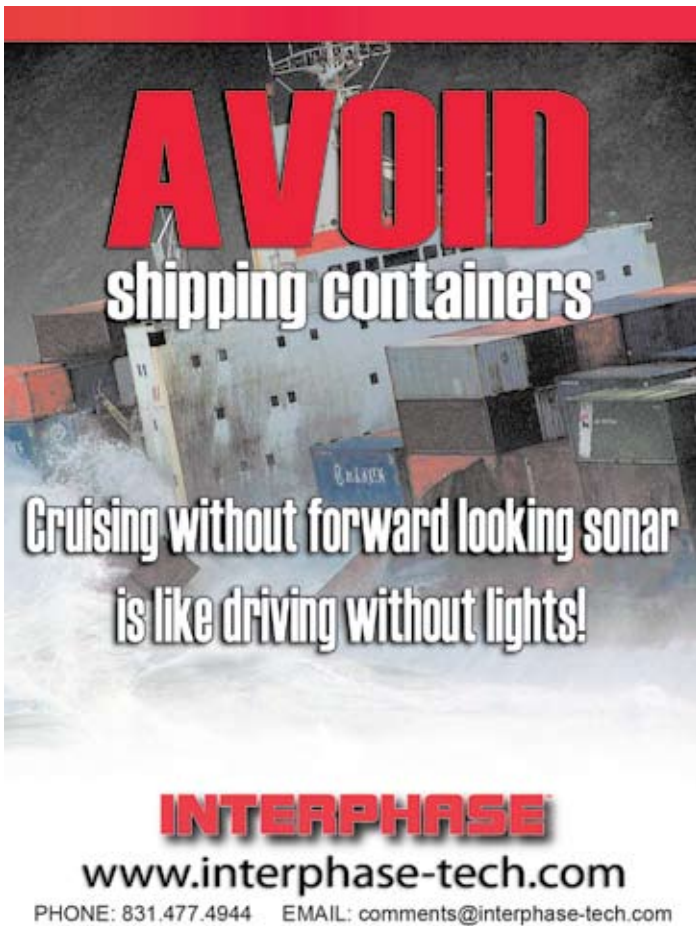
We learned the following as well: It's very scary going into a lock behind a ship, and being caught in the turbulence when it leaves the lock. Spray yourself with mosquito repellent before going into the lock, as it's hot and there's no wind down there. Cover solar panels and other delicate items with cockpit cushions and other protection. The monkey fists thrown down are heavy and will break a panel. Don't assume that your pilot/advisor is competent. If you tie alongside another yacht, you are relying on the skipper and crew of that boat to keep your boat off the harsh lock walls. Lastly, we were very surprised at how scenic the Canal is, as other than going up or down in the locks, you motor nearly 30 miles across a jungle forest that is half-flooded by a man-made lake.

After a lot of thought, we decided to pay an agent to do our paperwork, even though it cost a lot more. One reason is that the lines and fenders were included in the price, and we wouldn't have to take the lines back to Colon. In addition, it allowed us to clear out of Panama from Colon without having to do more paperwork in Panama City. And I believe that having an agent meant we got a quicker transit.

By the way, Jetti Matzke and I are back in Oakland for a few days, having spent our third winter sailing in the Bahamas. But we're about to drive up to British Columbia for six months of sailing there. No matter where we go, we read *Latitude* and *Lectronic* online.

Richard Woods
Woods Designs

Richard — At the risk of sounding like a pompous ass, we



AVOID
shipping containers

Cruising without forward looking sonar
is like driving without lights!

INTERPHASE
www.interphase-tech.com
PHONE: 831.477.4944 EMAIL: comments@interphase-tech.com

BOAT LOANS

Unbeatable rates.

New / Used / Refinance

Call us today
for a free quote.

(800) 233-6542

San Diego, Newport Beach, Alameda & Seattle



www.seacoastmarine.net

A division of Seacoast National Bank.



MODERN SAILING SCHOOL & CLUB

Sausalito, CA www.ModernSailing.com (415) 331-8250

Get your Captain's License

August 8 - 20
2 week intensive

OUPV LICENSE - \$995
100 TON LICENSE - \$1195

Our GUARANTEED, U.S. Coast Guard Approved course will prepare you for all elements of the exam, guide you through the application process, and conclude with on-site testing.



you through the application process, and conclude with on-site testing.

Gain Advanced Certifications in Exotic Locations with John Connolly

CARIBBEAN - FALL 2011

LEG 1: November 26 - December 6, 2011
(St. Martin to Antigua)

LEG 2: December 9 - 19, 2011
(Antigua to St. Martin)

Cost
\$2175 / berth
\$3950 / cabin

**ASA 106 Available
on Both Legs!**



Upcoming Events

- July 4** - Fireworks Member Sail (4:30 - 10pm)
- July 8, 15, 22, 29** - Jazz and Blues by the Bay (6:30 - 8pm). FREE - but RSVP required.
- July 14** - Dinner and a Sail (5 - 10pm). RSVP Required.
- July 16** - Night Sailing Clinic (6 - 10pm) Call to register.
- July 30** - Sail Trim Clinic (9am - 4pm) Call to register.

ASA OUTSTANDING SCHOOL 2009 & 2010



Custom Canvas & Interiors



The Gianola Family has been designing and fabricating custom canvas and interiors since 1969. Gianola Canvas Products offers you the best in quality, more choices, and personal service.



265-B Gate 5 Road
Sausalito, CA 94965
(415) 332-3339
www.gianolacanvas.com

McDERMOTT COSTA

insurance brokers - est. 1938

Commercial Operations

- COMMERCIAL POLICIES
Marinas, Yards,
Yacht Clubs,
Brokers,
Shipwrights

Pleasure Yachting

- YACHT & BOAT POLICIES
Offshore, Coastal,
Inland and
Liveaboards



Lic. #OB21939

Bill Fowler
McDERMOTT COSTA INSURANCE
(510) 957-2012 Fax (510) 357-3230
bfowler@mcdermottcosta.com



Can you trust your anchor to hold in all conditions?

Ultra Anchor is certified by the American Bureau of Shipping (ABS) to meet their highest level of holding power for use on ABS class vessels.



"Get an Ultra Anchor—
Don't let this happen to you!"

Please stop by and see us at the
San Diego Yacht and Boat Show—July 14-17



8700 Warner Ave., Suite #110, Fountain Valley, CA 92708
www.ultraanchors.us • sales@quickline.us • 714-843-6964
The World's Highest Quality Marine Products.

RICHARDSON BAY MARINA formerly Kappas Marina

MODERN FACILITIES IN A WELL-PROTECTED HARBOR

Concrete Dock System

Well Maintained Facilities

Beautiful Surroundings

- DEEP WATER BERTHS: BASIN AND CHANNEL DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE: MARKET/DELI, LAUNDROMAT, RESTAURANT
- AT EACH BERTH: LARGE STORAGE BOX, METERED ELECTRICITY, PHONE HOOKUPS, WATER

BERTH YOUR BOAT IN SAUSALITO

415 332-5510 www.richardsonbaymarina.com
100 Gate Six Road, Sausalito • Fax 415 332-5812

LETTERS

took our Ocean 71 Big O through the Canal without doing a practice run as a line-handler, and didn't find it any more stressful than a lot of things we've done in sailing. The only part we didn't enjoy was when Don Antonio des Mortes, our captain, refused to heed the Canal Authority's insistence that we spend the night at Gatun Lake.

"No," he told the Authority over the VHF, "we're going to do the transit in one day, and I'm turning off the VHF so the matter can't be discussed any further." We fully expected to be arrested and have our boat impounded when we got to the Miraflores Lock. Not only did we not get arrested, but a Canal pilot happily sent us a photo he'd taken of Don Antonio doing another unthinkable thing — passing the ship the pilot was commanding in the narrow Gaillard Cut. How Don Antonio was always able to get away with stuff like that is beyond us.

We also did a transit with Profligate, and it's our feeling that the most important thing in a transit is that the line-handlers — both on the boat and on shore — pay attention.

We've used agents to do the paperwork for a Canal transit, and we've done it ourself with the help of taxi drivers. For those who have more time than money and enjoy adventure, we recommend the latter.

↑↓ MULTIHULL SALES ARE PICKING UP

It would come as no surprise to *Latitude* readers that the business of selling boats this past couple of years has been grim. So it seems worth mentioning that, in the past six weeks, I've seen evidence of a real turnaround. I work at West Coast Multihulls in San Diego, and in the last six weeks we've sold the following multihulls: a 2000 Privilege 37, a 2008 Seawind 1000XL, a 2011 Lagoon 400, a 1991 Corsair F-27 and a 2007 Corsair Sprint 750. Too bad the Privilege 49 I had listed burned in Turtle Bay last fall, or I could have sold that, too. I found it interesting that buyers of both the Privilege and the Seawind intend to cruise Alaska.

We're also making changes for what would have been our Sixth Annual Seawind Rally to Catalina on August 18-21. Previously it was only open to Seawind cats, but this year we're opening the rally up to all multihulls, and are therefore looking for a new name for the event. We'll keep you posted.

Monte Cottrell
San Diego

↑↓ THE TROUBLE WITH RUM

Unless I forgot someone, there were 17 of us who descended on Antigua for Antigua Sailing Week to celebrate life, boats, and my birthday. We



DAVID YOUNKMAN

Just one of the many excellent meals, but where's the rum?

I heard, the rumored trouble with rum began.

We went sailing every day to catch the start of the daily races, then it was off to swim, sail some more, and drink rum. The racing was excellent. We primarily rooted for *Jaguar*, a Frers 43 that was berthed just down the dock from us. It was fairly windy for the Wednesday race, and we saw two or three

RED IS READY

The **RED** Boats of BoatU.S. are ready to come to your aid 24/7 when you need assistance on the water. We're just a VHF radio or phone call away to assist with a tow, soft ungrounding, a jump start, or even when you've run out of fuel. At the first sign of trouble, give BoatU.S. a call... we're standing by. Get Unlimited Towing for just \$149 a year!



VESSEL ASSIST
Towing You Can Trust From BoatUS



To Join, Call **800-888-4869** or **BoatUS.com**

*Service provided during normal boating seasons. Details and exclusions can be found online at BoatUS.com/towing or by calling. \$149 includes required \$24 Membership dues.

KISSINGER CANVAS

Marine Canvas & Interiors
STEVEN KISSINGER
(925) 825-6734
Covering the Entire Bay Area



- Biminis
- Boat Covers
- Cushions
- Sail Covers
- Headliners
- Awnings

DODGERS

Side handrails and window covers included.

OPTIONS

Aft handrail, dodger cover, sailing bimini.

Free Estimates and Delivery

SAVE
on North Sails
quality, durability
& performance!

NORTH SAILS
direct

It's easy to measure your own boat and SAVE on the world's best cruising and racing sails. Log on to northsailsdirect.net or call **888-424-7328**.

Free tape measure with every order!



MARITIME INSTITUTE

Would You Like to Become a Licensed Captain?



Maritime Institute Has a Course Near You!
From **San Rafael** to **San Diego**
or **On-line** At Your Own Pace

What are the benefits of having a Captain's License?

- ✓ Improve Your Navigation Skills
 - ✓ Increased Safety for Family and Friends
 - ✓ Option to Take Passengers for Hire
 - ✓ Better Insurance Rates
- ... Plus, the **PRESTIGE** that comes with being a Licensed Captain!

Call Today 888-262-8020
www.MaritimeInstitute.com

LETTERS

spinnakers get shredded. It was a pretty exciting sight.

Each evening we'd go down to Nelson's Dockyard or a party up at Shirley Heights. Nelson's Dockyard, an impressive and



DAVID YOUNKMAN

Antigua Sailing Week was just what the doctor ordered for that special "big" birthday.

intact Georgian-era English boatyard, easily brought back memories of pirate times — except for the long quay of high-tech Swans docked side-by-side. The locals couldn't have been nicer, and they had tents set up where they sold wonderful fish, BBQ and cold beers. The best meal of the trip, and there were many excellent meals, was the 'tasting menu' we pulled together from as many of the vendors as we could manage.

The raucous parties weren't as wild as their reputation, but perhaps we missed some of them because we were celebrating a birthday of a really big number, and, of course, there was the trouble with rum. There is a rumor that drinking it can make you sleepy.

Anyway, hats off to the Antigua Race Committee, the Catamaran Hotel, and Horizon Yachts for an excellent pirate adventure.

David Younkman
Falls Church, VA

David — This year's was the 44th Annual Antigua Sailing Week, an event that back in the day — meaning the late '80s and early '90s — established the gold standard for wild regattas in the tropics, with nearly 250 entries. We did six of them with Big O, and will never forget the challenging racing or the outrageous parties.

Then, for whatever reason, Sailing Week seemed to slip a bit, at least compared with the growing Heineken Regatta in St. Martin and the Antigua Classic Regatta. It took a real punch a few years ago with the big slump in the world economy. There have been some changes to the event since, notably that all the



WEBB LOGG

Reggae fusion artist Maxi Priest packed in the crowds at Antigua Sailing Week.

races are now held on the south coast of the island instead of being around-the-island races, and the overnights in Dickenson Bay and Jolly Harbor. And as opposed to the wet t-shirt contests and wild freestyle partying each night around all the race venues, this year Maxi Priest put on a show up at beautiful Shirley Heights for an appreciative crowd of 2,000. Best of all, we're told that the once-tense vibe around English Harbor has mellowed out a lot.

Anyone wishing to get an idea of the spectacular tropical sailing conditions to be found off of Antigua should go to the Sailing Week website and check out the videos. Good stuff.

↑↓ **DON'T BE TALKIN' SMACK ABOUT CATALINA!**
Naysayers Beware!



SEASHINE

MORE SAILING, LESS WORK

Service of the Month

CARPET & CUSHION CLEANING

Professional, dockside cleaning that will leave your boat looking and smelling like new!

ADDITIONAL SERVICES

Interior Cleaning • Maintenance
Detailing • Washdown • Polishing

Fully Insured & Marina Approved

Since 1986

Call now for a Free Estimate

(510) 428-2522 or (415) 457-6300

www.seashine.net



LEUKEMIA & LYMPHOMA SOCIETY | LEUKEMIA CUP REGATTA

AS IT TURNS OUT, THE WIND IS AS EFFECTIVE AT DRIVING BLOOD CANCER BACKWARD AS IT IS AT DRIVING A BOAT FORWARD.

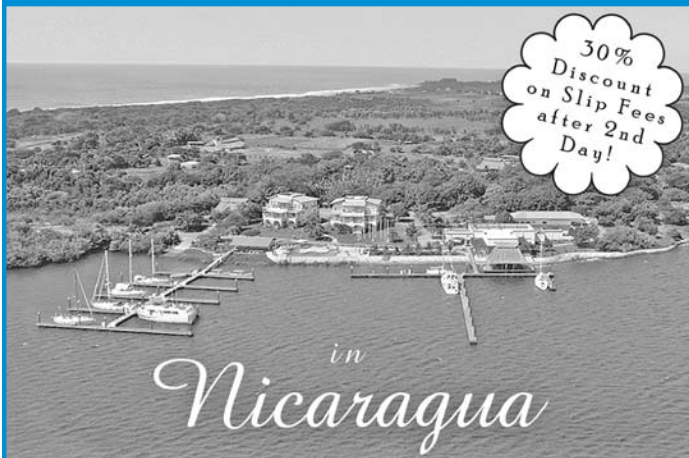
Raise a sail and save a life. The sixth annual Leukemia Cup Regatta benefitting The Leukemia & Lymphoma Society is at The San Francisco Yacht Club in Belvedere, CA.

October 1st VIP dinner

Speaker: John Doerr, partner at Kleiner Perkins Caufield & Byers

October 2nd Leukemia Cup Regatta – [Register at leukemicup.org/sf](http://leukemicup.org/sf)

Your secret paradise...



30% Discount on Slip Fees after 2nd Day!

in *Nicaragua*

Located in a beautiful sheltered lagoon on the north Pacific coast of Nicaragua, Marina Puesta del Sol is your premier cruising destination in Central America.



Marina Puesta del Sol

RESORT

Aserradores, Nicaragua ♦ 011 (from US and Canada) 505-8880-0019
 info@marinaps.com ♦ www.marinapuestadelsol.com ♦ USA 408-588-0017

License #OE32738

TWIN RIVERS

MARINE INSURANCE AGENCY, INC.

"Your Boat Insurance Specialists"

7 Marina Plaza • Antioch, CA 94509

At The Antioch Marina



Worldwide Coverage

- West Coast
- East Coast
- Atlantic
- Pacific
- Mexico
- Caribbean

Representing...



CHARTIS

TRAVELERS



MARKET INSURANCE COMPANY

ace seguros

ace recreational marine insurance

Shop Your Renewal & Save • Flexible Survey Requirements

Insurance made simple, affordable and effective.

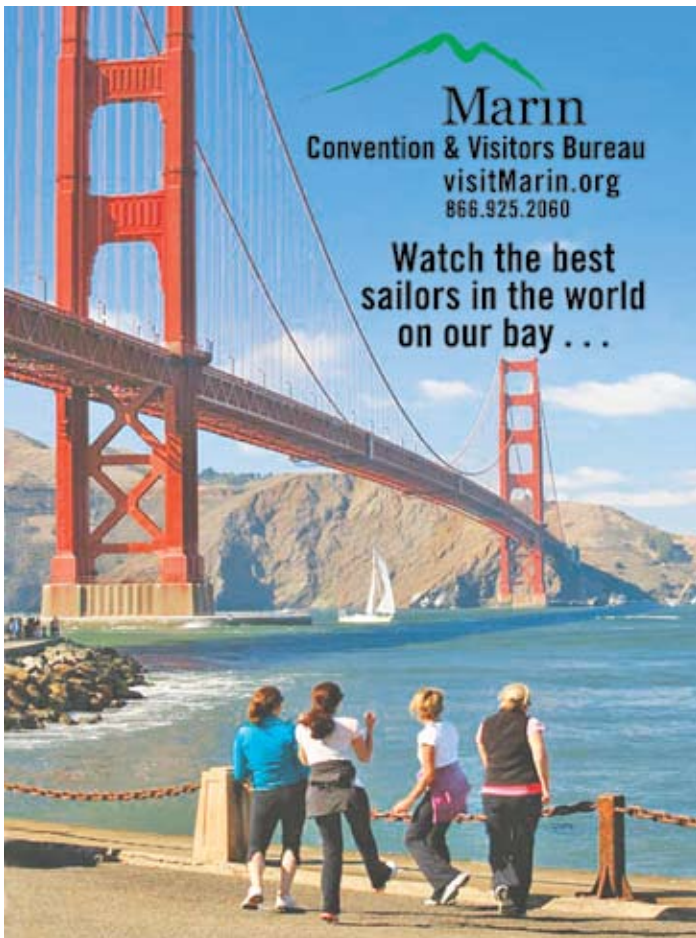
Broad Navigational Areas • Liveaboards

Years of unbeatable experience to match your needs to the right product.

Agreed Value Policies • Fuel Spill Liability

www.BoatInsuranceOnly.com • (800) 259-5701

LETTERS



Marin
Convention & Visitors Bureau
visitMarin.org
866.925.2060

Watch the best
sailors in the world
on our bay . . .

How dare *Latitude* demean the mighty Catalina Island, whose muses always lure us to her shores?

Having spent much time sailing our Cal 20, then Cal 25, then Newport 28, to every possible harbor and anchorage on both sides of Catalina for over 10 years, I can attest to its many gorgeous coves and diving spots.

I guess the real secret is to escape during the week, as Southern California's masses seek refuge at the island on weekends. Of course, much depends on who your crewmates are, what you bring to eat, and what activities you plan.

We've taken newborns — two weeks old — to the island, bringing the playpen in the dinghy. Our sons grew up sailing to the island, and still enjoy it.

The Channel Islands provide even more exploring and fun! There is a pure treasure trove at our beck and call. So heed to it, matey, and explore life all the more!

Christine Thomas
Southern California

Christine — We bet you can't wait for Talk Like a Pirate Day, which is September 19.

You almost make it sound as if we wrote something negative about Catalina and the Channel Islands. Why you would think that is a mystery to us. Up until last year, Profligate spent much of each summer on the hook at Harbor Reef just off the Isthmus. While the water at Catalina is a little cold after the tropics, the

hiking on the island is fabulous, as is exploring all the little coves in the dinghy. Weekdays were quiet enough to get lots of work done, either using a modem on the boat or the wi-fi in the restaurant garden patio area, which was very quiet in the afternoon. And it seemed as if you were a million miles from urban California. Thursday through Sunday afternoons were pleasantly crowded, with live music, dancing, sports on all the bar televisions, and all the BBQs blazing. Two Harbors is just fine with us, offering a whole lot of nature, with the basic conveniences — internet, showers, laundry, store, restaurant, bar, and BBQ pits. Avalon, about seven miles down the coast, is normally too touristy for our taste, but it's fun now and again, and it has a well-stocked grocery for a better selection than Two Harbors.

As for the other Channel Islands, the water may unfortunately be on the cold side, but there is so much to explore. Uninhabited Santa Cruz, for example, has 77 miles of pristine coastline waiting for surfers, divers, hikers, and nature lovers. There is no landing fee on any of these islands, except at the Nature Conservancy's 75% portion of Santa Cruz Island, which costs \$30 a boat per day or \$70 a year.

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.



WEBB LOGG

Hiking on uninhabited Santa Cruz Island is as good as it gets.

**Buy an Ullman
Nylon or Dacron
sail and get a
FREE set of sheets***

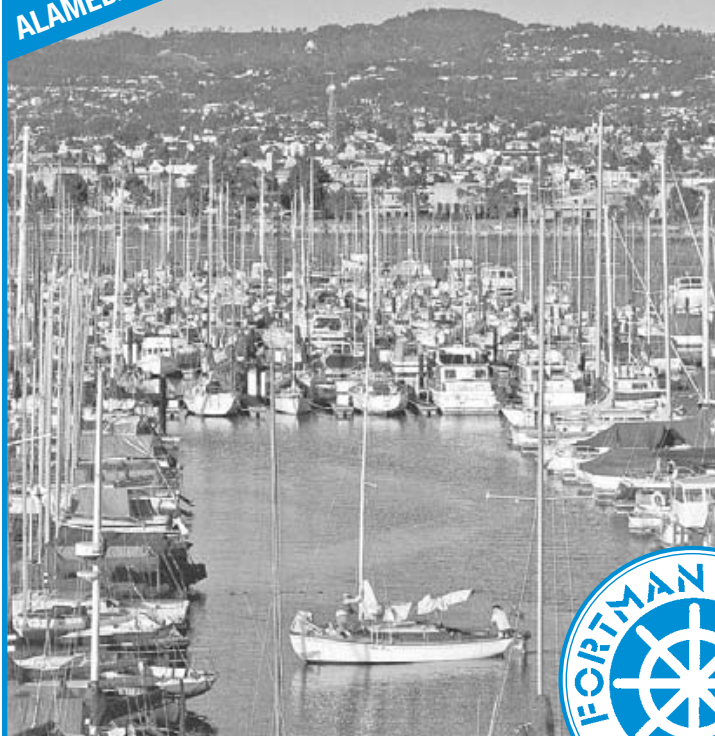
**Contact your local Ullman loft today
for details and a FREE quote.**



Newport Beach 714.432.1860	Marina del Rey 310.645.0196	San Francisco 415.332.4117	Arizona 602.499.3844
Long Beach 562.598.9441	Santa Barbara 805.965.4538	Ventura 805.644.9579	Santa Cruz 831.295.8290

* Sail must be constructed using Bainbridge Nylon or Dacron.
Sheets will be for sail ordered, i.e. Jib sheets for a Jib, Spin for Spin, etc...

HOME OF
ALAMEDA YACHT CLUB



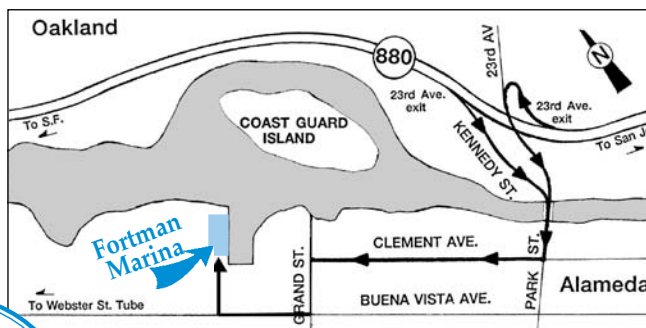
A quiet, well-protected cove with ample parking and amenities



'TIS THE SEASON (THE SAILING SEASON)

Come visit Fortman Marina this summer to find a new sailing home.

Covered Berth Available!



Considering a move?
Contact us for excellent rates:

(510) 522-9080

www.fortman.com

THIS YACHT MAINTAINED
BY:

Stem To Stern

FOR ALL CONCERNS, PLEASE CALL:

(510) 681-3831

Captain John* saw to my 48' Californian as if it was his own. He knows all the right people. He took my boat to the yard for a bottom coat and managed that project just like he manages engine maintenance, diving and deck cleaning at the dock. I call him for everything.

Frank Gallovich

*Captain John Curry is owner of **Stem to Stern**, a premier leader in boating services with trained instructors, licensed captains and insured service providers.

Our vendors provide services from general maintenance to major repairs so you can spend more time enjoying your boat.

Check out our website for a list of all our services at

www.StemtoSternSF.com

Or call (510) 681-3831

We Take the Work Out of Owning a Boat



Lowrie Yacht Harbor

INC.

In central Marin, convenient to Delta & Golden Gate

Family owned & operated since 1948

- **\$6.50** per foot – Best Rates this side of the Bay
- 25' - 65' Berths Available
- Surge and Wind Protected – Out of the Fog
- Convenient Location – Warm and Sunny
- Whole Foods & Trader Joe's Nearby
- Office Space Available

(415) 454-7595

40 Pt. San Pedro Rd., San Rafael, CA 94901

New Harbor Office Hours: M-F 9:30-4:30

coutts wads it up

The road to America's Cup 34 made its way through the Bay last month, and Oracle Racing CEO Russell Coutts found a pothole on June 13. Following a successful media outing which drew mainstream journalists from a plethora of outlets out for a spin on the Bay aboard the replica of the the first winner of the Auld Mug, the schooner *America*, the team got to work with race practice. As the journo's were packing up their gear and pulling out of the Golden Gate YC parking lot, Coutts and team skipper James Spithill went toe-to toe in their respective AC45s on a ripping, 25-plus-knot afternoon. During the pre-start of one of their scrimmages, Coutts went to bear away, hesitated, and tried again, sending the bows of his *Oracle 5* "down the mine" in a ball of spray.

In the pitchpole, Coutts was sent flying through the wingsail, and although it made for some good dramatic video and a long night for the boatbuilders, he was uninjured. The wing ribs, extremely light laminations of what appears to be a single layer of carbon fiber top and bottom with a Nomex core and exposed edges, were apparently no match for the world's most accomplished inshore sailor.

The boat was righted quickly and, by the next morning, the wing was repaired and *Oracle 5* was ready to go back out on the water. The capsizes followed on the heels of a near-miss the week before that was the closest thing we've ever seen to a capsize that wasn't. If nothing else, it illustrated Coutts' oft-repeated mantra that this Cup will be sailed by the best sailors in the world sailing the most challenging boats in the world. It left everyone wondering, "How are they going to do this in the AC 72s?"

If you missed Coutts' tumble (and near-tumble), you can find video on *YouTube*. Search for "Oracle Racing Team" and, for the near-miss, add "High Five!" For the full monty, look for "Oracle Racing capsizes." Both videos show just how wild the AC 45s are.

— rob

eight bells for rui luis

The Bay Area sailing community lost a well-loved and highly respected member on June 5. Rui Luis, the 48-year-old owner of Rooster Sails, fell into the water while trying to board his powerboat from his dinghy. "Rui had lost 100 lbs in the last year-and-a-half, and part

of his exercise program was to row to the Oakland farmer's market every Sunday," said close friend Jeff Berman.

Berman says a neighbor at Grand Marina saw Rui fall in and called for help to get him back on his boat. It appears he was in the water for just a few minutes, and when he was pulled aboard, was breathing and talking. But Berman says at some point 911 was called, and Rui was given CPR, put on a breathing bag and rushed to the hospital with a weak pulse. "I had

just arrived at the hospital when they told Ruthie [Rui's partner of 20 years] that he'd died," said Berman.

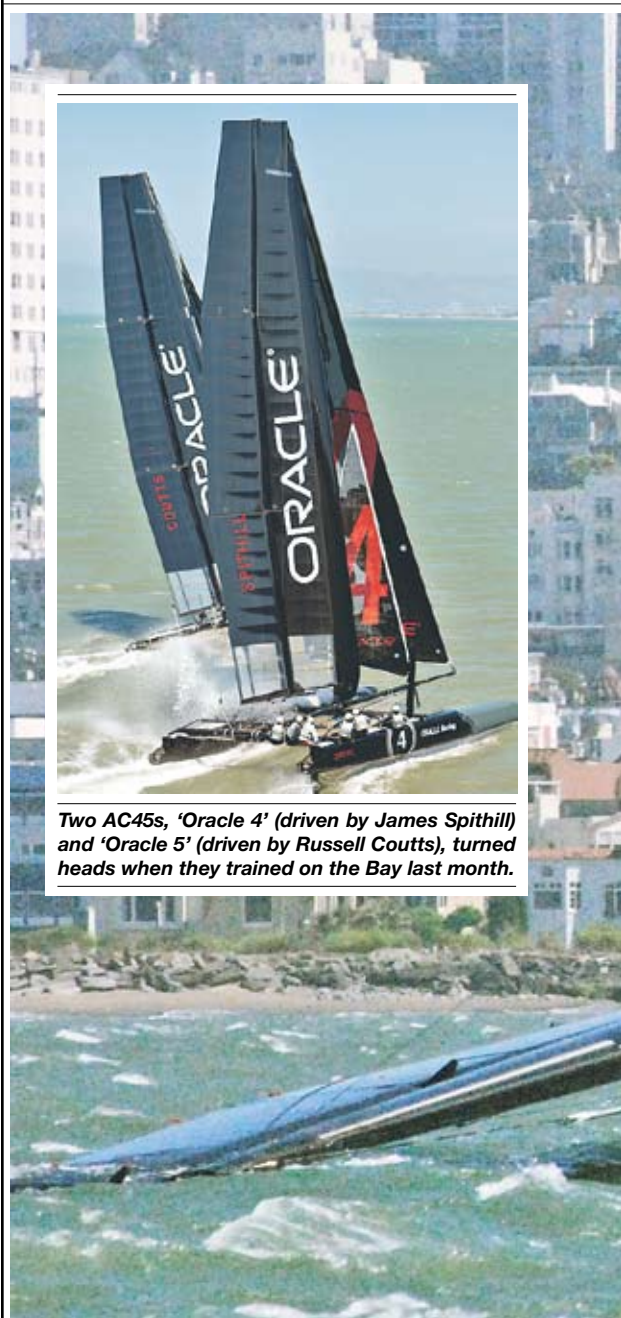
Although Rui was a longtime advertiser in *Latitude 38*, we didn't really get to know him until last month, when the publisher had him repair and recut some sails for the *La Gamelle* Syndicate's Olson 30. May he rest in peace.

— latitude 38

politics

In last month's *Sightings*, we reported that Washington State had banned copper bottom paint and California was close to passing a similar law in SB 623. The Recreational Boaters of California and Boat U.S. have loudly opposed the legislation. The RBOC inaccurately claimed in a widely distributed letter that boatowners would be required to spend \$5,000 every year to have a special non-toxic bottom coating applied, but later conceded that those numbers were inflated.

The reality of the bill was pretty mun-



Two AC45s, 'Oracle 4' (driven by James Spithill) and 'Oracle 5' (driven by Russell Coutts), turned heads when they trained on the Bay last month.



The jovial Rui Luis of Rooster Sails in Alameda will be missed by many in the Bay Area sailing community.

JEFF BERMAN

as usual

dane: copper paints would be banned starting in 2019, giving boaters eight years to find an acceptable non-copper substitute. This shouldn't have been too troublesome since so many inexpensive and reasonably effective alternatives are already on the market, and more are released every year by paint companies who seem to understand which way the wind is blowing.

But California politics are never easy or simple. SB 623 passed the State Senate

continued in middle column of next sightings page

“honey, we have a problem”

It's not uncommon for sailors to arrive at their boat after a prolonged absence only to find a bird's nest tucked into the main — usually *after* raising the sail. But imagine being greeted by several thousand bees. That's just what happened last month at Vallejo YC when Dave Nadolne's Newport 30 *Windsome Winch* became the new royal digs for her majesty, Queen Bee.

When a swarm of bees attached itself to Nadolne's main on June 15, member Mary Kraybill knew just whom to call to take care of the situation: her sister, Benicia-based amateur apiarist Deborah Morrison. "I'm an avid gardener and already had two hives," says Morrison. "Now I have three!"

On June 17, Morrison and Kraybill suited up in beekeeping gear

continued on outside column of next sightings page

Yeowch! Russell Coutts' AC45 took a tumble last month and created a spectacle seen 'round the world.



A Coutts-shaped hole in the wingsail was quickly repaired.



SPREAD: TOM MACDONALD; INSETS: GUILAIN GRENIER / ORACLE RACING

SIGHTINGS

bees — cont'd

and began the painstaking process of gathering the swarm. "First, I sprayed them down with sugar water," explained Morrison. "They'd been there for a few days without eating because they were guarding their queen, so they were hungry — plus the sticky water weighs down their wings." When that was done, the sisters carefully swept the bees into a "Christmas ornament tub."

As Kraybill slowly unzipped the mainsail cover, Morrison realized that this job was going to be tricky. "I'm so lucky to have had a sailor to help me," she laughed. "I have no idea what I would have done because thousands of bees were glommed into each fold of the sail." Kraybill slowly raised the main as Morrison continued to sweep up the bees. There were so many, in fact, that they had to find another lidded container to collect them all. In the end, Morrison believes that

continued on outside column of next sightings page

politics

on June 2 and moved on to the Committee on Environmental Safety and Toxic Materials. On June 21, an amended version of the bill was released, and it bears almost no resemblance to its previous incarnation. As amended, the bill would allow the use of "low-leach" rate copper antifouling paints and would require the Department of Pesticide Regulation to "determine the maximum allowable leach rate" for such paints by January 1, '14. A year after that, all other copper paints would be banned.

"Low-leach rate" isn't defined in the



Sugar water helped soothe the estimated 10,000 bees that had crammed themselves in and around 'Windsome Wench's' main last month.



Not your average sailing outfit — Amateur apiarist Deborah Morrison suited up to collect a new hive.

PHOTOS MARY KRAYBILL

— cont'd

bill, but our assumption on reading it was that non-ablative/"hard" paints would be the likely choice. Don't count on it, says a source well-informed on the legislation. He says a paint's actual copper content, not the rate at which it leaches, will most likely be what the DPR looks at.

But the changes to the bill don't stop there. The biggest change — the one that made us think, "That has to be a typo!" — is the provision that if the State Water Resources Control Board determines that low-leach copper paints are still contrib-

continued in middle column of next sightings page



The queen, protected by her workers, was tucked inside the folds of the main. She was likely attracted to the blue sail cover.

bees — cont'd

the queen, who is only a little bigger than all the other bees and very difficult to spot, was among the 10,000 or so bees she collected. How does she know? "Because it's several days later and all the bees are still here," she said.

Morrison says the spring and early summer are when a new queen will go on a "mating flight." Her subjects follow her and when she picks a spot to call home, they surround her for protection and start building the combs into which she'll lay her eggs. But why on earth did she choose such a seemingly unlikely spot as a boat's mainsail cover? "Bees are attracted to the color blue — think lavender, asters, etc."



MARY KRAYBILL

Morrison says the swarm was tired and hungry from accompanying their queen on her mating flight, so they put up little resistance after being sprayed with sugar water (aka food).

Morrison said. "I think she saw the color blue and found the safest little place in the folds of the sail."

If you find your boat's main covered in bees in the spring or summer, you're most likely looking at the honey variety, as opposed to the Africanized 'killer' variety. Morrison suggests calling your local animal control office to see if they know of an apiarist who will come collect them. Not only has the honey bee population been mysteriously declining worldwide — and lord knows we need all the sweetness we can get in this world — but those bees will be none too happy to leave their queen unprotected. "Even though they were very unaggressive at this point and we were in protective gear," Morrison pointed out, "my sister and I each got stung."

— ladonna

pangaea inspires youth

Mike Horn's face doesn't have any scars, he's not missing any limbs, and he doesn't walk with a limp. Only with careful searching might one notice that the tip of his ring finger is missing — the only visible hint at his history of adventure, risk-taking, and daring exploration. Horn has been to places most of us only dream of, and is globally acknowledged as one of the world's greatest modern-day explorers.

Horn's newest adventure is aboard *Pangaea*, a 115-ft aluminum ketch he's taking on a four-year journey to visit youth across the globe. *Pangaea* will also serve as a platform to explore the natural world, learn about its challenges, find solutions, and act swiftly to make changes to safeguard the environment.

On its way north from L.A. at the end of May, *Pangaea* stopped on the Bay for a visit before heading to Vancouver and, ultimately, the Northwest Passage. OCSC's Anthony Sandberg organized a meet-and-greet with Horn and his crew of two, and I was lucky enough to be invited. As a 19-year-old "youth," I'm concerned for my tomorrow, and was quite impressed with *Pangaea* and Horn's plans for her.

At the beginning of our afternoon, a group of young people, as well as a number of adults, were regaled with stories from Horn's previous expeditions. Originally from South Africa, Horn moved to Switzerland and opened an outdoor activity center in '95. In '97, he completed his first major expedition in which he navigated the entire length of the

continued on outside column of next sightings page

SIGHTINGS

pangaea — cont'd

Amazon River alone and without motorized aid. Two years after that, he circumnavigated the globe along the equator, either on foot or on an engineless 28-ft trimaran. (It was while preparing for that expedition that Horn was introduced to the world of sailing.) He went on to solo circumnavigate the Arctic circle, travel to the North Pole during the permanent darkness of the winter months, and climb peaks higher than 26,000 feet without the aid of additional oxygen.

Horn's newest projects — *Pangaea* Expedition and the Young Explorers Program — aren't

physical mountains but they present new challenges to tackle. *Pangaea* set sail from Argentina in '08, and has since visited ports around the globe, inviting youth onboard to learn, grow and be inspired.

Our sail on the Bay was a pretty straightforward reach from San Francisco to Richmond and back. I was very impressed by the scale of everything. Even though

we all took turns raising the sails, everyone was huffing and puffing by the time they were fully up. When I took my turn at the wheel, I was surprised by the number of times I had to turn it to feel a response. But the best part of the day was having time to chat with Horn one-on-one.

He explained that the Young Explorers Program (YEP) takes young adults on smaller versions of his other adventures. These expeditions use nature as a resource to increase understanding of environmental issues. By fostering an appreciation for the natural world, the program catalyzes youth into action. If Horn can show young adults the inextricable link between living and the earth, then maybe there is a brighter future ahead, a future in which humans learn to care for our Mother Earth.

Horn spoke of why he does it: to feel alive, to feel utterly awake in his body. As my sister, Hannah, simply put it: "You can't care for something you don't love." In this spirit, young people between the ages of 15 and 20 who are "adventurous, keen to explore, and inspired to make a difference" can apply online at www.mikehorn.com for a selection camp where, after 10 days of training, eight candidates are chosen for an expedition. This fall's trip to Nunavut, Canada, is already full, but more are coming up. The YEP program, which is funded by Mercedes-Benz, is so fascinating that I'm seriously considering applying.

Mike Horn's maxim states: "The impossible exists only until we find a way to make it possible." I believe that, for all of us onboard that day, our eyes were opened to new possibilities and we have newfound hope for a better future — with today's youth at the helm.

— sarah arndt

hee-hee and ha-ha

Chico YC recently completed its 6th annual Lake Oroville Hee-Hee. That the name of this cruise resembles another, more famous cruiser's rally is no mistake. The Baja Ha-Ha was the original inspiration but that's where the comparison ends.

Lake Oroville was created in the '60s as the cornerstone to the California Water Project. The 770-ft-high earthen dam is the second

continued on outside column of next sightings page

politics

uting to poor water quality — how they would be able to distinguish between copper from bottom paint and copper from brake pads is anyone's guess — all antifouling paints would be banned. Yes, you read that correctly. All.

"117146 (b): On or after January 1, 2019, if the State Water Resources Control Board does not demonstrate that the trend line of the measured water quality data points toward attainment of the dissolved copper water quality objectives in California marinas and harbors, then *the use or application of antifouling paint*

LATITUDE / JOHN A.



Sarah (left) and Hannah Arndt flank world-renowned adventurer Mike Horn during a recent Bay Area visit.



We totally agree with this gal's reaction to sailing on San Francisco Bay.



Grind it, girls! Young people experience firsthand what's involved in sailing such a big boat.

— cont'd

on recreational vessels shall be prohibited one year after the determination.”

We're assured by our source that the word "copper" probably wasn't left out accidentally — all bottom paints would be banned, and boaters would be required under the law to remove the paint on their boats. Not only would that be ridiculously expensive for boaters, but it would also be completely unenforceable. And let's not even discuss where all that ground-off copper paint would go, because we all know an obscene amount would end up

continued in middle column of next sightings page

hee-hee — cont'd

largest in the world and is built below the confluence of the three forks of the mighty Feather River, which drains nearly 4,000 sq miles of the northern Sierra Nevada and southern Cascade Mt. Lassen. It holds nearly 3.5 million acre feet of water and has 167 miles of shoreline. Besides providing flood control, electricity, and water for rice and other ag lands, it's a top attraction for fishing and boaters in the state.

The original concept for the Hee-Hee was to spend a week circumnavigating the South, Middle, and North Forks, as well as the west branch of the Feather River by sailing when we could, motoring when we had to, and anchoring overnight before happy hour and lighting the BBQs. After about a week of making our way up the long steep fjords, we finished up by renting a floating campground on the last weekend. Floating campgrounds are very cool two-story aluminum

continued on outside column of next sightings page



Adventurer Mike Horn's 'Pangaea' is the generously-sponsored platform from which he hopes to inspire and educate.

SPREAD: DMITRY SHAROMOV/MIKE HORN; INSETS: LATITUDE / JOHN A.

SIGHTINGS

hee-hee — cont'd

structures anchored around the lake — folks can pitch a tent on top, raft up, and celebrate the end of the Hee-Hee with a party. The campgrounds come with a galley, head, and BBQ, and rent for a very reasonable \$150 per night.

This year we had an abundance of water so passing beneath the two bridges was handled with caution. High water made it possible to go all the way up the Middle Fork and view Feather Falls — at over 400 feet, it's the fourth tallest in the state. We also cruised up the South Fork to Ponderosa Dam before rafting up for the evening.

During the raft up on the floating campground, we welcomed three new boats to the club and hosted a total of nine boats ranging from a Lido14 to an Islander 36. All told, 25 CYCers enjoyed celebrating the end to another successful Oroville Hee-Hee. Maybe one day the Hee-Hee will be as big as the Ha-Ha — but, considering the size of the floating campgrounds, we hope not!

— herb clark

imagine, catalina 270 / hotel charlie, catalina 25

politics

right back in our waters, doing far more harm than if it'd just stayed on the bottom of our boats.

Talk about throwing the baby out with the bath water!

So why on earth did the bill get changed so drastically? Our source suspects the RBOC had a heavy hand in sabotaging this latest draft, submitting wording in such a way that essentially makes it a lame duck law because of its unenforceability. The state can't afford to keep DMV open five days a week, much less hire someone to go check every boat for copper bottom paint. Either that, or the environmental lobby pushing the bill through is completely out of touch with

PHOTOS HERB CLARK EXCEPT AS NOTED



They're coming to take me away, Hee-Hee, Ha-Ha! Chico YC's Ha-Ha-inspired Hee-Hee was crazy — (clockwise from above) 400-ft Feather Falls was a hot attraction, as was Ponderosa Dam; floating campgrounds can be rented for \$150/night and can accommodate several boats; easy breezy spinny sailing on Lake Oroville; snuggled up.

PAT EDIGER



— cont'd

reality.

Interestingly enough, the RBOC seems much more satisfied with this new version of SB 623 — though they wrongly state on their website that only “copper paint” could be banned in '19 — which might lead someone to agree with our source's first suggestion.

Regardless, we're sad to say that what had been a promising piece of legislation is now one of the more ridiculous boating-related bills we've seen in a while. No matter which side of the fence you stand on, it's a lose-lose, and a complete waste of the legislature's valuable time.

And don't be surprised when it passes.

— *ladonna*



VIC MAKAU

budgeting aboard *carmen miranda*

Cindy Holmes and partner Faith Tamarin of the Berkeley-based Vanguard 32 *Carmen Miranda* are just a Baja Bash away from completing a 12-year circumnavigation, and they have three major pieces of advice for women based on their experience:

1) “Via a cruising boat is the only way for women with no real money to be able to see all the things they want to see in the world.”

2) “For women — and men — to be confident and relaxed while cruising, they need to know how things work, and to be full partners in the sailing and maintenance of the boat. Between us, Faith and I can fix anything, except for things that need to be sewn or welded.”

3) “Two women can cruise the world on \$500-600 a month. We don't know anybody who cruised on less money than we did.”

And lest any women think that age is any more of a barrier than gender is, Cindy is 55 and Faith is 70.

It's important to note that the duo's circumnavigation did not involve denying themselves any important experiences. Prior to starting, they got out a globe and put red dots on all the places they wanted to go and things they wanted to do, no matter if it was seeing the Komodo dragons of Indonesia, the orangutans of Borneo, or the pyramids of Egypt; climbing to the top of St. Peters in Rome; transiting 265 locks in Europe; or even living the lives of London train commuters.

Faith has been a long time sailor and boatworker, having been a delivery skipper, the captain of an S&S 65 on the Bay, a rigger at the top of masts, and a varnisher. It's Cindy, however, who has the greater experience and skills with mechanical things. In fact, she's had a career at UC Berkeley setting up physics experiments for professors to run in front of 500 students.

Cindy got into boats because she couldn't find an economical place to live in Berkeley. She started with an old landing craft she bought from the Sea Scouts that she turned into Cleopatra's Barge, but soured on how much it cost to fill up the fuel tanks, and how smoky and noisy it was. Having become friends with sailors in the marina, she moved to a Triton 28, and for the cruise with Faith, the Triton's big sister, a rugged Vanguard 32, which she says has been a great boat.

So when it came to replacing *Carmen Miranda's* Atomic 4 engine with a Kubota diesel, Cindy did all the work. In fact, she's rebuilt the undersized original and replacement Hurst transmissions for the diesel four times, and can now do it in the boat's galley in one afternoon while on the hook.

It troubles Cindy that more cruisers — particularly women — aren't very knowledgeable about mechanical and sailing issues. “I've seen lots of couples have problems or split up in large part because they were always having to wait for very expensive mechanics to do even simple jobs on their boats, or because they didn't understand the basics.”

Cindy and Faith's circumnavigation was unusual in a couple of respects. First of all, they sailed all the way to Greece, 80% of a circumnavigation, in the first three years. But then, at a place where many West Coast circumnavigators make a mad dash for home, they started to really settle in. They returned to Northern California to work, and used the boat as their summer home in the Med. “When we kept the boat at Fiumicino Marina, which is just down the Tiber River from Rome, we'd take the train into Rome each day — it wasn't expensive — and then just walk around that fabulous city until we were exhausted. I can't tell you how many pairs of shoes we wore out.”

After about five years of that, they lowered their mast and set it on

continued on outside column of next sightings page



Cindy Holmes and Faith Tamarin (not shown) are close to finishing a circumnavigation.

COURTESY CARMEN MIRANDA

budgeting — cont'd

deck, then traveled the Rhone and other rivers and canals to Arles, Avignon, Lyon, Paris, and ultimately Amsterdam. You know the Arsenal Marina; less than half a mile from Notre Dame in the heart of Paris? Cindy and Faith lived on their boat there for a month for \$25/night.

They kept the boat in Ipswich, England, for two years, and used her as an inexpensive hotel for for countless 90-mile train trips to London and to explore the rest of England. From there they did a conventional trip down to the Canaries, across the Atlantic, through the Canal — with an all-women transit crew — and up toward California.

Faith and Cindy are poster women for world cruising not having to cost that much. "We took off for the South Pacific with \$500. The keys to being able to survive on a low budget are being able to do everything ourselves, not drinking, not smoking, and not staying in a marina for the first three years." After the first three years, they returned to the Bay Area to work, except for the summers, and they also found boat and furniture work in Australia and in Israel.

If the non-drinking and non-smoking duo sound like they don't have a vice, they do: "It's what the Aussies called 'bikkies' or biscuits, or what we Americans call cookies. In every country we were quick to try the local versions." And for vegetarians, Cindy says they ate as poorly as teenagers. "We like our food quick and easy. When we arrived in the Marquesas, we were delighted to find Lady Lee frozen vegetables, just like here in the Bay Area. We also eat a lot of cous cous, because it doesn't require much water, and it only takes a few minutes to prepare. But France was the best for eating. We'd go to the local *patisserie* and get a nine-inch lobster quiche for four euros!"

— richard

the joys of fishing naked

When you're out cruising, laundry facilities can be hard to find. The chore of doing laundry in a bucket is so dreaded aboard our Seattle-based Chris White Atlantic 42 *LightSpeed* that clothes pile up for a month or more at a time. If it's warm out, and there's no one around to impose upon, why not take off the clothes and save yourself from adding to the laundry pile? This is an especially good idea when fishing because few things smell worse than month-old dead fish.

But this article isn't really about cleaning a fish naked. It's about how to catch, clean and prep a 'naked fish' — in other words, to make it sushi grade. The proper technique is called *Ike Jime* and is a bit detailed but, with practice, can be very quick and makes for superb eating. Prepared using this method, fish are firmer, not mushy or smelly, and will last longer.

When fish run amok, get smashed on the head and flop around the deck, lactic acid builds up in their flesh, so it's critical to dispatch the fish as quickly as possible. As soon as you get the fish close to the boat, find the soft spot between and just just behind the eyes and, using an ice pick or similar tool, 'spike' the brain. This is the quickest and most humane way to kill the fish.

Once the fish is spiked, insert a length of thick monofilament or wire (I always have a piece of weed whacker line tied to my stern step for easy access) in the spike hole and run it down the spinal column. This will completely sever the spinal cord, and the fish will instantly stop tensing and thrashing.

It's essential to bleed out a fish before you gut it. There are several schools of thought on the subject, but my preference is to sever the gill cage by simply reaching in and ripping out the gills with my fingers. You can also cut the gill arch, the soft area just below the gills. Lift the gill cover and cut the arch where the soft membrane meets the rough skin. Some people prefer to cut below the pectoral fin across the lateral line, but if the cut is too deep, it can really chop up a good portion of the filet. Be sure to also put two small cuts on either side

continued on outside column of next sightings page

2010 uscg

Last month, the U.S. Coast Guard released their 2010 recreational boating stats, always an illuminating read. For example, take a guess which month had the highest percentage of fatal accidents. Did you say July or August? You'd be wrong. According to the report, March, February and November had the highest percentages of fatal accidents — 26%, 25% and 22% respectively — while June through August had the lowest at 9% each. Ironically, July had the second highest number of fatalities, 118, but it also had the highest number of non-fatal accidents at 1,023.



Sushi anyone? Kathy shows you how to prepare 'naked fish' naked. She and husband David have sailed 55,000 miles on 'LightSpeed' and are currently working their way up the Inside Passage to Alaska. We have no doubt Kathy will put her fish cleaning skills to good use, though we guess she'll be wearing more clothes!

boating stats

But most of the statistics in the report were fairly unsurprising: Nearly half of the 672 fatal accidents last year occurred on open motorboats (325) — sailboats had only 23 — and boats that were under 26 feet (584); drowning was the most common cause of death (484; 395 of them were not wearing PFDs) and alcohol use was the most common contributing factor in fatal accidents (126); and 84% of all fatal accidents happened on boats operated by someone who had received no boating instruction.

Here are a few highlights from the
continued in middle column of next sightings page

naked — cont'd

of the tail across the lateral line.

Choose the method you prefer, then loop a small line through the jaw with a bowline and attach it to the boat. Drop the fish in the water and let it drag for about 10 minutes (it's best to keep the boat's speed to under seven knots for this part). This will expedite the bleeding out and will also help cool down the fish.

To make gutting simple, I cut the gills all the way around where they attach near the head, then I cut out the anal opening. If done correctly, it's an easy trick to just grab hold of the gills and pull the entire innards out in one piece. Rinse the fish in the seawater and prepare to filet or chill.

Ideally, the fish would be packed with ice to chill it, but I usually filet it before I cool it down since I'm already dirty and all the gear is out — plus my fridge can't accommodate an entire fish. Everyone

continued on outside column of next sightings page



PHOTOS COURTESY LIGHTSPEED

SIGHTINGS

naked — cont'd

has their own filleting techniques, and mine are always evolving, so I'll leave it to the reader to develop his or her preferred method.

Before packaging the fish, sop up any liquids with a paper towel. The goal is to cool the fish down quickly, so avoid packing a bunch of filets in a large Tupperware or ZipLoc. Instead, wrap each piece in plastic wrap and put the pieces in the coolest part of the fridge. When you are ready to eat, they will be cleaned, skinned, bled and ready to serve.

While cruising the South Pacific, we just had to drop a line behind the boat and fresh fish — tuna, mahi, wahoo and so on — was on the menu. My husband, David, doesn't like fish too raw, so I often sear it quickly on each side in a hot cast iron pan and serve it up with some wasabi and fresh ginger. For that, I highly recommend a full-size apron to prevent splatter burns!

— *kathy kane*

stats

executive summary of the report:

"In 2010, the Coast Guard counted 4604 accidents that involved 672 deaths, 3153 injuries and approximately \$35.5 million dollars of damage to property as a result of recreational boating accidents.

- The fatality rate was 5.4 deaths per 100,000 registered recreational vessels. This rate represents a 6.9% decrease from last year's fatality rate of 5.8 deaths per 100,000 registered recreational vessels.
- Compared to '09, the number of accidents decreased by 2.66%, the number of deaths decreased by 8.70% and the



'Mimicat' was on the prowl.

Looking Good — 'Raven' may sport a Brooklyn, NY 'tramp stamp' but we're guessing she perches somewhere on the Bay.



— cont'd

number of injuries decreased by 6.10%.

- Almost three-fourths of all fatal boating accident victims drowned, and of those, 88% were not reported as wearing a life jacket.
- Eight out of every 10 boaters who drowned were using vessels less than 21 feet in length.
- Alcohol use is the leading contributing factor in fatal boating accidents; it was listed as the leading factor in 19% of the deaths.
- Twenty-one children under age 13 lost

continued in middle column of next sightings page

catch a ride on the ha-ha

With nearly 100 boats already signed up for this fall's Baja Ha-Ha Rally, there's a lot of excited chatter among soon-to-be cruisers in marinas all along the West Coast. If that's making you feel sadly left out because you're not ready to make the southbound pilgrimage to Cabo in your own boat this year, we've got a suggestion for you. Try catching a ride aboard someone else's boat — perhaps even someone you've never met. How? Check out the Mexico-Only section of our online Crew List at www.latitude38.com. There you'll find a bunch of skippers looking for able-bodied watchstanders for the 750-mile rally. The list is accessible 24/7



COURTESY JENNIFER

Lars Hassler is sailing 'Jennifer' 4,800 miles from Japan to join the Ha-Ha.

and is constantly evolving, so who knows? An ideal ride to the sunny latitudes of Mexico might be just a few mouse clicks away.

This year's rally starts on October 24, with the deadline for entries September 10. As you'll see by the latest entries below, boat types and homeports are as varied as ever.

— andy

Additional entries as of June 24:

- 75) **Jennifer**, Beneteau Oceanis 500, Lars Hässler, Stockholm, Sweden
- 76) **Knuckle Dragger**, Hunter 38, Robert Craig, Portland, OR
- 77) **Arctic Tern 111**, Nordic 40, John Garteiz, Whittier, AK
- 78) **Realtime**, Norseman 447, Bob & Karyn Packard, Long Beach
- 79) **Azure-Té**, Ron Holland 43, Jack Gill, Sausalito
- 80) **Buena Vida**, Catalina 42, Jeff & Julie Leonard, Ventura
- 81) **Sojourn**, Pearson Alber 35, Bridget & Bruce Eastman, Brisbane
- 82) **Outrageous**, Hunter Legend 45, Ray & Dori McEaney, Vallejo
- 83) **Murar's Dream**, Beneteau 46, Andrew Rosen, Marina del Rey
- 84) **Tranquilo**, Catalina 400, Lloyd & Colleen Clauss, San Pedro
- 85) **Sundance**, Beneteau M38, Rick Donker & David Rempel, San Francisco
- 86) **Tara**, Caliber 28, John Neeley & Shannon Walker, Berkeley
- 87) **Nirvana**, Irwin 45, Bob & Sherry Davis, Shell Beach
- 88) **Sailpotion**, CSK 40, Herschel & Susan Pence, Vallejo
- 89) **Orion**, Hunter 466, Connor Lamm & Yvonne Sininger, Marina del Rey
- 90) **Caledonia II**, Jeanneau 452, Ed Fudge & Peter Ruben, Calgary, AB
- 91) **Tan Tori**, Island Packet 445, Roger & Tori Robinett, Seattle, WA



The crew were smiling aboard 'Bandaloop'.

the bride wore blue socks & top-siders

As the steward for the La Gamelle Syndicate's Olson 30 *La Gamelle*, which is currently berthed at Marina Village in Alameda, we've suddenly gained a whole new group of sailing friends in that part of the world. Among them are David and Elena Esser of the new Prout 50 catamaran *Tigress*, with which *La Gamelle* shares an end-tie.

We first met David last month by saying, "We're glad you have that inflatable hanging down from the back of your cat, because we took the engine off the Olson, so we plan on docking by sailing the bow of our Olson into your inflatable at a 90-degree angle, which will carom our boat right into her spot on the dock."

"That will be fine," David replied. "By the way," he continued, "Elena and I are getting married next Saturday, and are having the reception aboard. You should come." So we did.

Everyone was given bright blue boat socks, and Elena proudly wore hers with her TopSiders. We think it's a pretty saucy look. Her socks were monogrammed with the date of June of '10, because that's when their boat was scheduled to be launched and they were to be married. Since the boat was a year late in being delivered, they obviously had to postpone the wedding by a year, too.

People say that the 'apple never falls far from the tree', but only

continued on outside column of next sightings page



'Mary Ann II' struts her stuff.

SIGHTINGS

blue socks — cont'd

people who don't live on hillsides. You see, David is the son of admitted 'hippie vagabonds', who 35 years ago would buy one-way tickets to the far corners of the world and drag him along. Instead of following in the footsteps of the parents, David has thrown himself into the internet world, and apparently has been successful at starting several companies. The big cat is his move away from life being all about work.

David has also been successful in gradually introducing Elena to the water and sailing. He had to start with the ultra basics because in

the beginning Elena was so afraid of the water that she wouldn't even walk down a dock. But now she's happily living aboard, and looking forward to the mast being stepped in a few weeks.

Tigress is actually the couple's second sailboat. They also have an exact sistership to Lin and Larry Pardey's 29-ft wood *Taleisin*, right down to the bathtub. If you're looking for a boat like that, you know who to contact.

Anyway, we'd like all of you to join us in con-

gratulating our new good friends David and Elena on their marriage — and on their new catamaran.

— richard

pass the falafel

Despite recent regime changes and revolutions in nearly every surrounding country, Israel has not only remained intact, but was recently voted the "ninth happiest country in the world" by a Paris-based nonprofit research center. Countries were ranked by employment, health care and quality of life. Israel beat out Austria, and was right up there with Norway, Switzerland, Denmark, and Canada. The U.S. didn't even place in the top 10.

We like to think part of that satisfaction may come from sailing. Israel's 170-mile-long coast boasts eight major marinas, with most being full. Interestingly, sailboats outnumber powerboats by a large margin — 9-to-1, it seemed to us. With beautiful Mediterranean waters, balmy air and abundant sunshine, it's a sailor's paradise. Its proximity to Turkey, Greece, and Cyprus — just a daysail away — is the proverbial 'icing on the cake'.

On a recent visit to Israel, my wife Miri and I met our long-time friend and Israeli sailor Iris Katz, who arranged a day trip with some local sailors. We'd sailed with Iris to Cyprus, Turkey, and Greece in '91 on her Beneteau Evasion 28 *Meitalon* and since then she's become one of Israel's preeminent skippers for deliveries, rallies, and instruction.

We met Iris at Tel Aviv Marina, which has been expanded and considerably improved since our last visit there. It even features a large lap pool, rental bikes for "green" excursions, and new modern docks and facilities.

Iris introduced us to her friend Rafi Israel, a local businessman and long-time sailor. Rafi bought his Hunter 41, *Carioca*, new in '04, graduating from a Catalina 30. Hunters are very popular boats in Israel, as are Beneteaus, Jeanneaus, Bavarias and most other European boats.

continued on outside column of next sightings page

stats

their lives while boating in '10. 42% of them died from drowning. 44% of those who drowned were wearing a life jacket.

- The most common types of vessels involved in reported accidents were open motorboats (46%), personal watercraft (20%), and cabin motorboats (14%).

Interestingly, though only 23 people died on sailboats last year, while 380 died on powerboats, the numbers suggest that sailboats are less safe than powerboats. As reader Steve Hodges, who sails his Islander 36 *Frolic* out of Santa Barbara,

LATITUDE / RICHARD



The groom and bride aboard their luxurious new Prout 50 catamaran, 'Tigress'.



L'chaim! — (clockwise from above) Sausalito's John and Miri Skoriak enjoyed falafel in Israel last month aboard a new friend's Hunter 41; 'green' rental bikes ready to ride at the Tel Aviv Marina, where Med-style mooring is practiced; local shops offer a wide and beautiful variety of food; "Where's the hummus?"; just in case sailing isn't enough exercise — or you simply want to lounge — the marina also boasts a luxurious new lap pool.



— cont'd

points out, “The death rate for all powerboats is about 33 deaths per million boats, but the death rate for sailboats is about 58 per million, so it seems sailors have almost twice as high a death rate *per boat* as powerboaters.”

This seems to go against common sense, but the numbers don't lie. Steve theorizes that sailboats are used more frequently, and that the “death rate per hours of operation” for sailboats would be much lower. Let's hope so!

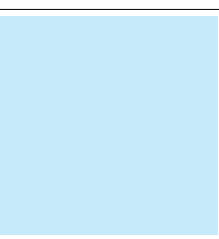
— *ladonna*

falafel — cont'd

As one would expect with a late-model boat, *Carioca* was immaculate, well-equipped and comfortable. Rafi was joined by his “Friday sail” friends — they sail every Friday from spring to late fall, and often sail to Turkey or Greece for several weeks.

Soon after leaving the dock and sailing out the breakwater we were gliding along at about 5-6 knots in 10 knots of wind. Coming from San Francisco Bay, we forgot how pleasant sailing could be — some might even call it “zen.” We had plenty of shade for the mid-80s temperatures, and lots of fresh Middle Eastern food on board — fresh falafel, hummus, fresh baked pita bread, etc. Sailing doesn't get much better than that, and despite living in a ‘rough neighborhood’, Israelis take advantage of it every chance they get.

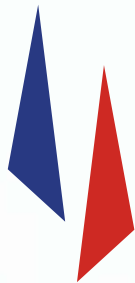
— *john skoriak*



PHOTOS JOHN SKORIAK



SALT



CLIPPER
YACHT HARBOR

You want complete and uncompromising marina services? Done. Hauling, maintenance, easy access parking, launch ramp, onsite security, and wifi? Covered. Have a wish list that includes clean, warm, newly remodeled restrooms and laundry facilities, dock carts, convenient recycle and garbage bins, and dedicated dry boat storage? Handled. So whether you're on the water, in the slip, checking in, hanging out, or pushing off, we have you in mind. 310 Harbor Drive Sausalito, CA 94965 415.332.3500 clipperyacht.com