

Latitude 38

VOLUME 445 July 2014

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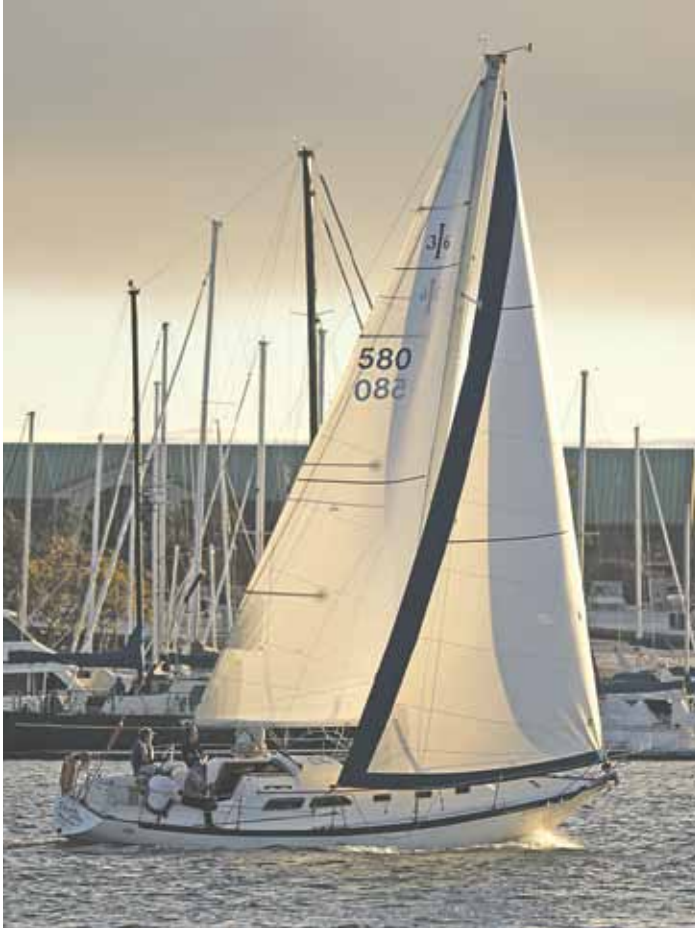
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How about today?

PHOTO DEBBY RAITTO



*Someday**

Roy and Melinda Samuelson don't usually race *Someday*, their Islander 36. But in addition to plenty of cruising on San Francisco Bay, they are having fun competing in the non-spinnaker division of Oakland Yacht Club's Sweet 16 beer can series.

The club divides the 16 Wednesday night races into two 8-race sub-series, and *Someday*, with a new main and jib from Pineapple Sails, placed first in last year's second half. And *Someday* is currently in first place in her division at the start of this year's series.

The Samuelsons have the right formula for *Someday* everyday: get a good old boat (theirs was built in 1980), upgrade and maintain it, buy a new set of sails, cruise often with friends and family, and find a few fun races to make their sailing just that much more exciting.

If you've been thinking about getting those new sails someday, how about today? Give us a call or, better yet, stop by to see sail-making in action and get a quote for Pineapple Sails for your boat.

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Cover: Idyllic conditions greeted a group of Moore 24s
about five miles from the finish of the Delta Ditch Run.

Photo: Leslie Richter / www.rockskipper.com

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

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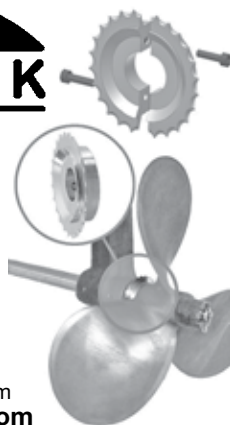
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Latitude 38

"we go where the wind blows"

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Non-Race

July 2-30 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under 'Events' tab at www.stfyc.com.

July 3-31 — Sail the Bay aboard SF Maritime Park's historic scow schooner *Alma*, most Thursdays & Sundays, 12:30-4 p.m. \$20-\$40. Info, (415) 447-5000 or www.nps.gov/safr.

July 4 — Celebrate your independence by going sailing, then watch Barron Hilton's Fireworks Extravaganza at Mandeville Tip on the San Joaquin River.

July 4-6 — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. Enjoy Polynesian music, dance, sport and cuisine. Info, www.pacificpuddlejumps.com.

July 5, Aug. 2 — Chantey Sing aboard *Balclutha* at Hyde Street Pier in SF, 8 p.m.-midnight. Sing traditional working songs; dress warmly and bring a mug for hot cider served from the ship's galley. Free; RSVP required. Peter, (415) 561-7171.

July 7-28 — San Diego's South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner *Bill of Rights* on Mondays at 6 p.m. Sea Scouts is a program of the Boy Scouts of America for guys and gals ages 13-20. Nate, (717) 654-3797 or n8kraft@gmail.com.

July 10, Aug. 14 — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

July 12 — The USCG Auxiliary is conducting a Suddenly in Command Seminar for non-skippers - partners, spouses and guests - at West Marine's San Carlos store, 9 a.m.-1 p.m. \$10. Registration is required, as space is limited. Call Bill to reserve your spot, (415) 308-3845.

July 12 — Go for a sail under the full moon on a Saturday.

July 12 — Nautical Flea Market, Napa Valley Marina, 8 a.m.-1 p.m. Call to reserve a spot, (707) 252-8011.

July 12 — Waterfront Strike Costumed Living History Reenactment, Hyde Street Pier in San Francisco. 11 a.m.-4 p.m. \$5 vessel admission; kids free. Info, (415) 447-5000 or www.nps.gov/safr.

July 13, Aug. 10 — Open House/Introductory Sail at Cal Sailing Club in Berkeley, 11 a.m.-6 p.m. Info, www.cal-sailing.org.

July 26-27 — Benicia Waterfront Festival on the First Street Green, 1-4 p.m. Live music, beer & wine, food, Vendor Village, Kids' Activity Alley. Info, www.beniciamainstreet.org.

July 31 — Cruising for a Cause Sausalito Charity Night at West Marine's new Sausalito location in Marin City, 6-8 p.m., \$10. Info, (415) 332-0202.

July 31-Aug. 3 — Grand Opening of West Marine Sausalito's new location in Marin City. Hot dogs 11:00 a.m.-1 p.m., parking lot boat & waterlife show, rigging truck & demos, giveaways & tips, mystery gift cards. Info, (415) 332-0202.

Aug. 2 — Maritime Day at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Vendor booths available for \$30. Call (415) 332-8554 to reserve a space or see www.galileeharbor.org.

Aug. 5 — 'Blue Mind: The Surprising Science that Shows How Being Near, In, On, or Under Water Can Make You Happier, More Connected, and Better at What You Do' lecture & book signing with author Wallace J. Nichols at the Bay Model in Sausalito, 5:30 p.m. \$10. Info, (415) 332-3871.

Aug. 8 — Picnic on the Beach Costumed Living History Reenactment, Hyde Street Pier in San Francisco. 11 a.m.-4 p.m. \$5 vessel admission; kids free. Info, (415) 447-5000 or www.nps.gov/safr.

Aug. 9 — Taste of the Delta, Tower Park Marina, Lodi, 1-4



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Sept. 7-13 — SoCal Ta-Ta II 'Reggae Pon Da Ocean' cruising rally from Santa Barbara to Catalina, with stops at Santa Cruz Island, Paradise Cove and Redondo Beach. Info, www.socaltata.com.

Racing

June 30-July 6 — The Pacific Cup Village provides hospitality and assistance with logistics to Pac Cup racers at RYC. Info, www.pacificcup.org.

July 1-6 — WIND Youth Laser Clinic & Regatta in Cascade Locks, OR. CGRA, www.cgra.org.

July 4 — Independence Race and parade for El Toros/Opening Day on Pinecrest Lake. Fred, f.paxton@comcast.net.

July 4 — Brothers & Sisters Race, a North Bay Race around the two island pairs followed by a BBQ and fun for the whole family. TYC, www.tyc.org.

July 4 — Independence Day Race. MPYC, www.mpyc.org.

July 4 — Independence Cup. SFYC, www.sfyc.org.

July 4 — Firecracker long-distance race on Monterey Bay. Elkhorn YC, www.elkhornyc.com.

July 4-6 — Hobie Regatta/Weta Nationals. MPYC, www.mpyc.org.

July 5 — Westpoint Regatta, now part of the YRA Party Circuit, hosted by SeqYC. Info, www.yra.org.

July 5 — North Bay #4/Angel Island. VYC, www.vyc.org.

July 5 — Stars & Stripes. CPYC, www.cpyc.com.

July 6-10 — Gorge Laser Performance Clinic, followed by the Blowout, an 18-mile Laser-only race from Cascade Locks to Hood River, OR, with a break halfway down the course. CGRA, www.cgra.org.

July 6-11 — The Pacific Cup departs San Francisco Bay for Kaneohe Bay. Info, www.pacificcup.org.

July 10-12 — Melges Race Week, Tahoe YC. Dan, (530) 581-4700, www.tahoeyc.com.

July 11 — Tahoe Warm-up Race, Tahoe YC. Dan, (530) 581-4700, www.tahoeyc.com.

July 11-13 — Laser Masters North Americans in the Columbia River Gorge, OR. CGRA, www.cgra.org.

July 12 — Small Boat Races #5. EYC, www.encinal.org.

July 12 — Trans-Tahoe Regatta, Tahoe YC. Dan, (530) 581-4700, www.tahoeyc.com.

July 12 — Interclub Series #4 in the South Bay. SBYC, www.jibeset.net.

July 12 — YRA Summer #1, run by EYC. Info, www.yra.org.

July 12, Aug. 9 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

July 12-13 — J/105 Invitational Regatta. SYC, www.sausalitoyachtclub.org.

July 12-13 — High Sierra Alternate Regatta. Since the water level in Huntington Lake is too low for racing, Gold Country YC is running an event at Scotts Flat Lake on the original High Sierra weekend. GCYC, www.nccn.net/~gcyc.

July 12-19 — Landsailing World Championships at Smith Creek Playa, NV. NALSA, www.nalsa.org.

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CALENDAR

July 13 — Tri-Island Race #2. BYC, www.berkeleyyc.com.
July 13 — Howard Stevens Race, LTWYC. Steve, (530) 577-7715, www.tahowindjammers.com.

July 13 — Summer 3 & 4 One Design Races. MPYC, www.mpyc.org.

July 13 & 26, Aug. 10 — Club Races on Scotts Flat Lake near Nevada City. GCYC, www.nccn.net/~gcyc.

July 15-20 — US Sailing Junior Women's Singlehanded Championship/Leiter Cup in Laser Radials at Mission Bay YC. Info, www.ussailing.org/racing/championships.

July 18-20 — Laser Masters PCCs at Jericho Sailing Centre, Vancouver, BC. Info, www.laser.org.

July 19 — 30th Annual Plastic Classic Regatta & Concours d'Elegance for all classes of 'plastic' sailboats designed 25 years ago or earlier. BVBC, www.plasticclassic.com.

July 19 — OYRA #5/Full Crew Farallones Race. OYRA, www.jibeset.net.

July 19 — Championship Series #3/Russ Schneider Memorial pursuit race around the Bay. CYC, www.cyc.org.

July 19 — Twin Island #2. SYC, www.sausalitoyachtclub.org.

July 19 — H.O. Lind 3-4. TYC, www.tyc.org.

July 19 — Dick Gardner One Design Race #2, LYSA. Jerry, (559) 776-9429 or www.lakeyosemitesailing.org.

July 19 — McNish Classic Yacht Race, off Ventura and Channel Islands Harbors, a 17-mile course with an inverted start. Pacific Corinthian YC, (805) 985-7292 or www.pcyc.org.

July 19-20 — SF Classic/UN Challenge. StFYC, (415) 563-6363 or www.stfyc.com.

July 19-20 — BAYS #3/Svendsen's Summer Splash for junior sailors at EYC. Info, www.bayarea-youthsailing.com.

July 19-20 — Monterey and Back. SCYC, www.scyc.org.

July 19-20 — Potter-Yachters' Cruiser Challenge XV, a laid-back regatta for trailerable pocket cruisers under 26 feet whose primary purpose isn't racing. Hosted by MPYC on Monterey Bay. Info, www.cruiserchallenge.com.

July 19-20 — DWI (Dinghies Whidbey Island). Info, www.whidbeyislandraceweek.com.

July 20 — Baxter/Judson Series Race #4. PresYC, www.presidoyachtclub.org.

July 20 — Summer Series #2/BBQ at Lake Elizabeth. FSC, www.fremontsailingclub.org.

July 20-25 — Whidbey Island Race Week, Oak Harbor, WA. Info, www.whidbeyislandraceweek.com.

July 25-26 — Santa Barbara to King Harbor Race. Santa Barbara YC, www.sbycracing.org.

July 25-27 — Santana 22 Nationals. MPYC, www.mpyc.org or www.santana22.com.

July 26 — Francis Chichester Memorial Circumnavigation of Alameda for Lasers, launching from EYC's docks. Info, www.laser.org or www.encinal.org.

July 26 — Team Race Championship. StFYC, (415) 563-6363 or www.stfyc.com.

July 26 — Single/Doublehanded Race #4. SeqYC, www.seqoiayc.org.

July 26 — Sunnyside Restaurant Regatta. Tahoe YC, www.tahoeyc.com.

July 26 — Sadie Hawkins Race. KBSC, www.kbsail.com.

July 26 — Mitchell/Ross Regatta. SFYC, (415) 435-9133 or www.sfyyc.org.

July 26 — Moseley Regatta for Etchells and Knarrs. TYC, www.tyc.org.

July 27 — Match Race Championship. StFYC, (415) 563-6363 or www.stfyc.com.

July 27 — Doublehanded Races, LTWYC. Steve, (530)

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July 28-29 — Heavy Weather Laser Slalom. StFYC, (415) 563-6363 or www.stfyc.com.

July 28-31 — Santana 20 Class Championship, hosted by Eugene YC on Fern Ridge Lake, OR. Info, www.s20.org.

July 31 — Santa Cruz 27 Nationals feeder race from Santa Cruz to Monterey. Info, www.sc27.org.

July 31-Aug. 3 — Laser Nationals. StFYC, (415) 563-6363 or www.stfyc.com.

Aug. 1-3 — Santa Cruz 27 Nationals at MPYC. Info, www.sc27.org.

Aug. 1-3 — Columbia Gorge One Design Regatta (CGOD). CGRA, www.cgra.org.

Aug. 1-3 — Lido 14 Nationals in Long Beach. Alamos Bay YC, www.abyc.org.

Aug. 2 — Midnight Moonlight Maritime Marathon. SFYC, (415) 435-9133 or www.sfyc.org.

Aug. 2 — Jerry O'Grady Singlehanded Race. CPYC, www.cpyc.com.

Aug. 2-3 — YRA 2nd Half Opener, a Party Circuit regatta hosted by EYC. Info, www.yra.org.

Aug. 2-3 — J/24 District 20 Championship. BYC, www.berkeleyyc.org.

Aug. 2-3 — Franks Tract Regatta, actually sailed on the San Joaquin River, not Franks Tract. Andreas Cove YC, www.andreascoveyc.org.

Aug. 2-3 — Koenigshofer Regatta for Shields. MPYC, www.mpyc.org.

Aug. 2-3 — Santanarama at Stillwater YC in Pebble Beach. Info, www.sycpb.org or www.santana22.com.

Aug. 2-3 — El Toro Worlds on Pinecrest Lake. Info, www.eltoroyra.org.

Aug. 3 — Summer Series #3 at Lake Elizabeth. FSC, www.fremontsailingclub.org.

Aug. 3 — Commodore's Cup Race, LTWYC. Steve, (530) 577-7715 or www.tahoewindjammers.com.

Aug. 4-8 — Hobie North Americans. MPYC, www.mpyc.org.

Aug. 9 — Interclub Series #5 in the South Bay. BAMA, www.jibeset.net.

Aug. 9 — Dinghy Delta Ditch. LWSC, www.lwsailing.org.

Aug. 9 — Double Damned, Cascade Locks to the Dalles, OR. Hood River YC, www.hoodriveryachtclub.org.

Aug. 9 — WBRA #4, run by SYC. YRA, www.yra.org.

Aug. 9 — YRA Summer #2, run by RYC. YRA, www.yra.org.

Aug. 9 — North Bay Series #5. VYC, www.vyc.org.

Aug. 9 — Moonlight Marathon from Redwood City to TI and back. SeqYC, www.sequoiayc.org.

Aug. 9 — Singlehanded Buoy Race. MPYC, www.mpyc.org.

Aug. 9-10 — Albert T. Simpson Regatta. StFYC, (415) 563-6363 or www.stfyc.com.

Aug. 9-10 — BAYS #4 for junior sailors at SFYC. Info, www.bayarea-youthsailing.com.

Aug. 10 — Tri-Island #3. BYC, www.berkeleyyc.org.

Aug. 10 — Lady's Day Race, LTWYC. Steve, (530) 577-7715 or www.tahoewindjammers.com.

Aug. 10 — Big Brothers Big Sisters Day on the Bay. SCYC, www.scyc.org.

Aug. 10 — Summer 5 & 6 One Design. MPYC, www.mpyc.org.

Aug. 25-30 — 18-ft Skiff International Regatta, with the Ronstan Bridge to Bridge on 8/28. StFYC, www.stfyc.com.

Summer Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 7/18, 8/1, 8/15, 8/29, 9/5, 9/19. Info, (510) 865-2511, race@bbyc.org or www.bbyc.org.



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BAY VIEW BC — Monday Night Madness. Fall: 7/21, 8/4, 8/18, 9/1, 9/15, 9/22 (make-up). Arjan, (415) 310-8592 or www.bayviewboatclub.org.

BENICIA YC — Every Thursday night through 9/25. Joe, (707) 628-2914 or www.benicia-yachtclub.com.

BERKELEY YC — Every Friday night through 9/26. Info, www.berkeleyyc.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, typically in Laser Bahias and JY15s. Thursday evening JY15 races, weather and tides permitting, April-October. Must be a club member. Info, www.cal-sailing.org.

CORINTHIAN YC — Every Friday night through 8/29. Jim, (415) 847-2460, race@cyc.org or www.cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/8. Info, (650) 347-6730, regatta@cpyc.com or www.cpyc.com.

ENCINAL YC — Friday nights on the Estuary. Summer Twilight Series: 7/11, 7/25, 8/8, 8/22, 9/12. Darrell, (510) 502-8110 or www.encinal.org.

FOLSOM LAKE YC — Wednesday nights through 8/27. Friday Night Summer Sunset Series: 7/18, 8/8. Info, www.flcyc.org.

GOLDEN GATE YC — Friday nights: 7/11, 7/25, 8/8, 8/22. Gary Salvo, (916) 215-4566 or www.ggyc.com.

ISLAND YC — Fridays on the Estuary. Summer Island Nights: 7/11, 7/25, 8/8, 8/22, 9/12. John, (510) 521-2980, iycracing@yahoo.com or www.iyc.org.

KONOCTI BAY SC — Every Friday night through 8/29. OSIRs (Old Salts in Retirement) every Wednesday at noon. Brad, www.kbsail.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/1. Steve, (530) 577-7715, ltwyc2@aol.com or www.tahoewindjammers.com.

LAKE WASHINGTON SC — Every Thursday night through August. Info, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night through August. Jerry, (559) 776-9429 or www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Sunset Series. Every Wednesday night through 10/1. Victoria Model Yacht Series: every Friday night through 10/3. Juli, race@mpyc.org or www.mpyc.org.

OAKLAND YC — Sweet 16 Series. Every Wednesday night 7/16-9/3. Jim, (510) 277-4676, oycracecom@gmail.com or www.oaklandyachtclub.net.

PRESIDIO YC — Crazy Eights Thursday Sunset Series. 7/31, 8/14, 8/28, 9/11. Info, www.presidioyachtclub.org.

RICHMOND YC — Wednesday nights: 7/2, 7/9, 7/16, 7/23, 7/30, 8/6, 8/13, 8/20, 8/27, 9/3, 9/17, 9/24. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Windsurfing Series, Friday nights: 7/11, 7/25, 8/8, 9/5, 9/19. Kiteboarding Series, Thursday nights: 7/3, 7/10, 7/31, 8/14, 8/28, 9/4, 9/18. Wednesday Night Series: 8/6, 8/20, 8/27. Robbie, (415) 563-6363, rdean@stfyc.com or www.stfyc.com.

SANTA CRUZ YC — Every Wednesday night through 10/29. Laser Friday Nights: 7/18, 8/15. Info, (831) 425-0690, scyc@scyc.org or www.scyc.org.

SANTA ROSA SC — Twilight Series every Tuesday through 8/5 on Lake Ralphine. Info, www.santarosasailingclub.org.

SAUSALITO YC — Tuesday nights. Summer Sunset Series: 7/22, 8/5, 8/19, 9/2, 9/16. Sunset Championship: Saturday, 10/11. Nick, race@sausalitoyachtclub.org or www.sausalitoyachtclub.org.

SEQUOIA YC — Wednesday nights through 10/8. Hannig Cup: 8/27. Rick, (650) 255-5766 or www.sequoiayc.org.



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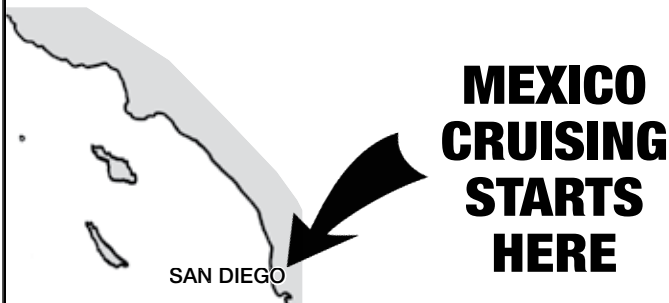
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SIERRA POINT YACHT CLUB — Every Tuesday night through 8/26. Quincy, racing@sierrapointyc.org or www.sierrapointyc.org.

SOUTH BEACH YC — Friday nights: 7/18, 7/25, 8/1, 8/15, 8/22. Gerard, (415) 495-2295 or www.southbeachyc.org.

STOCKTON SC — Every Wednesday night through 8/27. Tom, (209) 604-1300 or www.stocktonsc.org.

TAHOE YC — Laser Series, every Monday night through 8/25. Rick, (530) 583-6070. Beer Can Series, every Wednesday night through 8/27. Dan, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday Night 7/11-9/12. Jim, race@tyc.org or www.tyc.org.

TREASURE ISLAND SAILING CENTER — Svendsen's Thursday Night Series for Vanguard 15s and Lasers through 9/4. Tuesday Night Team Racing for V15s through 9/9. V15s, www.vanguard15.org; Lasers, www.tilaserfleet.org.

VALLEJO YC — Every Wednesday night through 9/24. Dave, (925) 580-1499 or www.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 are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

July Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
7/04Fri	0433/4.0	1038/1.1	1749/5.2	LOW
	LOW	HIGH	LOW	HIGH
7/05Sat	0012/1.9	0545/3.7	1125/1.6	1831/5.4
7/06Sun	0112/1.4	0713/3.5	1219/1.9	1915/5.7
7/12Sat	0601/-1.4	1310/5.1	1752/2.3	LOW
	HIGH	LOW	HIGH	LOW
7/13Sun	0008/6.9	0646/-1.4	1353/5.4	1846/2.1
	LOW	HIGH	LOW	HIGH
7/19Sat	0016/1.0	0629/4.2	1145/1.5	1836/6.1
7/20Sun	0128/0.7	0758/4.0	1248/2.0	1929/6.2
7/26Sat	0604/-0.3	1310/4.9	1755/2.5	2354/6.0
7/27Sun	0635/-0.2	1340/5.0	1834/2.5	

July Weekend Currents

date/day	slack	max	slack	max
	7/04Fri	0119	0349/1.6F	0639
	1258	1613/2.5F	1932	2219/2.8E
7/05Sat	0226	0453/1.6F	0753	1032/2.3E
	1348	1704/2.3F	2018	2314/3.1E
7/06Sun	0330	0603/1.8F	0911	1132/2.0E
	1446	1759/2.3F	2106	
7/12Sat	0111	0430/5.9E	0823	1124/4.6F
	1447	1705/3.2E	2015	2309/3.6F
7/13Sun	0201	0518/6.0E	0908	1208/4.7F
	1530	1753/3.4E	2106	2359/3.6F
7/19Sat	0223	0511/2.5F	0812	1034/2.4E
	1410	1711/2.7F	2016	2318/3.7E
7/20Sun	0333	0635/2.6F	0929	1145/1.9E
	1516	1817/2.5F	2112	
7/26Sat	0115	0427/4.5E	0824	1130/3.7F
	1436	1658/2.4E	2017	2304/2.8F
7/27Sun	0154	0501/4.6E	0858	1159/3.7F
	1510	1730/2.6E	2054	2339/2.8F



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LETTERS

↑↓ DO PEOPLE HAVE MORE SEX WHEN CRUISING?

I'm a very long-time reader of *Latitude*, and am happy to say that my husband and I are excited to be signed up for this fall's Ha-Ha. If just a couple of things come together, we'll be able to cruise the South Pacific for a couple of years.

My husband and I have been busy with preparations, both in terms of the boat and gear, and ourselves. Lots of soon-to-be cruisers write in with questions about their boats and gear, but my inquiry is about sex. I want to know if couples have more or less sex when cruising than they did back home. And please, no Bevis-and-Butthead-type sniggering.

My husband and I both believe that an active sex life is an important ingredient of optimal mental and physical health, just like regular exercise and eating healthy foods. As such, we both work to stay fit and attractive to each other, and make an effort to keep our sex life interesting. So far so good.

We've joined friends on cruising boats for brief periods in both Mexico and Fiji, during which time I broached, after a few drinks, the subject of sex to the gals. Some said the cruising life in the tropics is much more conducive to sex, as you often wear little if any clothing, and you have a lot more free time together.

One woman said her sex life had become a lot more satisfying because cruising had physically transformed her husband. She said something to the effect that when she married him, he had been ripped, but 25 years at a desk job had made him flabby and not as attractive as he'd once been. But after about six months of cruising, the flab had been replaced by muscle, partly contributing to "the best sex of our lives." The other part, she said, was because she, like most women, found sex more enjoyable during middle age than when she was younger.

On the other hand, one woman said that at times the cruising life is strenuous if not exhausting, and as a result she often found herself too tired to even think about having sex. Her response made me wonder how often, if at all, cruising couples have sex during the three to four weeks it takes to cross from Mexico to the Marquesas.

My sample was far too small to draw any conclusions, so I'd like to put my question to all couples out there cruising. Are you having more or less sex than before you took off cruising? And do you have any cruising-specific sex tips? It would be great if ages were included, as that should be factored in.

I remember that there was a letter similar to mine in *Latitude* a very long time ago, but I can't remember the results.

Name Withheld By Request
Pacific Northwest

NWBR — *What an interesting question! We remember the letter you refer to, but can't remember the substance of the responses either.*

This letter was first published in the May 2 'Lectronic, and prompted the following responses.

↑↓ OUR COCKPIT WAS LIKE A EURO SEX PARTY

A reader wanted to know if cruisers have more or less sex while cruising than they did back home. And if they had sex during long passages, such as from Mexico to the Marquesas.

We had sex almost every day during our crossing to the Marquesas, and some days the cockpit was like a Euro sex party. Captain's Hour usually started about 3:30 p.m., and continued until dusk. After a couple of drinks, things usually got really wild. Lots of sex was definitely the best way to cut down on the boredom of a long passage, and the time just flew by. We did skip a couple of days, but only because of

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LETTERS

exhaustion.

Interestingly, we had much more sex during the passage than we've had while anchored.

Name Withheld By Request
South Pacific

Readers — While the couple prefer to remain anonymous, we know them and that they crossed within the last two years. If you and your significant other are in your 60s and didn't have sex every day on the way from Mexico to the Marquesas, don't fret, as this couple is quite a bit younger than most cruising couples.

↑↓SEX AND THE CRUISING COUPLE

My husband and I spent three seasons cruising in the Caribbean on our beloved *Scappatella*. I don't know if we had more sex or less sex than before we took off cruising, but it sure was different. Here's an excerpt from our blog to give readers an idea:

"As we locked in a passionate embrace, I breathed in the intoxicating smell of sweat and diesel that has permeated his entire being. I tried to pull away, but our bodies clung together from the sweet, sticky, tropic heat. We rolled onto the bed and I wrapped my legs around his body — the coarse, white sand exfoliating our skin until it was as smooth as a baby's. I moved to straddle him, my heart quickening as I exclaimed 'Oh, oh, owwwwwww!' But not even the smack of my head against the corner of the berth would deter my passion.

"As my skin glistened and rivulets of sweat dripped down onto him, he moaned. I excitedly looked into his eyes, only to see him staring at the water dripping down the side of the berth onto our bed — the leak that would be our nemesis throughout our time in the Caribbean. Distracting him with the rough calluses of my weathered hands, he turned his attention back to me, wincing a little as I ran my hands over his bronzed body. We moved together with the rhythm of the sea, thrashing about here and there — until all of a sudden he leaped out of bed and across the length of the cabin, and in one fluid movement smacked the bulkhead with his hand.

"What the hell was that about?" I exclaimed, my passion finally abating with yet another unwelcome distraction. He turned to me with the contented look of a satiated man, and pointed down at the small, dead cockroach lying on the cabin sole.

"Aaahhhh, that's my man!" I exclaimed and pulled him back onto the bed, the two of us wincing with each movement."

P.S. Feel free to publish our names.

Janet & Louis Debret
Scappatella, Lafitte 44
Coloma

Readers — There's more than a little element of truth in the above report, which is what makes it so funny.

The couple's website notes that Scappatella has three meanings: 1) An Italian word for 'escapade', meaning an adventurous, unconventional act or undertaking; 2) A journey with a little bit of intrigue, such as the secret escapade of two lovers; 3) In the slang of Rome, a 'quickie in the bushes'.

↑↓MORE TRUST MEANS MORE AND BETTER SEX

In the May 2 *Lectronic*, there was a letter from a reader asking whether the sex lives of couples was better while cruising than in the 'real world'. In our experience, the sex is much better while cruising. Much, much better. Our sexual life is much more free, creative and passionate.



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LETTERS

We think the reason is that when it's just the two of you cruising, your lives depend on each other, so you have to have complete trust. We find that this makes us more deeply attracted to each other. And with that kind of trust and attraction comes very satisfying sex.

Yes, the heat and humidity might be an issue for some in the tropics, but we've gotten used to it. Indeed, we really enjoy it now.

It's true, you don't always feel like having sex. After a rough passage, for example, both of us are usually trashed. But after we've rested up . . . well, you just have to live the experience to understand it. But it's amazing.

Fortunately for us, we never get tired of being together. We can spend all day and all night together for many weeks, and it's never too much. We can't guarantee that everyone feels the same way we do about sex while cruising, but for us it's great.

Name Withheld By Request
Mexico

↑↓ MORNING IS THE BEST TIME TO HAVE SEX

If you're a gal who has a guy worth keeping, I recommend



WEBB LOGG

Yes, women should keep an eye on backpackers if they can't trust their men to keep it in their pants.

yourself, as sex should be more than a job.

sex at least three times a week to keep him sated. There are a lot of untethered women around looking for a guy and, to many of them, a male — even if he's in a relationship — with a cruising boat reeks of adventure and romance. I especially recommend keeping an eye on backpackers and gap-year girls looking to live it up before they settle down. Oh yeah, and young girls in Third World countries like Panama and Colombia looking for a sugar daddy.

Morning is the best time of day for sex because it's cooler and it's when his testosterone level is the highest. Don't forget to have fun

Name Withheld By Request
Rio Dulce, Guatemala / Cartagena

↑↓ SEX AND CRUISING GO GREAT TOGETHER

My family and I are veterans of the 2007 and 2008 Ha-Ha's, and four years of full-time cruising in Mexico. I'm not going to talk about my sex life, but I will give captains a sex tip: If you think you will be getting any cockpit romance with the sun softly setting over the Pacific when your last shower was a quarter-gallon rinse three days before, keep dreaming. If you want to increase your chances for sex while out cruising in the tropics, forget about the garden sprayer showers and buy a watermaker. If I have to explain why, then you are not getting any sex now anyway.

As the owner of Cruise RO Water, I often joke that I don't sell watermakers, but rather increased chances for romance while cruising. That, my friends, is one hell of a sales pitch that happens to be true!

Rich Boren
Third Day, Force 50
Port San Luis

Rich — There are exceptions to the rule. We have a friend who



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LETTERS

cruised his 26-ft boat, with five surfboards, to Mexico. When we encouraged him to join us in the Paradise Resort swimming pool one day, he declined, saying that he only bathed in salt water, and he would get spoiled by a dip in fresh water. Ladies still found him very attractive.

In addition, there are lots of sailors in the Caribbean who go for days without showers, despite the humidity and the fact the water is so inviting. It's something we don't entirely understand, but some of the most aromatic ones seem to attract the most lady friends.

↑↓BOYCOTTING THE 2017 AMERICA'S CUP

I read the May 2 'Lectronic piece on the America's Cup not returning to San Francisco, the most beautiful sailing venue in the world, in 2017. This is something none of us expected on September 25 when Oracle Team USA completed their monumental come-from-behind victory over the Kiwis.

This means that San Francisco's Golden Gate YC will be the club of record for a city other than San Francisco! And considering the present circumstances, it makes you wonder if the America's Cup will ever return to our shores again. If the ignorant San Francisco politicians couldn't secure the Cup this time around with the greedy OTUSA group, under what conditions would they ever return to San Francisco?

If the Bay Area sailors and residents aren't insulted enough, OTUSA, the American Defender, is willing to consider Bermuda for a Finals, a venue outside the United States. OTUSA's disrespect for San Francisco is one thing, but by showing disrespect for our country, it's showing the organization's true colors — which are greedy green rather than red, white and blue.

As someone who was born and raised in San Francisco, and was a media photographer for the last Cup, I will be boycotting the next America's Cup. Sailors are an honorable group of people, and OTUSA doesn't deserve our respect.

Michael Creedon
Larkspur

↑↓WHAT A BUNCH OF SPOILED BRATS

Great summary of San Francisco's being out of the running for the next America's Cup. But it was kinder than I would have been toward San Francisco and Ellison for not reaching an agreement. When Ellison won the Cup, he won it for San Francisco, not San Diego, Chicago or Bermuda. Freaking spoiled brats.

Craig Shaw
Adios, Columbia 43
Portland, Oregon

Craig — Just one quibble, as it was Oracle Team USA, not Oracle Team San Francisco. But we share your sentiment.

↑↓THE STATE OF THE AMERICA'S CUP

I thoroughly enjoyed *Latitude's* comments on America's Cup Event Organizers withdrawing San Francisco as the site of the next America's Cup. Your report was succinct and hit the nail on the head. It was far better than the report in the *Chronicle*, which smelled badly of sour grapes.

Sam Vahey
Brookings, Oregon

Readers — We got a number of compliments on that 'Lectronic item, so we thought we'd run it again:

"We're not sure if it's polite to dump someone by email, but that's the method that Russell Coutts, Director of the America's

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Cup Event Authority, used to inform Mayor Ed Lee that San Francisco would not be the site of the next America's Cup.

"That's a shame because, as was proven in the Finals of the last America's Cup, San Francisco Bay is the ideal place for the competition. The sailing conditions were fantastic, the spectating and interaction between the participants and fans was superb, and San Francisco was never presented in a more favorable light. Sailing and San Francisco were both big winners.

"That the America's Cup organizers and San Francisco failed to reach an agreement for the next America's Cup is hardly



LEA SUZUKI

At least Russell Coutts didn't dump Mayor Ed Lee in a text message.

surprising, as relations between the two, and between Oracle Team USA and large segments of the city's whiny residents, were never good. Ellison and Coutts seemed to think that San Francisco wasn't supportive enough, and detractors pointed to the fact that the last Cup supposedly cost San Francisco \$11 million — a laughably small sum that isn't even equivalent to the pensions of three or four of the legions of underworked and overpaid city employees.

"Perhaps the biggest problem was that Ellison, worth untold billions, and the City, on fire with social media and tech money, as well as the darling of tourists the world over, don't really need each other. Both are sitting fat and pretty on their own.

"The loss of San Francisco as a potential America's Cup site leaves three less-than-inspiring sites in contention: San Diego, Bermuda and Chicago. San Diego is a wonderful place, but simply doesn't have the challenging winds for a proper America's Cup. It would be like holding the Masters Golf Tournament at a dried-out muni course. Or the Winter Olympics at Dodge Ridge. Bermuda? While the sailing can be nice, the tiny little place is the antithesis of cosmopolitan, and is so overcrowded that residents are only allowed one car per house. That leaves Chicago, which we think would be the best choice of the three. The freshwater sailing can actually be quite good, and while there aren't a lot of sailors in some parts of the Midwest, we think the America's Cup is the kind of world-class event that even non-sailors could enthusiastically get behind.

"So all we Northern Californians are left with are memories of the 34th America's Cup. But what great memories! While the build-up and Louis Vuitton Semifinals were a flop, and there was farce and tragedy, the AC 34 Finals were the most unique and earthshaking in sailing. And Oracle Team USA's victory after being down 1-8 was the greatest comeback in sports. If there is a silver lining to the dark cloud of San Francisco's not being selected as the site of the next America's Cup, it's that no future America's Cup will be able to live up to the drama and excitement of the Cup competition that was held on San Francisco Bay."

By the way, one employee of the City of San Francisco grouched about our remark that \$11 million "is a laughably small sum that isn't even equivalent to the pensions of three or four of the legions of underworked and overpaid city employees."

Our basis for that claim is the fact that, of the 10th to 20th most populous cities in the United States, San Francisco has the greatest percentage of city employees per residents — by a staggering margin. The only other city that has even half as many employees per resident is Detroit, which most readers

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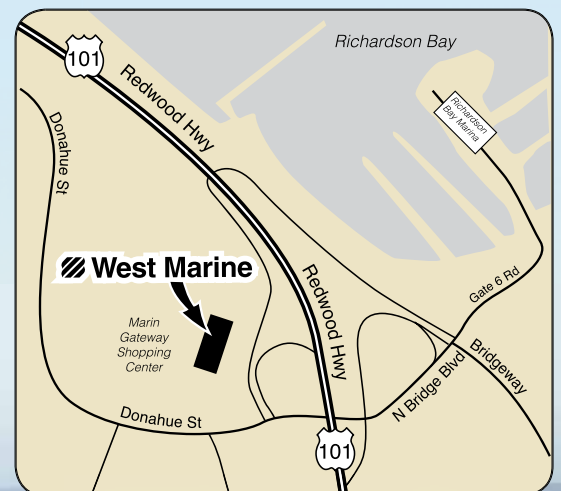
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LETTERS

know is bankrupt. Consider San Jose, which with 946,000 residents has nearly 150,000 more people than San Francisco, yet it has one-fifth (!) the number of city employees — 6,000 versus 30,000. And forget the "But San Francisco is a city and county" argument. So is Indianapolis, which has more residents than San Francisco, seven times more area to cover, but less than one-quarter the number of city/county employees.

We're not blaming individual workers — such as the Muni mechanic who made \$350,000 a year — we're blaming the city administrators. The bottom line is that saying San Francisco couldn't easily absorb an \$11 million 'loss', if there really even was such a thing, is like saying Larry Ellison couldn't have driven a softer bargain to keep San Francisco as the site for the good of the Cup.

↕ **BOAT SHARING OPTIONS BEYOND AIRBNB**

I read the latest *Latitude* this weekend and saw your piece on Airbnb being used for people wanting to sleep on boats. But only for sleeping?

It just so happens that a few days after I write this, Jaclyn Baumgarten, founder and CEO of a company called Cruzin, will be giving a presentation at the St. Francis YC. Cruzin doesn't just let people sleep on a boat, they let you rent your boat to others for sailing, motoring, waterskiing or cruising. It's fully insured.

It sounds like a perfect way to rent a boat for Sailstice no matter where you are in the world.

Jason Holloway
St. Francis YC

Jason — There have been a number of boat trade schemes tried over the years, and we've gotten calls seeking publicity from a flock of companies that have formed or are in the process of forming to do 'boat sharing'. It's a no-brainer concept that's been around for years, but the devil is in the details.

As much as we like most of the concept of the sharing economy, we don't believe it makes sense for boats, particularly sailboats, except perhaps for simple small ones. The problem is that boats are much more complicated than cars, bikes, condos and other things that are commonly shared. Even sisterships tend to be unique, and minor damage to them can run into the thousands of dollars.

As the owner of a 45-ft catamaran that is in a really good yacht management program — with a boat that was designed and built to be idiot-proof — we're fully aware of the kinds of damage that people who aren't familiar with a particular boat or sailing area can do to a boat or a boat's system. Damage that in some cases may not show up for weeks. This is even true when the boat has been chartered by groups of well-meaning, experienced sailors who weren't drinking heavily.

As we all know, boats have problems, particularly when they are in the hands of first-time users who aren't familiar with the idiosyncrasies. Suppose somebody rents your boat for a long weekend on the Bay, it's Saturday at 4 p.m., they're up at China Camp and can't get the windlass to work or the furler to roll the jib up. What then? If this happens with our boat in the British Virgins, the 'renters' can call somebody and get assistance.

And what if you're a renter? Who is to evaluate the standard of a boat you're going to rent on the other side of the world? We're not sure if it's still done, but many years ago there were charter companies in Greece that rented out private yachts as opposed to having their own fleet of boats. Some of the boats were in dreadful condition despite claims to the contrary.

Cruzin has insurance? We'd read that policy very carefully

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LETTERS

to see exactly what is covered and what isn't.

Frankly, there is no way we would 'Airbnb' any of our three sailboats, as we can't see how the risk/reward ratio could make sense. We might do it if there were a licensed captain aboard who knew the boat, but that sounds more like traditional chartering than boat sharing.

Our thoughts need to be taken in the context that we're skeptical by nature and not as smart as a lot of other people. Maybe someone brighter has a solution to all the 'details'. We're sure that some boatowners will be willing to give the concept a try with their boats. We wish them, and all the 'boat sharing' companies, the best of luck.

Actually, since there already are 'boat sharing' companies, is there anybody who would like to report on the experiences they've had?

↑↓ WHAT'S THE CAUSE OF THE WATER SHORTAGE?

I read the June 4 'Lectronic about the water shortage at Avalon. The drought is not the cause of the water shortage at Catalina, it's PCBs. Google it. It's scary shit. Southern California Edison brings us all our water. Think ice cubes, shower water, everything. When it comes to PCBs, if it's on you, it's in you.

I'm a vet of the 2011 Ha-Ha and a Two Harbors employee. Please do not use my name.

Name Withheld By Request
Two Harbors, Catalina

Readers — We did Google 'PCBs and Catalina Island', and came across a January 16, 2014 Sixty Day Notice of Violation, in which Vicki L. Rogers, a resident of the City of Avalon and an employee of Southern California Edison from May 1983 to January of 2012, accuses — at least as best as we can determine from the legalese — Southern California Edison and certain individuals with violations of the Toxic Substances Control Act Section 20, the Resource Conservation and Recovery Act, and the Safe Drinking Water and Toxic Enforcement Act. And yes, PCBs are a big part of the action.

We don't know enough about the facts or science to make



WEBB LOGG

any kind of evaluation of the case, so we suggest that those who have reason to be interested read it for themselves. It's also unclear to us if one or more problematic tanks are the cause of the water shortage, or if there would have been a shortage even if there weren't a problem with the tanks. But unless we were racing, we'd sail there with full tanks.

Fill your tanks before you sail over to Avalon this summer.

↑↓ REMEMBERING STORMS OF YEARS PAST

Claude Monet's painting *Shipping by Moonlight* reminds me of a storm we encountered in either 1982 or 1983 when we were delivering a 36-ft sloop from San Diego to San Francisco. We were approaching Long Beach when we were caught. Huge seas tossed the boat around, and the sound was incredible. With my watch over, I tried to rest in the V-berth, but kept getting thrown against the overhead. The roar of the storm became so loud that I got up and went to the cockpit to see if I was needed. The main was reefed down as far as possible,

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LETTERS

the halyards were banging on the mast, and it was black everywhere.

Suddenly we saw intermittent lights in the clouds above us. They became brighter as they began to break through the low, dense clouds. I was expecting a UFO to appear. The



CLAUDE MONET

Gary James had an experience eerily similar to Monet's 'Shipping by Moonlight'.

complete darkness, making the sea and sky indistinguishable, was contrasted by a bright light shining on our boat. The shaking and wind turbulence were so severe that we had no idea what we were experiencing.

Then a voice over the VHF identified the 'thing' as a military helicopter, which brought much relief.

It finally dropped below the cloud cover so we could see it. The crew asked if everything was all right, and we said it was. Then they asked if we had come across a downed F-18 jet or its pilot. Our total vulnerability had turned to relief, but now we felt a sense of vulnerability again, knowing someone was in the water in such terrible conditions. The helicopter asked us to keep an eye out for a survivor, and since we didn't need assistance, left to continue its search.

We finally made it into Long Beach Harbor, and stayed in a marina for two days. I'll never forget that. The body of the pilot was recovered a few months later.

Gary James
Fall River Mills

Gary — *If it happened in November 1982, we know the storm you're talking about. It blew like stink and there were 22-ft seas in the Catalina Channel. We were leaving San Diego for Mexico, and got our Freya 39 Contrary to Ordinary reefed down for the conditions. But once we got past Pt. Loma, we decided that taking off with a crew of just two experienced sailors and two untested sailors didn't make the most sense. Particularly since weather forecasts weren't very good back then.*

It ended up that Willie Smothers and a couple of others took the boat to Cabo a little while later. After anchoring in Cabo,



LATITUDE / RICHARD

'Contrary to Ordinary's' crew arrived in Cabo the day after the infamous storm of 1982.

they noticed 28 boats on the beach. They couldn't imagine what had happened, and guessed that Mexicans had opened boatyards on the sand. The reality was that they had arrived the day after the Cabo Storm of December 1982, the one that famously cost

French sailing legend Bernard Moïstessier his beloved Joshua. This storm was not connected with the earlier one in California.

This was just three years after the Long Beach YC's frightful Long La Paz Race. As we recall, only six of the 33 starters finished, one of them being an Olson 30. The fleet got decimated sailing the last hundred miles north into the Sea of Cortez. Some sailors who had also done the Fastnet Race of 1979, just a few



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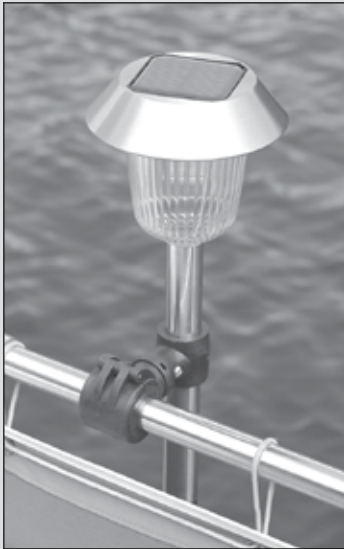
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LETTERS

months before and which claimed the lives of 15 sailors, said conditions were worse in the Sea of Cortez.

↑↓ TRASH BAGS SAVED THE BOAT

There was a letter in the June issue from Ed Hart, who fixed a leak resulting from his prop shaft slipping out of his stuffing box in the middle of the Indian Ocean in the middle of the night. I had a similar incident. In 1979, when my Catalina 27 was brand new, nothing happened when I put my boat's motor in reverse to slow it down when nearing Angel Island. When I looked into the engine compartment, I saw water spouting from my empty stuffing box like a running garden hose. I knew the drive shaft had slipped out.

This was way before Robert Redford or even MacGyver, so I grabbed three heavy-duty trash bags and slipped them inside each other. I then pulled the whole thing over the spouting stuffing box. The long length of the bags channeled the water flow away from me and the stuffing box. Grabbing my always present duct tape, I wrapped tight turns around the bag-covered stuffing box. Eventually the water stopped flowing and the trash bags ballooned out with water. It was spooky, but it didn't leak or break.

I sailed the boat back to Ballena Bay, and the dealer reset the shaft the next day. What happened? There hadn't been a dimple drilled into the shaft for the set screw.

Harley Gee
The Taproom, Catalina 42
Richmond YC

Readers — When a boat starts taking on water quickly, one of the first suspects is the shaft. For example, on November 12, 2010, the San Diego-based Freeport 36 Aquila, a vet of the Ha-Ha, sank 80 miles west of New Caledonia en route to Brisbane as a result of a prop shaft leak. Owner Mike Rafferty said problems with the shaft and the stuffing box caused the sinking.

↑↓ THE HANDHELD GPS INTRODUCED 25 YEARS AGO

The 25th anniversary of the Magellan NAV 1000 — as reported in the June 4 'Lectronic — doesn't make me feel any younger! It was the primary GPS for many years aboard my Ventura based J/35C Strider, and got me back and forth between Santa Cruz Island, Catalina and Ensenada many times. It's still on board as a back-up. It's as accurate as my new chartplotter.

Years ago I was in Valparaiso, Chile, on a business trip. As part of our meetings, we toured a large ocean freighter in the port. I was quite surprised when the ship captain proudly showed off his NAV 1000. I had somehow imagined that a ship ten times larger than my 35-ft sailboat would have a more sophisticated GPS for navigating the world.

John Grether
Strider, J/35C
Ventura

↑↓ THE HIGH COST OF ACCURACY

The original retail price for the NAV 1000 was \$2999, and it



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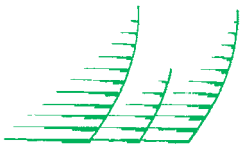
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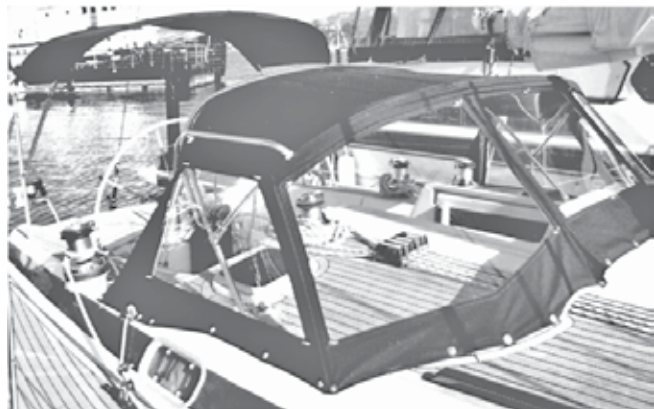


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LETTERS

was generally sold for 10% off, or \$2699. Until very recently I had a NAV 1000 PLUS, which was slightly faster at computing a fix. The NAV 1000 computed a fix only every 12 seconds.

Chuck Hawley
Santa Cruz

Readers — Having been West Marine's tech guy from darn near the beginning of modern marine electronics until just recently, Chuck speaks with authority.

↑↓ THE NAV 1000 CHANGED EVERYTHING

I used a NAV 1000 in the Doublehanded TransPac right after the device was first introduced. It changed everything. We did some celestial shots to see if the handheld GPS was working right, and it was obviously more accurate than celestial. I think I paid \$1,300.

Eric Jungemann
Devil Dog, Catalina 22
Cameron Park

↑↓ THE GPS WAS ACCURATE, THE CHARTS WEREN'T

I paid \$1,500 for my Magellan NAV 1000 in the summer of 1991, and three years later spent \$350 to buy a newer, faster, smaller Magellan to use as a backup. The NAV 1000 took my wife Diane and me on a 25,000 mile trip from San Francisco to Honolulu by way of Baja, the Pacific islands, New Zealand and Australia. During ocean passages we would turn it on for a fix at the change of every watch, but still keep a DR in the log book in case it failed — which it never did. We also found the 'cross-track error' function to be very helpful.

The main problem with the NAV 1000 — and many later units — was that the coasts of many small Pacific islands were not at the latitude and longitude that the charts claimed. A few people lost their boats at night because of an over-reliance on the combination of GPS and inaccurate charts.

I've been reading *Latitude* since 1989, and still love it!

Henry Skinner, MD
Ariadne, Kantola 37
Yarmouth, Maine

↑↓ THE EARLY MILITARY VERSION WAS BIGGER

I served aboard the USS *Detroit* from 1993-95, and it had one of the first military GPS units, which dated from the early 1980s. If anyone thought the NAV 1000 was big, the military GPS on the *Detroit* had a display the size of a toaster oven, with the brains of the unit in a case the size of a large suitcase. The cable from the display to the case was 25 feet long and an inch thick. The display had a one-inch screen, and you had to rotate a knob to switch between 12 different screens.

My NAV 1000 was about \$1,000 when I purchased it back in 1991 at the Annapolis Boat Show. Just a few years later GPS devices were a tenth the size and price.

P.S. We're signed up for this year's Ha-Ha!

Mike Bradford
Pelagic, Hallberg-Rassy 42
Portland, Oregon



US NAVY

The USS 'Detroit' used a 1980s-era GPS in the '90s.

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LETTERS

↑↓ THE NAV 1000 IS OUR PRIMARY HARD-WIRED GPS

I can't seem to remember how much we paid for our NAV 1000 when we bought it new 18 years ago, but it remains the primary hard-wired GPS on our Tayana 37 *Gumbo Ya-Ya*. We've used it — in conjunction with paper charts — to navigate south from Seattle through Central America and the Panama Canal, and ending up in New Orleans. We then used it again from Seattle to Mexico and the South Pacific, ending up in Australia. On the second cruise, we interfaced it with a PowerBook running MaxSea software and, of course, paper charts.

The NAV 1000 has never let us down, so we never thought about replacing it. I was thinking of updating until I started doing all my local — Pacific Northwest — navigation using my iPhone running the Navionics app.

Kurt Bischoff
Gumbo Ya-Ya, Tayana 37
Bainbridge Island, Washington

↑↓ STILL WORKING AFTER A CIRCUMNAVIGATION

A Magellan GPS came with the Shannon 37 *Silk*, which I believe Beth Leonard and Evans Starzinger used for their 40,000-mile circumnavigation. The battery holder for the NAV 1000 was missing and the terminals were corroded, so it wasn't working. But when I plugged in a borrowed battery holder, the GPS still worked.

Marshall Tyler
Silk, Shannon 37
Oriental, North Carolina

↑↓ OUR SEXTANT IS ON LIFE SUPPORT

We were on our 36-ft *Blue Jay* in French Polynesia when word came out about the NAV 1000. We and five other boatowners talked about trying to buy them in bulk to reduce the initial \$5,000 price. But the price went down pretty quickly after that. The first Garmin 50 came out in late 1991, and we paid \$1,000 for ours. We used it until we returned to Seattle in 1996.

We still have a sextant onboard, which we had used exclusively for navigation from 1983 to 1991. Our sextant isn't dead, but it's certainly on life support. We pull it out maybe once a year, but now we rely on our \$29 USB hockey-puck GPS mated to our laptop.

Donna & Scott Hansen
Celestial, Tripp 47
Seattle, Washington

↑↓ IT WAS SATNAV THAT MADE SEXTANTS OBSOLETE

While the GPS put the final nail in the coffin of sextants, the SatNavs that came out in a 12-volt version in 1980 were actually the devices that made the sextant obsolete. They had been available on tuna clippers and other big ships for a while in 110-volt versions, but Meridian came out with the first 12-volt model in 1980. I paid \$3,500 for one of the first ones in a time when a new car ran about \$5,000. A year later, competing SatNavs became available and the price dropped 75% while the size dropped 90%. Meridian gave me a huge discount on replacing the one I had.

I put my sextant away with the arrival of SatNav and haven't used it since. I preferred SatNav to the GPS because it required some navigational tasks. GPS is so easy it's not interesting.

Ernie Copp
Orient Star, Cheoy Lee 50
Long Beach

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LETTERS

Ernie — It's true that SatNav came out several years before GPS, and did provide accurate fixes. The problem was that they came intermittently at periods of, as we remember, about three hours. If you were sailing back into the Gate at night in a thick fog, an hour wait for the next fix could seem like an eternity. GPS changed all that with fixes updated every few seconds.

The thing we remember the most about our SatNav was that it wasn't reliable. But it did indeed break the satellite-navigation barrier.

↑↓ **PRACTICALLY SPIT OUT MY CHICKEN PARMIGIANA**

I picked up my copy of your outstanding magazine today. With all the great articles and interesting people to read about, I can take a vacation — vicariously, of course — with it. I live in Long Beach and have a Hobie 16. I used to have a bigger boat, the Cal 28 *Duck Soup*, but I had to donate her to the Long Beach Marine Institute when my son faced a critical health care issue.

Anyway, I was having a very stressful day today, so I picked up a copy of *Latitude* and went to my favorite Italian restaurant for a good meal and a good read. When I got to the part of the issue about finding \$40 meals in the Caribbean, and read reason #5 about why the Wanderer likes St. Barth so much — "because the women walk like cats" — I practically spit out my chicken Parmigiana in laughter, having not laughed all day. That is so damn random and funny, I have to applaud you for that. Keep up the great work!

Karl Luecke
Hobie 16
Long Beach

Karl — If the line brought you a laugh, it makes our day. We wish we could take credit for the description, but it actually came from the then-35-year-old Ross Devlin during an interview we did with him two years ago in St. Barth aboard his Santa Barbara-based Irwin 37 Spindrift. The piece was about how tough it can be in St. Barth for an American sailor short on money. Here are some excerpts:

"St. Barth is a gorgeous place, has fabulous sailing, and the women are beautiful," Devlin told Latitude. "But if you arrive here with just five euros to your name, like I did, it can be a little rough. At the time, it was a special treat for me to be able to afford a single cold beer. And food." At one point Ross was so down and out that he crewed on a Carriacou sloop in the West Indies Regatta solely in the hope they might feed the crew lunch.

It wasn't that Ross, who has a wealth of skills, was lacking a



LATITUDE / RICHARD

work ethic. "It just isn't easy for Americans looking to make their way on the French island. For one thing, it's illegal to work unless an employer files papers on your behalf, and that's a complicated and time-consuming process. And naturally there is jealousy among the local population, who are also looking for work on the expensive island."

Yet Devlin said Californians seemed to have it a little better on St. Barth than other Americans. "I'm not sure why, but I suspect it's because the West Coast surfing culture is appreci-



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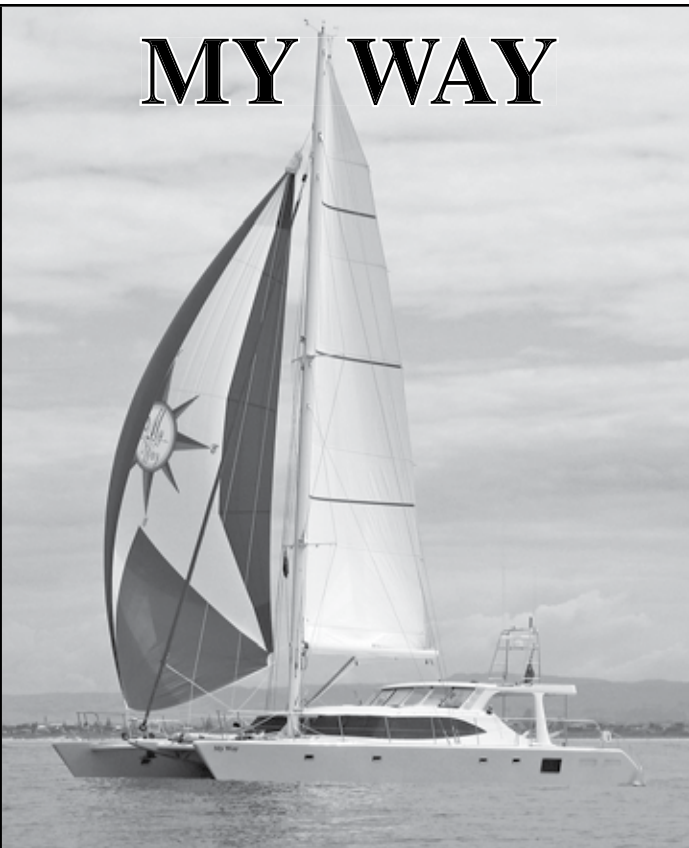
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LETTERS

ated, and because of the mystique of Hollywood. Apparently there is a show on French television called Santa Barbara, and as a result the French are particularly taken with all people and things that have to do with that city. And French women absolutely love it when someone with a California accent tries to speak French."

Ross eventually got his foot in the door by doing jobs — of-ten deliveries — that paid in meals and travel expenses. One of those deliveries was to the Northeast aboard the legendary Herreshoff 72 Ticonderoga. "When you wear a Ticonderoga T-shirt," said Ross, "you have instant credibility."

Some people claim that the only thing beautiful women care about is money. Ross didn't find that to be the case, for one af-ternoon a Malibu-based supermodel "who has been on the cover



LATITUDE / RICHARD

Julie Greaux (middle) walks like a cat, and so do her friends.

of every top magazine" swam out to Spindrift. A good-looking guy, Devlin was nonetheless intimidated. "She was rich and famous, and I was on my rough 39-year-old boat with five euros to my name." The supermodel didn't seem to mind, and took him out to dinner. And for the next three nights,

she and her other model friends partied on Spindrift, bringing all the food and drink.

But relations with French women were a little different. "I'm from Santa Barbara, which has some good-looking women," Delvin said, "but nothing like St. Barth. Yet I have a love/hate relationship with the women here. They tend to be so picky that they drive you crazy. I had a French girlfriend, but after four months I just couldn't take it anymore. But the French women walk like cats."

So that's where the line came from and the context.

We saw Devlin in St. Barth one more time a year later, but not since. For all we know, he and his dad bought an Open 60, as had been their plan, and are cruising the South Pacific right now.

↑↓ MEXICO OR 'MERICA, THE CHOICE IS YOURS

The arrest of U.S. Marine Andrew Tahmooressi in Mexico for having guns is another reason to stay away from Mexico. True, the guy went into Mexico with three guns in his truck, but have you ever crossed the border into Mexico? Confusion is the name of the game, and this patriot got nailed by very uncaring governments — including our government.

I have just returned from the Gulf Coast of the United States, and have decided to start cruising in our country. I've been going to Mexico since I was a kid, but I can't see going there again.

Curt Simpson
Palm Desert

Curt — Andrew Tahmooressi was found inside Mexico with an AR-15 rifle, a .45-caliber pistol, and a 12-gauge shotgun in the trunk of his car. He says he'd gotten "confused" and couldn't turn his truck back before crossing into Mexico. Maybe he's telling the truth, as it's claimed that he has PTSD and travels with all his belongings in his truck. On the other hand, "confusion" also sounds like a typical jive ass excuse of someone who had deliberately taken weapons into Mexico for sale, where such

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LATITUDE / RICHARD



So the choice is yours: Gulfport, Mississippi, or Isla San Francisco?

Is it possible that they, having actually spent time along the Pacific Coast of Mexico, have a better feel for the situation than you do? Or could you explain the 25,000 Americans who live in the Vallarta area alone, or the close to 1 million Americans who live in all of Mexico? And what's with Mexico,

and usually Puerto Vallarta, always being near the top of 'best places in the world to retire' surveys?

As for the "another reason" crack, we'd be interested in knowing the prior reasons. Perhaps you're thinking narco-related drug violence. For someone who has been spending three to four months a year on the coast of Mexico, and reporting on all things relating to cruisers in Mexico for 30+ years, this hasn't been an issue. Cruisers have much greater personal safety concerns in the Caribbean, to say nothing of major cities in the United States. Or maybe you're thinking about last November's 'audits' by AGACE, which resulted in many legal foreign-owned boats being seized for up to four months. That certainly was a major blunder by the Mexican government, but we're confident that steps have been taken — such as the upcoming introduction of new Temporary Import Permits — that will prevent a recurrence.

But to each their own. If Corpus Christi, Galveston, Morgan City, Gulfport, Pensacola, Panama City and the rest do it for you, don't let anybody stop you.

SHIPPING BOAT PARTS TO MEXICO

I'm planning to cruise to Mexico this fall, and would like advice on how to best receive boat parts shipped from the United States. I have been told that it's difficult to receive shipments in Mexico. Any advice would be greatly appreciated.

Brian Christie
 First Light, Island Packet 380
 Long Beach

Brian — It all depends on where you are, what you need shipped, and how quickly you need it.

If you're somewhere in the Sea of Cortez, it's usually pretty easy to find someone in the cruising community who will be driving down from the States. As long as you don't need a new engine, 300 feet of chain, or a dozen golf cart batteries, something can usually be arranged and gotten across the border. It would be harder to find something if your boat were on the mainland south of Mazatlan, as not that many people drive there.

When we've needed bottom paint or other big and heavy stuff in Vallarta, we've used Juan Ramirez of Marine Express in San Diego. You get the stuff to him in San Diego; he gets it across the border and then puts it on a truck of a domestic shipping company. As we recall, it was reasonably priced and surprisingly quick. You can reach him at (619) 674-8834. But

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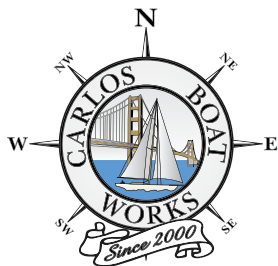
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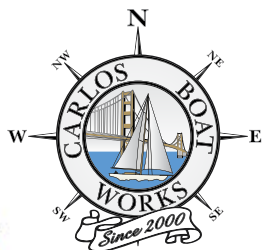


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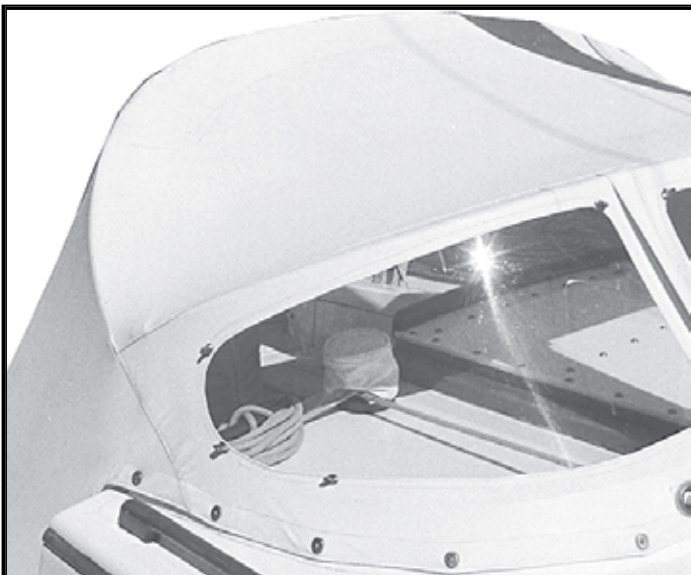
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LETTERS

there can be problems with customs if they try to ship something across that's deemed commercial. When he tried to take some aluminum tubing across the border for us, customs demanded the tax identification number of the manufacturer as well as a NAFTA certificate.

If you need something small — say a fuel pump — shipped down, try to find a cruiser or a friend of a cruiser who will be flying down and would be willing to carry it in their baggage. Most of the time you can get something like a fuel pump through at airport customs, but whoever is carrying it may insist that it be declared and duty be paid. Customs officers at airports have computers and can check the price of everything on Google.

Having such items shipped by FedEx or DHL works great in the States, but perhaps not so well in Mexico. FedEx, for example, doesn't go to Mexico itself, but rather uses shipping partners. And over the years cruisers who have had stuff air freighted by DHL have reported a lot of problems with anything that goes through Customs in Guadalajara. Anybody with some recent experience doing this?

↑↓A PREMONITION OF DISASTER

Hawaii's reefs seem to almost magnetically attract sailors making landfall from the mainland. In 2005, my friend Ted doublehanded his J/42 from San Francisco to Hawaii. He called me from off Makapu'u around sunset using his cell phone, so I said I'd meet him at the Waikiki YC guest dock a short time later. For reasons that remain unknown to me, five minutes later I bolted from my office in a panic because I had a sense that something was about to go wrong.

I drove at recklessly high speeds to get to the Ala Wai Yacht Harbor, threw the lines off my *Eau De Vie*, and motored out the Ala Wai Channel as fast as I could. Sure enough, Ted had gone way past the entrance to the Ala Wai and was headed for the breakers off Magic Island. I called his cell phone and tried to reach him on VHF, but had no luck. So I gave my boat more throttle than I ever had before. I managed to catch him and yell so he could hear me.

Ted swore his electronic chart said that he was mid-channel. In reality, he had mistaken a traffic light in front of the Ala Moana for the R2 buoy. He'd come within 50 yards of wrecking his boat on the reef. He later found he had mis-set the chart datum on his electronic chart system to or from WGS84 vs NOAA 2000 — or whatever it was supposed to be. I believe new digital chartplotters automatically set the proper datum of whatever chart database they are using, but when there is no room for error — as with coral reefs — one simply can't take that chance.

It is often hard to see channels amidst the light pollution of even a moderate-size town, let alone a city like Honolulu that has over 500 highrises. We sailors can get complacent and think our electronics are a substitute, not mere a complement, to reality, where we look for the chart-marked landmarks as visual confirmation of where we really are. If we can't get visuals, we should stand off until we positively ID them or wait for daylight.

Tim Dick
 Sausalito / Honolulu

Tim — There sure have been a lot of wrecks of boats making landfall in Hawaii, especially Oahu, and particularly before the advent of GPS. We remember a couple from San Francisco who wrecked their wooden boat just past Koko Head, having mistakenly thought either Maunalua Bay or the Kui Channel was the entrance to the Ala Wai. It was the streetlights that threw them, although you'd have thought that the lack of hun-



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LETTERS

dreds of highrises would have tipped them off that it wasn't the Ala Wai. But after long passages, crews are eager to get to the dock.

But even expert sailors have had trouble. In 1989 Bob Lane's



WEBB LOGG

'Momentum', just one of countless boats that have come to grief on the Hawaiian Islands.

Peterson 42 Medicine Man hit the reef off Diamond Head 250 yards from the finish of the TransPac. Lane broke a rib, but none of the other six crew were injured. The boat's keel and rudder were torn off. We were sitting in the Hawaii YC at the time, wondering what was

taking them so long to show up at the club. Suddenly the door swung open, and a dripping wet guy wearing sailing boots and looking shaken up stepped in. He looked like the victim of a shipwreck. Indeed, he was one of the Medicine Man crew.

Bob Lane's a great guy, so we're happy to report that he came back in 1997 with the new and then-56-ft Medicine Man to set an all-time TransPac elapsed-time record, beating the 67-ft Merlin's 1977 record by over four hours. Medicine Man's record only lasted a matter of hours, however, as the later-starting big boats eclipsed her mark the next day.

THE CARIBBEAN VERSUS MEXICO

I just had to put my two cents in on the debate over which is better, Mexico or the Caribbean. I started sailing on my old Morgan in the Caribbean in 1976, and continued for five years. Then, in 1985, I bought a Jeanneau 40 in California. From 1999 to 2002, we cruised Mexico. In 2002 we bought a Jeanneau 45 and sailed the Caribbean until selling the boat in St Martin in 2011.

Which area is better? The Caribbean, for all the reasons the publisher of *Latitude* cited. But the publisher was right in that the people and the cruisers are more friendly in Mexico.

How did we take the hassle out of the Caribbean? We kept



LATITUDE / RICHARD

If you're a cruiser, José Escrich, seen here with a couple of happy visitors, is your man in Havana.

our boat in Puerto Rico because there were direct flights from Los Angeles to San Juan. When we got to San Juan, we'd load our boat up with everything we needed at the local Costco, Sam's and West Marine. Then we'd sail to St. Martin, where you

can get anything marine or any marine services you need. We never had a problem with customs. The Caribbean is just the best place.

I also have some bad and good news to report. The bad news is that Mattie, our boat dog, passed at age 16. She had a great life sailing in both Mexico and the Caribbean. She will be greatly missed.

The good news is that we bought a newer, although slightly smaller, sailboat. She's a 2009 Jeanneau 39i, which makes it three Jeanneaus in a row for us. I just sailed her from the Bahamas to Brunswick, Georgia. Our plans are to sail the Bahamas next year, and the Intracoastal Waterway the year after. We hope to see Cuba open up so we can go there before

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LETTERS

I'm too old. My 77th birthday is coming up soon.

Like the last four boats, the new one will be named *Utopia*.
John & Cynthia Tindle
Utopia, Jeanneau 39i
Hermosa Beach

John and Cynthia — And you thought you'd swallowed the anchor! Just to be clear, our position is that both Mexico and the Caribbean are so great that we have to have boats in both places. Having our Leopard 45 'ti Profligate in a yacht management program in the Caribbean made it all possible.

Why not go to Cuba now? As long as there is a Democrat in the White House, there is nothing to stop you. If you'd feel more comfortable being sponsored, contact our old friend Commodore José Miguel Díaz Escrich of the Hemingway International YC at yachtclub@cni.h.mh.tur.cu. Apparently Señor Escrich is Commodore For Life, as he's held that title since we did a two-week cruise of Cuba nearly 20 years ago with Big O.

↑↓ IPAD, THE CHARTPLOTTER KILLER

In numerous past issues of *Latitude*, I've seen the Wanderer mention using his iPad as a navigation device on *Profligate*. I'm wondering what GPS antenna/receiver you use. I've looked at several small GPS units on Amazon, but there is little to go on from reviews alone, and in my opinion there is nothing like firsthand experience.

Have you used any GPSs that work with Bluetooth or Wi-Fi, or do you have a direct connection with your iPad? It seems that more than one device at a time could work that way. I'll probably be using the Navionics app, but am open to other suggestions. I'm primarily interested in navigating the Delta between San Francisco and Stockton, and Southern California coastal sailing out of Long Beach to the Channel Islands.

I'm guessing that the Wanderer has probably tried several GPS units and found that some work better than others. I'm not looking for an endorsement, just some direction.

Thanks for the great magazine. I always pick up two, as the three-year-old insists on 'reading' with me, cover to cover.

Warren Cranch
Goddess, Hunter Legend 34.7
My Time, 40-ft Houseboat
Long Beach

Warren — All iPads, at least the newer ones, have GPS built in. So all you do is buy the Navionics app, fire up the iPad, and you're ready to go. Our iPad and/or iPhone, with Navionics apps, are the only devices we use to navigate these days on Profligate, 'ti Profligate and La Gamelle. Although we have several more traditional GPS units with maps aboard, we've found the iPad/Navionics combination to be reliable and extremely accurate — with a few exceptions.

Exception #1 is that each of the Navionics apps covers a huge amount of territory. In order not to overwhelm your device with data, it only shows overall charts until you enter a more specific area. When you do, it automatically downloads all the detailed data — assuming you have an Internet connection. If you don't, it can't download the detailed data. There is a simple workaround. If you know where you're going to go, even within huge parameters, you can activate detailed coverage of that area before you start your trip by just clicking on it when you still have Wi-Fi. You only have to do this once per area.

Exception #2 is that the Navionics charts are only as good as the chart data they are based on. In well-charted areas — all of the United States and most of the Caribbean — we're not aware of problems. If your boat is in a slip in a marina in Sausalito,



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LETTERS

the Navionics app will indicate her being right there. Mexico, however, is a different story because many of the charts are significantly inaccurate.



The maximum detail of the Navionics chart for the 10-mile stretch of coast around Punta Mita and Sayulita has almost no detail at all. Plus it's off by a mile.

For example, the Navionics chart for the Punta Mita area is off by at least one mile. The nearby Tres Marietas Islands? Even though they are all larger than Alcatraz, they don't appear on the Navionics chart at all. So when cruising Mexico, we never rely solely on Navionics or paper charts. We use them to get a general idea of where we are, but then use eyesight, radar and our depthsounder for detail.

If any readers use Navionics charts, we'd like to hear of any cases where you found them to be inaccurate.

↑↓ THANKS FOR REMINDING US WHY WE'RE SAILORS

With all the vitriol over the Kaufmans' Puddle Jumping with kids, stress over AGACE impounding foreign boats in Mexico, and disbelief over what city administrations are willing to pay public employees, the editor started the May issue letters with stories about happy cruising in the Pacific Northwest and music to enjoy while sitting in your cockpit in the tropics. Well, nicely done!

The news these days can be pretty continually grim, and I applaud your printing letters that aren't just spectacular gripes, but remind us of the reasons we're sailors in the first place. Keep up the great writing!

Bass Sears
Hailey, Idaho

Bass — Thanks for the encouragement. It's true, if you closely follow the news these days, it's hard to keep from becoming dark. We need to get out sailing more to keep things in perspective.

Since you mentioned it, here's another Pacific Northwest letter we didn't have space for a few months ago.

↑↓ CRUISING THE SAN JUAN AND GULF ISLANDS

Over the past 25 years, I have cruised the San Juan and Gulf Islands five times, having chartered a bareboat the first time. I strongly recommend a bareboat charter for first-timers,

because it can be a long and difficult trip from California to the Pacific Northwest, so the bareboat ante is much less. If you like what you see, then take your own boat up.

I have a trailerable Lancer 25, so I have no firsthand knowledge of coastal issues, but I know the reputation of the waters north of San Francisco. I would never try it in my boat.

In addition to trailering my boat to the Pacific Northwest four times, I have also trailered her to the Florida Keys for an

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LETTERS

extended trip. I have many good memories of the Keys trip, but it has some shortcomings. For instance, there are just three openings in a 128-mile stretch of the Keys where you can get from the Florida Bay side to the Atlantic side. It's a run up or down one side or the other, so to speak. And while Key West is a unique tourist destination, the towns between Key Largo and Key West are laid out like strip malls, and I didn't find them to have any unique character. I'm not trying to slam the Keys, but I prefer the San Juan and Gulf Islands.

One advantage of the Pacific Northwest is that you can go in many different directions, criss-crossing in many places. And I've found the little towns to be more unique and inviting. They are welcoming with no anchoring restrictions. Sure, you have to pay for trash disposal, but whoever owns the receptacle has to pay to get it off of the island, so that's fair enough.

My cruises have usually been about three to four weeks in duration, and with a small boat, I can tuck into many tight places. I do not spend the bulk of my time in marinas. I've always splashed at Cap Sante Marina — everything you need is nearby — the day after Labor Day. Why then? Because half the boats disappear after Labor Day, making it easier to find open anchorages or marina slips. The downside of splashing so late is that, as the season winds down, the weather starts to change, business drops, and lower demand may reduce available services. But it can still be very, very nice.

I've found two books helpful for destination planning, including stories about destinations and people of that time. Both books are out of print, but can be purchased inexpensively through Amazon. The first is *Gunkholing in the San Juans* by Al Cummings and Jo Bailey Cummings. The second is *Gunkholing in the Gulf Islands* by the same authors. I also like *Northwest Boat Travel* by Vernon Publications. Another tool I've found helpful is *Washburn's Tables*, which are based on the *Canadian Current Atlas*. It has 60+ current charts that graphically show the rough speed and direction of currents at a particular stage of the tide. The atlas has a mathematical methodology to determine when to use each chart.

My favorite places? Todd Inlet, which is located on the southerly side of the Butchart Gardens. It is beautiful and serene, and provides great protection. A few more of my favorite places — I could go on and on — are Sucia Island Marine State Park, Pirate's Cove Marine Park, Montague Marine Park,



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and Chemainus. If for some reason you want to explore Victoria, but want something less congested than in front of the Empress Hotel, you might consider Oak Bay Marina on southeast Vancouver Island about five miles east of central Victoria. There is a convenient and clean city bus service that stops near the marina. There are other great destinations north of my usual cruising area, such as Princess Louisa Inlet and Chatterbox Falls to name just two.

Jim Myers
Annetta Louise, Lancer 25
Planet Earth

↑↓ GETTING AN ANSWER TO A MESSAGE IN A BOTTLE

I really didn't think the 'message in a bottle' thing would work out. In August 2011, I crewed on the Hughes 45 catamaran *Capricorn Cat* on her passage from Hawaii to San

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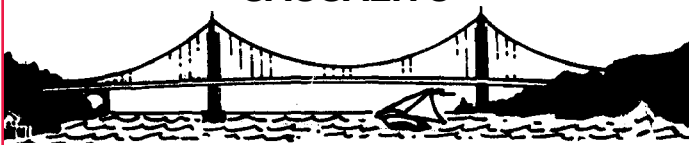
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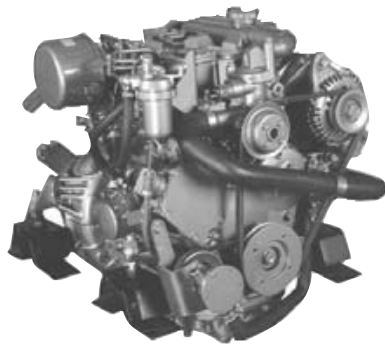
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LETTERS

Francisco with owner Wayne Hendryx and crew. Despite my skepticism, in the middle of the trip, I tossed three empty wine bottles overboard with messages and return addresses. Yesterday I got a letter from a woman named Augustina in Yap, Micronesia. She found one of the bottles washed up on shore at her place near Makiy, Gagil. In two years, nine months and 18 days it traveled over 5,000 nautical miles. Not bad for a moderately priced bottle of Merlot.

Ron Hatton
Fantasy, Chrysler 26
Sacramento

THE DECLINE OF THE HIDDEN PORT

We are now full-time cruisers in Mexico, and the Grand Poobah probably remembers us as veterans of two Ha-Ha's. As first-year full-time cruisers in Mexico, we claim no special knowledge of the history of Puerto Escondido on the east coast of the Baja peninsula, but we know there have been some problems in the past. This is the experience we've had:

We first visited Puerto Escondido in November 2013, and although broken dreams and bad investments are found everywhere in Mexico, Puerto Escondido seems to stand out as an example of particularly bad planning and poor management. To spend hours in a state of depression, reread John Steinbeck's description from 1941:

"About noon we arrived at Puerto Escondido, the Hidden Port, a place of magic. If one wished to design a secret personal bay, one would probably build something very like this little harbor." Well, you know the rest of the story.

In November, there was a dinghy dock in the Ellipse, a nice restaurant upstairs in the Fonatur building, and a *tienda* downstairs with all the staples needed to sustain life. There was even Wi-Fi. Up the road just a little ways at Tripui was a Modelorama, an RV park, and a hotel.

But there's a weird difference between the Waiting Room, which is just outside the Inner Harbor, and the Inner Harbor. There are something like 50 boats jammed in the Waiting Room, which is probably suitable for only about a dozen boats. As for the main harbor, there were hardly any boats, although it could easily handle hundreds.

When a companion boat of ours tried to enter the 50-ft deep Waiting Room, the radio came alive on channels 16 and 22. "Don't come in here, we're all on moorings, there is no room, go away!" It seemed to us that the Waiting Room is filled with squatters on private moorings. The appearance of this fleet reflected the lack of pump-out facilities and other sanitation facilities. It seemed to be a group that shits where they sleep.

We eventually anchored in a quiet corner of the Inner Harbor, thinking that given the state of everything, only a fool would trust the moorings. We explored Tabor Canyon, a wonder not to be missed, then we bought ice and tequila to see us off for Mazatlan and south to Barra Navidad. During this time we learned to love the generosity, kindness and gracious hospitality of the Mexican people.

In May 2014 we sailed back over to Baja and headed north to spend a summer in the Sea of Cortez. We arrived at Puerto Escondido on May 16. We found that the dinghy dock at the Ellipse was gone and so was the crowd. Empty moorings dotted the 'squatter's fleet' in the Waiting Room. The restaurant and *tienda* were stripped to bare walls. When we hiked the mile up to Tripui, our friends at the Modelorama and the RV park explained that they were leaving at the end of the month with no plans to return. We then got a ride to 20-mile-distant Loreto to provision, and found that construction to repair the road damage caused by storms resulted in hour-long delays.

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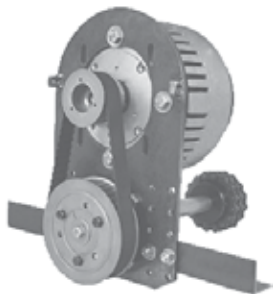
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LETTERS

Loaded down with groceries, we returned to the main dock, where there was lots of room, and where we had left our dinghy. Our dinghy was gone! My wife Lynne thought it must have sunk. I ran around all over the dock looking for our dinghy, but couldn't find it. As we were stumbling around our pile of provisions wondering what to do next, we saw it. It was being motored past the docks with Elvin, a well-known longtime resident of the area. He seemed only mildly surprised that someone was yelling at him to return their purloined Avon.

Elvin slowly returned to the dock with our dinghy, which was now filthy from the greasy parts he had been motoring around with. As I was deciding between mayhem and murder, a man named Peter and his companion — I know nothing about them, but suspect they are squatters — assured us that Elvin of Puerto Escondido Maritime Service was a great guy and this was an honest mistake. I became distracted when Peter's less-than-charming companion began calling me an "asshole." Elvin said, "I'm sorry, it was a mistake," and split.

When I visited Elvin's shop the next day, he explained that he had permission to use *Gato Loco's* dinghy, and he had mistaken ours for *Gato Loco's*. Please see the enclosed photos for proof that such an explanation would insult even the dimmest intelligence. *Gato Loco* is printed boldly on three sides of their dinghy.

We left the next morning for Bahia Concepcion.

We're sorry, but we don't have any idea how to improve the tragedy that is Puerto Escondido. Fonatur and others have provided money and what appears to have been worse management. But in my opinion, much of the blame rests with the squatting yachties and the *gringo* entrepreneur(s) who have fouled their own nests so badly that they now have to go 20 miles to Loreto just to get a beer.

Rob & Lynne Britton
Aldebaran, Olympic 47
San Diego

Rob and Lynne — Puerto Escondido has been star-crossed since we first visited in 1978, when Fonatur officials showed us grand plans for the area. Those plans died after somebody ran off with all the money; new ones were created and died, and yet even newer ones were created and died. A whole lot of money has been thrown at Puerto Escondido by the government and others with very little to show for it.

Personally, we think the problem with Puerto Escondido,

which is truly a spectacular harbor made all the more gorgeous by the backdrop of the 4,000-ft tall Sierra de la Giganta range, is the weather. It's too hot in the summer and it's too cold in the winter. Spring, if swimming isn't your thing, and fall can be fabulous, but that's not when most people vacation.

Puerto Escondido isn't alone in having weather issues. Over the last Christmas holiday we drove from Nogales to Puerto Vallarta and stopped for the night at San Carlos, which is at about the same latitude and has about the same weather as Puerto Escondido. Despite the fact that it was a busy holiday period, the area was like a ghost town. We visited two mega hotels, one in decline and one flashy, and there couldn't have been more than four rooms occupied between the two of them.

COURTESY ALDEBARAN



A local mistook Aldebaran's dinghy (right) for Gato Loco's. Honest mistake or theft?



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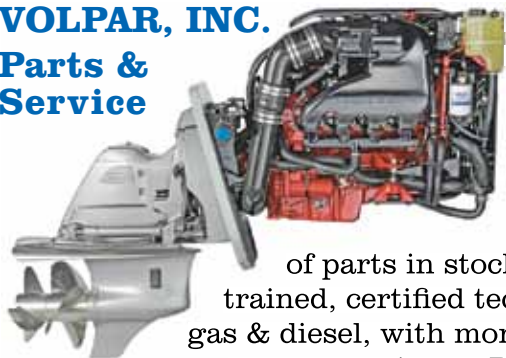
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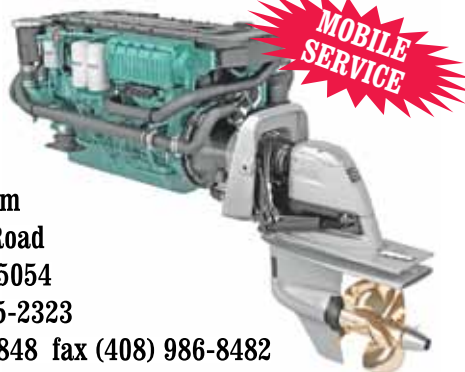
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LETTERS

We then went to nearby Marina Real, which has several hundred boats in a very nice harbor, and is surrounded by very nice homes on a hill that had obviously been sold to foreigners. There was nobody around and every other home seemed to be for sale.

In addition to being geographically challenged, Puerto Escondido is isolated. Alaska used to fly there every day, but is now down to a few times a week. Combine that with evidence of failed projects of the past, and a resident boat population where the primary goal seems to be surviving as inexpensively as possible, and it's not that attractive to most people.

Fonatur has also bungled badly in Puerto Escondido, among other places. We can't remember how many years ago it was, but in the 'old days' everybody used to be able to anchor in the Inner Harbor for free. Then Fonatur came up with their spectacularly miscalculated Nautical Stairway plan, which would have required one of every five boats over 30 feet in California to come to Mexico each year to make financial sense. All the boats anchored for free in the Inner Harbor were kicked out to make way for the 100+ moorings, only a few of which were ever safe or used. As a result, what had once been a vibrant cruiser destination dried up, leaving a core of territorial cruisers packing the Waiting Room.

Territorialism is commonplace at free anchorages the world over. Long-term if not permanent visitors and their friends eventually get the best spots and are loath to let others in, especially if boats are already tightly packed. This seems to be a somewhat normal human inclination. Unless these people are doing something illegal, we don't think "squatters" is the most accurate term.

As to whether Elvin took your dinghy intentionally or by mistake, we have no idea. For all we know, Elvin didn't know that Gato Loco's dinghy had any markings. In any event, the "asshole" comment on a local's part seems uncalled-for. But as another cruiser we think accurately pointed out, "It's a bit of a different crew at Puerto Escondido."

Jake and Sharon Howard of the Seattle-based Hunter Legend 45 Jake have been cruising the Sea of Cortez, and visiting Puerto Escondido for the last seven summers. The following letter gives their take on what's happening.

↑↓ PUERTO ESCONDIDO SHOULD GET ITS ACT TOGETHER

Pedro Lopez, who owned Puerto Bello restaurant and the tienda at the Fonatur Marina, decided to close both businesses because Fonatur demanded an exorbitant rate increase — and wanted 11 months' rent paid in advance. Apparently Fonatur was unable to grasp the concept that Pedro's store and restaurant were two of the big attractions of Puerto Escondido.

A new marina is planned to be built in the Ellipse adjacent to the Fonatur facility, and the owner of the new marina has promised to build a building that would house Pedro's restaurant and store along with laundry facilities and showers. Pedro has been told that everything should be ready to open in January, which I think is overly optimistic.

As for the moorings, there are about one dozen that are operational. And yes, Fonatur charges the same amount of money to anchor in the Inner Harbor as they do to use a mooring in the Inner Harbor. A cruising friend fluent in Spanish was told last week by Carlos, the new Fonatur manager since last August, that they have gotten permission and funding to begin renovating the moorings. Renovation on 25 of the buoys is to begin immediately, and in three months they will do 25 more, until all 100 have been renovated. Carlos also advised that they have contracted with a "professional" store that will open at the marina within 60-90 days.

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LETTERS

ing repair facility at Puerto Escondido, and there are a few boats in its yard. The dry storage area has five or six boats. Three years ago, the yard was packed, but once again Fonatur decided to raise its prices, which drove away most of the dry storage business.

In positive news, the fuel dock has had a steady supply of fuel since the new manager arrived last August. The Hidden Port YC put on another Loreto Fest in May at the API facility, and although the attendance was not as high as when it was held at Fonatur a few years back, it was still a fun event and a good time was had by all.

Carlos, the Fonatur manager, advised that he would love to have the Hidden Port YC come back to Fonatur — they moved over to the API facility two years ago after another failed contract negotiation with Fonatur — and would also love to have Loreto Fest back at Fonatur. He stated the problem lies with the HPYC's non-profit status.

There are probably two sides to this story, but as a cruiser who has spent seven summers in the Sea of Cortez, I would really like to see Puerto Escondido get its act together and become the destination cruising spot that it should be. We'll see what happens!

Jake & Sharon Howard
 Jake, Hunter Legend 45
 Seattle

↑↓FOUR TIPS FOR HARD DODGERS ON CATS

Rumor has it that: 1) The Wanderer is going to have a hard bimini built for the catamaran *Profligate*; and 2) he and his crew are going to attend the Fourth of July Party at Bahia Concepcion in the Sea of Cortez. If #2 is true, I'll see you there. If #1 is true, I've got lots of free advice, as I had one built for my Casamance 45/47 catamaran.

When building a hard bimini for a catamaran, I suggest making it double as an enormous rain-catcher, making it strong enough to walk on to deal with sail/boom problems, and making it support current and future solar panels and other stuff.

I put a two-inch edge on mine in order to catch rain. It drains into the two forward corners, where I can attach hoses directly to the water tank through a filter in a five-gallon bucket. It's not the prettiest arrangement, but if it rains half an inch, I can fill my 140-gallon water tank. At least I think I can, but I'm not a math major so I don't know for sure.

I recommend a strong hard bimini. My cat was dismantled outside Cartagena a few years ago, and the bimini kept the mast and boom from hurting any of the 10 people who were aboard. It also allowed me to keep the spars and sails aboard, as I quickly lashed them on. As a result, the whole ordeal turned out to be a lot better than I hoped for. By the way, my bimini is a bit lower up front both for water drainage and so it doesn't catch the wind.

I don't have any good input for fastening a hard bimini to the boat. My arrangement is a both massive and heavy stainless structure, and I'm sure the weight inhibits speed. But it sure makes life aboard more pleasant, as it effectively added a 10 x 16-ft room to my boat that's dry in all but following weather. My bimini is strong enough to walk on, and to deal with the main and StackPack. In fact, it almost makes it too easy, just as an old guy needs.

I now have four solar panels on my bimini, and constructed rails on it so I could add four more. Why not? Maybe I'll want to put an icemaker aboard, which would require another compressor and the electricity to drive it. It might be decadent, but as it is, I never have to worry about power shortages.

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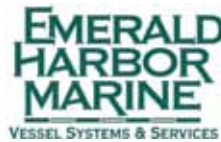
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LETTERS

July Fourth in Bahia Concepcion. But you can bet that I'll be far enough north to avoid any named storms. After losing my first *Viva!* — an Islander 37 I sailed in the 2000 Ha-Ha — to a Caribbean hurricane, I'm pretty sensitive to weather. I probably won't visit San Felipe or Puerto Peñasco, but I'll see everything else, and get to San Carlos in October.

Bob Willmann
Viva!, Casamance 45/47
Marina Real, San Carlos, Mexico

Bob — Great minds seem to be thinking alike when it comes to hard biminis. You listed most of the primary reasons that we wanted a hard bimini, although not in order of importance. The older we get, the more safety-conscious we're becoming.



LATITUDE / RICHARD

As such, reason #1 we wanted a hard bimini is for protection in case the boom or mast broke. It helped in the case of your dismasting, and Caren Edwards reports that a hard bimini may have saved lives on her F/P 53 Rhapsody when her cat was dismasted a couple of hundred miles off San Francisco on the way back from Hawaii.

As for the Fourth of July party at Bahia Concepcion, we're not going to be able to make it.

Reason #2 is for ease of flaking the clew area of the main, which is so stiff that it absolutely needs human encouragement to 'fall' into the StackPack. This is much easier to do when the boom is at one's knees than when it's four feet over one's head. The hard top will also make it much easier to pull the StackPack zipper, which is often recalcitrant. We haven't have a chance to try it yet, but we're confident that the hard bimini will make it easier to put better and cleaner reefs in the main.

Reason #3 is to provide a massive area on which to mount solar panels — we want to be off the grid as much as possible — while at the same time, providing much-needed shade in the spacious cockpit after 17 years.

Reason #4 is to catch water.

We appreciate the tips, but our hard bimini has already been made from plastic honeycomb and epoxy, and will be attached to the boat with four six-inch diameter aluminum tubes up forward and two eight-inch diameter aluminum tubes aft. Everybody tells us that both are way overbuilt and thus too heavy, the bane of catamaran performance. If money were not a consideration, we'd have built the hard top and supports out of carbon fiber. Heck, we'd have built the entire cat out of carbon fiber. But we think we're going to be very happy with the result, and as long as we don't let a lot of other crap collect on the boat, the cat won't have given up much in speed.


Alas, problems with getting the aluminium tubing to Mexico mean that we'll postpone installing the top until we return — with the aluminum tubes aboard — to Mexico in early November.

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

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

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

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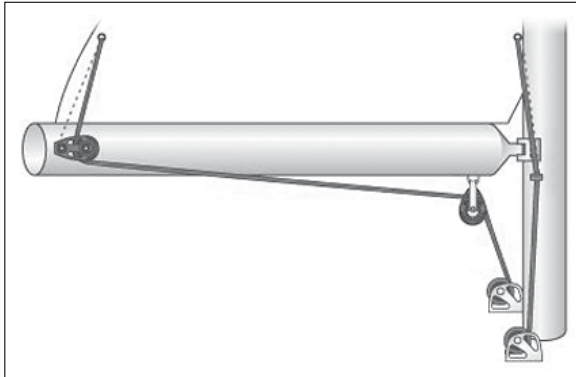
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pac cup racers psyched to start

Competitors have literally arrived from as far south as Australia and as far north as Washington State to compete in this year's biennial Pacific Cup race to Kaneohe Bay on the Hawaiian island of Oahu.

Nearly 60 boats ranging in size from a mighty Moore 24 to a Nelson/Marek 92 eagerly anticipate their departure from the San Francisco Cityfront, between July 6 and 11. The largest and fastest boats compete in Division E, also known as the *Latitude 38* division.

Meanwhile, as crews finish their preparations they are eagerly watching weather forecasts while hoping for competitive winds and favorable sea conditions.

The spectrum of talent on these boats cannot be overexaggerated. Although there are a number of first-timers, there are a variety of skippers and crew who've made this 2,070-mile passage numerous times throughout their sailing careers. (See our complete PacCup Preview on page 94.) It's sure to be an interesting race to follow, and *Latitude 38* will be sharing the details with you regularly via *Lectronic Latitude*, followed by a complete recap in our August issue.

— ross

ac 35 class rule set, but not venue

As we go to press the venue for America's Cup 35 competition has yet to be determined. But as confirmed in an email from Oracle Team USA's CEO Russell Coutts to San Francisco Mayor Ed Lee, the 'city by the Bay' definitely *will not* be the host. Instead, it will be either San Diego, Chicago or Bermuda. (See much discussion of this issue in *Letters*.)

Meanwhile, a new Class Rule has been released for the latest generation of America's Cup catamarans, to be called AC62s. According to the designers, these boats should be faster, safer, less expensive and lighter than the AC72s that they replace. AC 35 is expected to take place in 2017.

"This new boat is going to be significantly lighter and under much less load than what we raced last time," said helmsman Jimmy Spithill of Oracle Team USA, "which makes for a big cost-saving when it comes to how it gets built.

"At the same time, as designers, boat-builders, and sailors, we're all starting to come to grips with how to get the most out of foiling,

wing-sailed multi-hulls, so I think we'll see similar, if not greater performance this time around."

The main theme around the AC62 design was to create a catamaran as exciting as the AC72, but with significant improvements in key areas. Ultimately, these cats are expected to cost up to 50% less to campaign than

the last generation of AC boats. The reduced size means that only 8 crew, rather than 11, will be needed to sail the AC62. But teams won't be able to start sailing the new catamarans until about five months prior to the Cup in 2017. The one-design wing is another cost-saving element that designers Morrelli & Melvin incorporated into the AC62.

"I think it's going to be hard to wait until then," Spithill said. "It just looks like it's going to be a great boat to race. I'm really looking

continued on outside column of next sightings page

voyaging canoes

After nearly forty years of sailing the world's oceans, the *Hokule'a* has begun her most ambitious voyage yet. Kicking off a three-year 47,000 mile circumnavigation, the famous twin-hulled Polynesian voyaging canoe reached the atoll of Rangiroa in French Polynesia's Tuamotu Archipelago on June 15, some sixteen days out of Hilo, Hawaii.

Traveling alongside her sister canoe *Hikianalia*, the pair of canoes are planning to visit 85 ports in 26 countries around the globe, including a dozen UNESCO Marine World Heritage sites on what the Polynesian Voyaging Society has dubbed the *Malama Honua* voyage (meaning to care for our earth).



ACEA / GILLES MARTIN-RAGET

AC45 fleet racing was a highlight of the last Cup competition. Hopefully 45s will race on San Francisco Bay this time around, even though the new AC62s will not.



ANDREA FRANCOLINI

to circumnavigate

In 1976, the *wa'a* (Polynesian for voyaging canoe) completed her maiden voyage from Hawaii to Tahiti using only ancient Polynesian wayfinding techniques. In doing so, *Hokule'a* not only proved merit for anthropological theory, but also inspired a revival of Hawaiian culture. Since then, *Hokule'a* has sailed more than 130,000 nautical miles throughout Polynesia, Micronesia, to Japan and even to the West Coast. Many *Latitude 38* readers will remember the 62-ft voyaging canoe sailing under the Golden Gate Bridge on July 1, 1995. She is a symbol of a people, a culture and an identity that was lost for generations before *Hokule'a*.

continued in middle column of next sightings page

ac 35 — continued

forward to getting my hands on it!"

Spithill also made news in an interview with TVNZ's ONE News when he explained that if Emirates Team New Zealand can't raise enough money to compete in AC35, maybe they need new management. It's a bold interview that you can watch at <http://tvnz.co.nz/>. ETNZ, and perhaps other contenders, are reportedly less than pleased that they are being asked to submit a million-dollar entry fee while the venue has yet to be announced. There's also been grumbling about the fact that the defender is allowed to build two boats, while the challengers can build only one. One unique element of the new protocol is the nationality rule: at least two members of each AC team must be from the sponsoring country.

Between six and eight AC World Series events — raced on AC45s — will be announced by November 1, 2014 to take place in 2015. Following that, another six to eight events for 2016 will be announced by August 1, 2015.

continued on outside column of next sightings page



The Melbourne, Australia-based Reichel Pugh 52 'Scarlet Runner' may be the most unique boat in this year's PacCup, not because of her design, but because she is circumnavigating the globe, and competing in races all along the way.

SIGHTINGS

ac 35 — continued

After the AC45 World Series racing, AC 35 challengers will begin the AC Qualifier Series on AC62 catamarans. The defender and all challengers will race at one venue that will be announced by February 15, 2015. This event is scheduled to span less than 30 days and will begin up to four months before the AC Challenger Playoffs begin. Four challengers will advance.

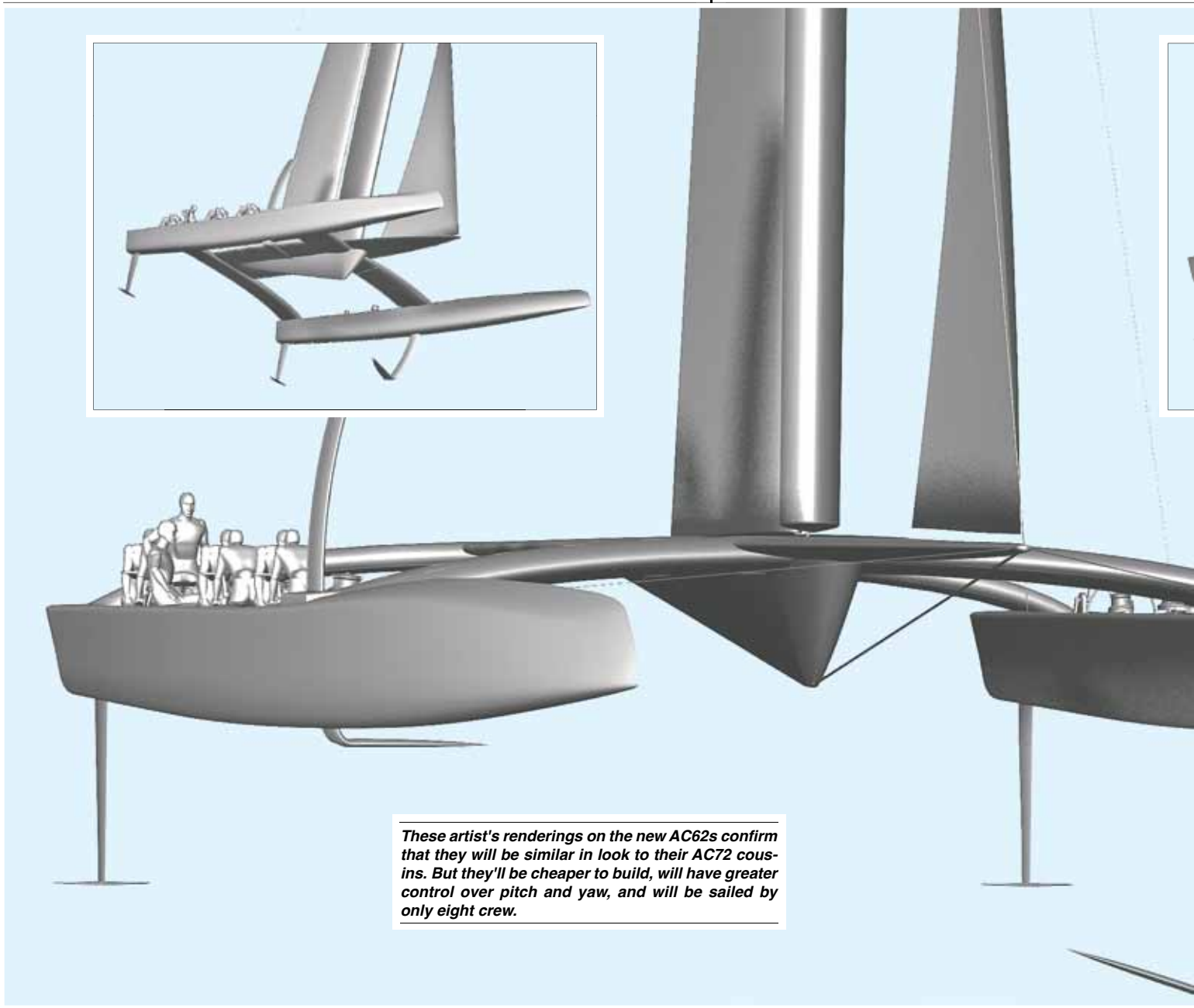
In 2017 these four teams will compete in the Playoffs at the same venue to be used for the AC Match (Site TBA by February 15, 2015). Playoff competition will last up to 25 days and end at least three days prior to the beginning of the AC Match, a two-boat duel between the Playoffs winner and the defender. More details on the AC Match are to be announced by December 31, 2014. Look for updates here and online in *Electronic Latitude* (www.latitude38.com).

— ross

voyaging canoes

Famed *Hokule'a* navigator, Polynesian Voyaging Society president and the first-ever modern-day wayfinder Nainoa Thompson spoke at the departure, "As we embark on this voyage today, we are honored to join a global movement toward a more sustainable world. *Malama Honua* allows us the special opportunity to perpetuate the legacy of our ancestors and inspire stewardship of the earth, sharing our aloha for our environment while nurturing and learning from local solutions and relationships."

Hokule'a and *Hikianalia* left Honolulu,

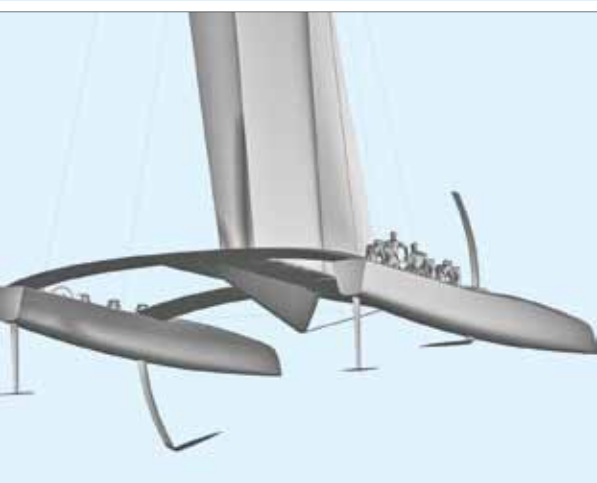


These artist's renderings on the new AC62s confirm that they will be similar in look to their AC72 cousins. But they'll be cheaper to build, will have greater control over pitch and yaw, and will be sailed by only eight crew.

— continued

Oahu May 18, cheered on by a crowd of thousands. From there, the two canoes sailed to Lahaina on the island of Maui where they were honored with a traditional ceremony. After a rough crossing of the Alenuihaha Channel between Maui and Hawaii, the canoes stopped at Hilo before heading south to French Polynesia. They will end the 2014 season in New Zealand, then proceed to Australia, the Indian Ocean and South Africa in 2015. In 2016, they will sail to the Americas. Follow the journey at www.hokulea.com.

— ronnie simpson



virtual nav aids & personal ais

It's not often that an interaction with government officials is described as "delightful," but that's how Bay Area tech wiz Stan Honey characterized his dealing-s with both the US Coast Guard and the Federal Communications Commission (FCC) during the lead-up to last year's America's Cup competition.

Honey and his Liveline team had the idea to create 'virtual' nav marks to delineate AC 34 course boundaries that would show up on Automatic Identification System (AIS) plotters and vessel traffic displays. Although Honey's initial government contact was less than encouraging, things soon improved dramatically. When he first called the FCC to ask permission, his contact there "laughed so hard he almost fell out of his chair," Honey recalls, stating that "there is absolutely no way" the Liveline technicians could get permission to do that. But Honey persisted, asking what it would take to get a green light. He was told that the Coast Guard is the governing authority for AIS functions, so his next call was to Rear Adm. Karl Schultz, commander of the 11th Coast Guard District. "He was absolutely terrific."

Turned out that the CG had been thinking about developing this sort of system themselves to communicate to mariners navigational situations that are new or changeable, such as creating a security zone around a warship or an oil spill. Admiral Schultz promptly instructed the FCC that Honey's project had his blessings, and that jump-started a successful creative relationship between the Liveline team and CG tech expert Jorge Arroyo. (The New Zealand tech firm Vesper Marine also played a role in the project.) The inaugural use of the new virtual aid technology during AC 34 was impressive, including its use to delineate last year's Fleet Week boundaries along the Cityfront. If there was a wind shift shortly before a race, causing AC Principal Race Officer

John Craig to alter the course boundaries, he simply alerted the Liveline team, and the new perimeter was quickly displayed for the spectator fleet and marshal boats.

Today, the CG is testing 25 virtual aids to navigation (dubbed eATON) in the S.F. Bay Area, including the "SF buoy" that serves as the San Francisco bar pilot embarkation point for S.F. bar pilots, plus Mile Rocks Light and Harding Rock buoy, which is a critical turning point for ships in the Central Bay. Bridge towers on the western span of the San Francisco-Oakland Bay Bridge will also be virtually marked — no doubt an addition made in light of the 2007 *Cosco Busan* tower collision, where 53,000-gallons of oil were spilled into the Bay on a foggy day. The virtual aids will show up on your AIS display, or you can check them out at www.marinetraffic.com. (For more info on eATON initiatives, see: www.navcen.uscg.gov.)

A related technology to Honey's AC race markers and the CG's virtual aids is the recent development of AIS personal locator beacons (PLBs) — perhaps the most revolutionary innovation ever for rescuing crew who fall overboard. Naturally, Honey and others who've raced extensively in potentially dangerous latitudes are very excited about AIS PLBs. "Never before has there been a practical way of finding



Golden Gate traffic as seen on a quiet Sunday evening. Virtual nav aids appear as pale red diamonds in contrast to ship shapes.

continued on outside column of next sightings page

SIGHTINGS

personal ais — continued

someone who goes overboard," says Honey, who is renowned as a top tier offshore navigator. "The range is way too short on direction-finding systems. The personal EPIRB devices work, but they communicate the position of the person overboard to a search and rescue center, not to the boat that's looking for them. We used AIS PLBs in the 2013 Sydney-Hobart Race on *Perpetual Loyal* and they were terrific because you have a range of several miles, assuming you have your AIS antenna on your masthead."

A case in point was the rescue, in March, of British sailor Andrew Taylor, 46, who fell overboard in hellacious conditions during the China-to-San Francisco leg of the Clipper Round the World Race. "The boat looking for the man overboard was more than a mile from where the MOB was, but as soon as he turned on his AIS PLB, they went straight to him," recalls Honey. AIS PLBs are already required for some classes of offshore racing, and we suspect they will soon be standard issue for many daysailers and cruisers also — especially since they retail for less than \$300 apiece. That's what we call reasonably priced life insurance.

— andy

what do circumnavigators look like?

Charlie and Cathy Simon of Spokane and Nuevo Vallarta are currently in Fiji in the process of doing a 14-month, 26,000-mile circumnavigation as part of the World Cruising Club's World ARC 2014. Their Taswell 58 *Celebrate* is one of 15 boats that will be sailing around the world together.

While the fleet was in Bora Bora, French Polynesia, Cathy thought it would be fun to have a luncheon with all the ladies who'll be doing



CELEBRATE

A great group of women circumnavigators-to-be lunching at Bora Bora. Left front: Laurie (and Richard) Owen on 'Nexus', a US-based 58-ft semi-custom cat. Left back: Jenny (and Jonathan) Crowe on 'Merlyn of Poole', an Oyster 45 from Great Britain. Back center: Suzana Buraca, World ARC Rally Control. Right back: Cathy (and Charlie) Simon of the Spokane / Nuevo Vallarta-based Taswell 58 'Celebrate'. Next right: Sandra (and Tom) Frank on 'Sweet Pear', a Switzerland-based Outborn 441. Right center: Dawn (and Michael) Roberts on 'ViVo', a US-based F/P 60 cat. Right front: Tracey (and Tim) Ramsey on 'Folie a Deux', a US-based Lagoon 380.

the entire trip. There were 10 such women. Unfortunately, only seven are in the accompanying photograph. Nonetheless, we suspect the photo will jolt a lot of notions about what circumnavigators look like.

The World ARC is a somewhat unusual sailing event in that participants don't have to do the entire event. As a result, there are actually 47 boats, nine of them from the United States, participating in the WARC 2014, which ends next April in St. Lucia. Seventeen of them, two more than will be going all the way around, will be either drop-

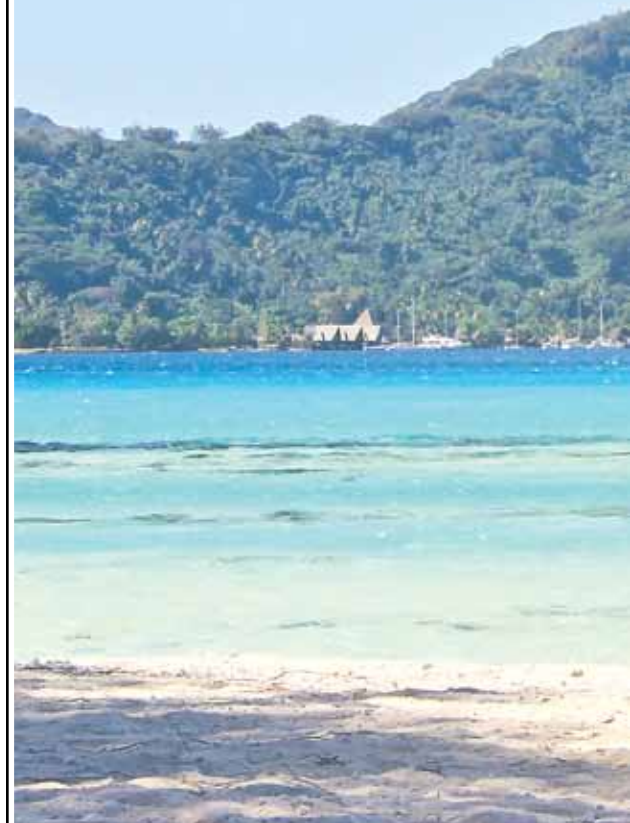
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moored boats

Richardson Bay, which lies between Sausalito and the Tiburon Peninsula, has a colorful history that includes construction of liberty ships during WWII, and a long tradition of boaters living aboard. It's also become the moorage of choice for boat owners trying to avoid high-priced local slip fees.

Although the official maximum stay at anchor is 90 days, local law enforcement agencies have generally taken a hands-off approach to compliance, as there has

Ah, to be young, good looking and cruising the Bora Bora lagoon. . . Actually, it's pretty cool to cruise French Polynesian waters at any age — even if you wouldn't dare try on a grass skirt and a coconut bra. On page 90 read about the travels of these handsome Swedes and other young voyagers in our 'Generation Y Not' feature on page 90.



must get legal

never been the political will among leaders of neighboring cities and the Richardson Bay Regional Authority to play hardball with dozens of longtime anchor-outs and derelict boat owners. We suspect that dealing with Richardson Bay anchorage-dwellers is about as attractive to Marin County Sheriffs as rousting naked joggers during the Bay to Breakers is to San Francisco police.

But this month the RBRA and the
continued in middle column of next sightings page

circumnavigators — continued

ping out in Australia or pausing there and rejoining a subsequent WARC. There are already a considerable number of boats signed up for WARC 2015.

How are the Simons liking the adventure so far? "Charlie and I are having the time of our lives!" says Cathy. After heading west from Bora Bora *Celebrate* visited Niue, then sailed on to Fiji. Their latest dispatch describes their approach: "What spectacular downwind sailing we had out of Niue sailing wing-on-wing with the whisker pole out. We were seeing 14.1 knots of speed surfing on the waves! South Pacific Ocean sailing is great! *Nexus* and *Vivo* left the anchorage just ahead of us and were seeing 16 and 15 knots of speed." Nice.

— richard



SIGHTINGS

historic *freda* back in action

At the highly anticipated re-launch of the antique sloop *Freda*, May 31, her eight-year restoration's overseer, Bob Darr, explained to several hundred onlookers that this beamy 50-footer (LOA) is special for at least three reasons: her design, her longevity — she was first launched in 1885 from what is now Beach Road in Belvedere — and her construction. She is, in fact, the last remaining example of what was called an 'American sloop yacht', the first style of boat built strictly for recreational purposes.

continued on outside column of next sightings page

get legal

Sheriff's Department are finally taking a first step toward getting derelict boats and anchor-outs into basic compliance with the laws that their marina-dwelling neighbors have always been forced to abide by. That is, all boats in the anchorage must now — some would say, finally! — be currently registered and tagged, or face enforcement including citations, fines,



INSET: WOODY SKORIAK

LATITUDE / ANDY

Sitting pretty after her exhaustive eight-year refit, the 129-year-old 'Freda' is a nautical treasure. Inset, left: Bob Darr and former owner Diane Brenden were all smiles. Inset, right: 'Freda's shapely transom is a signature element of her design.

— continued

towing and disposal.

Marin sheriffs will be issuing notices and urging compliance. But the guy to contact if you have issues to discuss is Harbor Administrator Bill Price. Email him: bprice@marincounty.org. Or call (415) 971-3919. The next step? How about a regulated public mooring field?

— andy



INSET: WOODY SKORIAK

freda — continued

Darr, who serves as the program director for the Arques School of Traditional Boatbuilding (located at Sausalito's Spaulding Wooden Boat Center), reminded us that *Freda's* design is similar to the earliest sloop yachts of New England. But her lines were adapted for the Bay's windier conditions, giving her a deeper keel and a wide (12.5-ft) beam that's carried well aft to her splendid transom that's evocative of the "female form," as Darr put it.

It would take a book-length article relate all the colorful details involved in *Freda's* 129-year history, but one thing we think is important to acknowledge is that she was built by a local sailor named Harry Crookson, who is said to have earned the money for her materials by working as a bartender. Part of the 'Corinthian' philosophy of yachting, which was becoming popular at the time, was that boats should be sailed and cared for by amateur owners, rather than hired professionals. Fittingly, *Freda* became the flagship of the then-new Corinthian YC in Tiburon.

The fact that she has survived through the decades is a testament to the countless hours that various owners have put into her — even before the Arques refit. In 1955 the young Harold Sommer, who became one of the waterfront's most revered characters, bought the sloop in a state of disrepair from a Tiburon contractor who'd run her into a bridge and dismasted her. She was then 70 years old, although boats of her type and materials were only intended to last 20 or 30 years. During the 25 years that Sommer owned *Freda*, he did major hull repairs and upgrades, without which, according to Darr, "*Freda* would not be with us today."

In the early 1980s, Sommer sold the vintage sloop to Jerry and Diane Brenden in order to take on an even more ambitious challenge: the famous Sausalito schooner *Wanderbird*. In 1994 *Freda's* stewardship was transferred to a local nonprofit, which worked out a deal with the then-independent Arques school to complete the first phase of a three-part rebuild that entailed completely renewing her decks, transom and cabin. But lack of funding in the late '90s stalled the rest of the project until 2006, when Arques took it on in a partnership with Spaulding Wooden Boat Center.

Even with a grant for materials from the Master Mariners Association and many private funders, the meticulous work, done by Arques apprentices and master

woodworkers, progressed slowly. But every inch of her was rebuilt or restored to museum-quality specs.

Following the original technique of sawing frames from "naturally occurring trees and branches" (rather than steam-bending them), Arques craftsmen sourced limbs of locally grown black locust for frames, pepperwood for large hull timbers, and fir for planking and decking. The crew designed and poured a new lead keel, weighing 7,500 pounds, to replace the existing iron keel. (We should note that when first launched, *Freda* originally had a centerboard, following the example of her eastern cousins.) All in all, it has taken a colossal

continued on outside column of next sightings page



'Freda' was powered up and lookin' good when this shot was taken during a Master Mariners Regatta in the 1980s.

LATTITUDE ARCHIVES

SIGHTINGS

freda — continued

effort to upgrade *Freda* to her present status as a "nautical jewel," to quote Darr.

After the gleaming hull was lifted by Spaulding's appropriately antique crane, it was held hovering over the water while Darr ceremonially 'walked a plank' to reach it. He then re-christened *Freda* with a lot of very old whiskey, while the sloop's admirers raised raised their glasses in unison.

If you'd like to see this wooden beauty up close, drop by the Spaulding Center and take a look. Or better yet, ask the staff there how you can arrange to go for a spin around the Bay aboard her. Hopefully she'll often be seen blasting across Bay waters for decades to come.

— andy

bears on the bay

With the Master Mariners Regatta and the *Freda* launch, this seems to be wooden boat month at Latitude, so it's an appropriate time to run a profile of the Bay-centric Bear Boat class:

Sporting names like *Kodiak*, *Pola* and *Panda*, the graceful 23-ft Bear Boats are out of winter hibernation and roaming Bay waters — often in packs. Built of wood with cast-iron keels, and a cute bear silhouette on their mainsails, Bears have been playing on the Bay — exclusively — for decades.

Conceived in 1931 by Ernest Nunes and Marty Martinson at the Nunes Boat and Ways Company in Sausalito, the first 'cub' was christened in 1932. Commodore Cliff Smith of the San Francisco Yacht Club got a glimpse of this pocket cruiser, designed for the Bay, then commented, "That is a bear of a boat." The name stuck, and hull number one was christened *Merry Bear*.

The Bear Boat Owners Association tells us that the last Bear, #69, was built in 1976: *Verosa*. Her local habitat is Berkeley Marina, where sistership *Renegade* is berthed nearby. Owned by Russell and Christine Katz, this

1946 Bear is actively raced and cruised. Drawn to *Renegade* because of her history, they liked the boat's size and stability which made her a perfect fit for a young family.

"We rescued her from sinking in Napa

Valley Marina in 2009 and have been restoring her since — most recently replacing the interior. *Renegade* seems the most rambunctious of the pack, having been singlehanded down to the Sea of Cortez in 1982 by then-owner David Bacon."

Brothers Tim and Daniel Maloney care for two other Bears, following the family tradition. From 1953 to '65 their grandfather owned *Panda*, #9. Their father, Tom, loved that Bear, but just couldn't afford to keep her while raising 12 (!) children. Years later though, Daniel successfully convinced his dad that they needed a boat. So in 2005, they bought *Magic*, #65. As brother Tim says, "The memories are too thick to sweep away."

Magic and her sister, *Cindy*, #66 (last spotted in Santa Cruz), were built by Charles Borden to lines redrawn by Robert Keleher. It's believed that around 1959, the Association approved Keleher's plans.

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new wyliecat

The latest addition to the Wyliecat line of sailboats, the Wyliecat 40, is taking shape at the Wyliecat factory in Watsonville. Wyliecat is the last of the local production boat builders, and continues the proud tradition of fast, fun-to-sail boats that the Santa Cruz area was known for.



LESIE RICHTER / WWW.ROCKSKIPPER.COM



LATITUDE / ANDY

LESIE RICHTER / WWW.ROCKSKIPPER.COM

takes shape

When I got a call recently from Tom Wylie telling me that the deck plug for the new boat had been finished, he didn't have to ask me twice to head over to see it. A new boat is always an exciting proposition, and it's pretty rare to have the opportunity

continued in middle column of next sightings page

bears — continued

Soon after *Magic* was regarded as one of the fastest Bears. She won three consecutive season championships in the mid-'60s. Then, after a long respite, *Magic* returned to the winner's circle in 2013 to claim the 2013 Bear Class perpetual.

Imagine the serendipity when in 2009 Daniel found *Panda* — their granddad's boat — at a Berkeley Marina lien sale. The Maloney broth-

continued on outside column of next sightings page



Bear Boats are one of at least a half-dozen vintage designs that are unique to San Francisco. Seen below, a Bear pack leads another nautical treasure toward Angel Island: The scow schooner 'Alma', launched in 1891, is the last remaining commercial scow in the country. See her at SF Maritime at Hyde Street.



SIGHTINGS

bears — continued

ers bought her, then spent four months installing 31 sister frames. Up to nine family members at a time toiled on the boat. "Our mom was pretty pleased to see us taking care of another old gal from 1939," says Tim. "If you see *Panda* cruising the Bay she may have three generations onboard."

Another duo, Greg and Deborah Blackburn, started tracking Bears in the 1980s. After much contemplation, a 2009 *Latitude 38* ad finally inspired investment. Deemed in good shape but requiring some work, *Pola*, #8, was purchased. Greg managed the restoration, which required strengthening ribs, switching to steel fasteners, planking, a full interior renovation, and refinishing outside surfaces, plus installation of electronics. Today, the couple day sail their 1939 boat and participate in festivals.

Greg says that the first seven Bears were built at the Nunes yard;

continued on outside column of next sightings page

new wyliecat

to get an advance look at a boat before it is built.

The deck plug is a full-size mock-up of the decks, and is used to make the female mold that will in turn be used to build the cored-fiberglass deck, cockpit, and house. The plug has no hardware on it, so it is a wide-open invitation to dream about how the decks should be configured and how the boat should be set up for sailing.

Boats built in Santa Cruz were known for their high quality, and that tradition continues with Wyliecat. The deck plug is beautifully finished, with smooth, rounded corners, and seats that are

ERIK SIMONSON / WWW.PRESSURE-DROP.US



'Ouessant' beats to Vallejo.



— continued

molded to keep you seated even when the boat is heeled. Although I had seen profile renderings of the boat before seeing it in person, the boat is prettier in fact than it is on paper.

The new Wylie 40 was conceived as an education and research vessel, with room to conduct ocean research or to carry up to 25 passengers on the broad aft deck and in the large cockpit. However, hull number 1 is currently slated to be a private vessel for local sailing and extended cruising.

"This is going to be a very pretty boat,"

continued in middle column of next sightings page

bears — continued

number eight was crafted by Chevron engineer Dave Vincent. He and sweetheart Barbara, a *Sail* magazine editor, had purchased the plans and placed an order for a cast iron keel. It arrived on their wedding day. Also momentous was that the very afternoon the Blackburns re-launched *Pola*, the Vincents, now in their 80s, saw her sail by and hailed — both sets of owners connected to share stories.

Needless to say, the love of Bears on the San Francisco Bay is strong. Almost every time one of these little vessels sets sail, someone on another boat waves and calls with some family connection to the fleet. In 2012 the Association celebrated the Bear class' 80th birthday with the re-launching of freshly restored number one *Merry Bear*. The 1931 cub now makes her home at the San Francisco Maritime Museum. *Semper Naves Ursi*, Bear Boats Forever.

— martha blanchfield

delta doin's

When the thermometer starts climbing inland of the San Francisco Bay, some of the most satisfying activities can be experienced along California Delta waters. The following are a few suggestions for things to see and places to visit:

July 4, dusk, Barron Hilton fireworks extravaganza — The annual Barron Hilton fireworks extravaganza may be the largest annual party in the entire Delta, and the largest gathering of private pleasure boats in Northern California. If you can navigate 'round 5,000 boats then head to Mandeville Tip County Park, located in the Delta between Antioch and Stockton. View from the boat, or on land at points including the Delta Loop, Windmill Cove or Village West Marina. The fireworks display was started by Barron Hilton for his children. Barron is the son of Conrad Hilton, founder of the noted hotel chain. **Fireworks are always fun.**

July 11-27, California State Fair — There's nothing like taking in a good old state fair with hogs, chickens, horse racing, and midway rides, then cooling off next door at Raging Waters Park.

July 26-27, Benicia Waterfront Festival, 11 a.m. to 6 p.m. — Cruise or drive to the Benicia Waterfront Festival for live music, craft beers, wine, food vendors, a kids' alley and more. The festival is hosted on the First Street Green at First Street and East B. Street. \$10 adults, \$5 seniors (65+), kids under 12 free with paid adult. Pets not allowed. Tickets at the gate or online: www.beniciamainstreet.org.

Riverboatin' Must See — Besides the city in Marin, there's another Sausalito in northern California: the old ferry boat *Sausalito*, that's now home to the Sportsmen YC. Wending your way through the Delta, whether by water or land, make this an en route stop to view a divine clubhouse replete with 60 cabins, dance floor and bar from the 1939 World's Fair at Treasure Island. Built in 1894 at the Fulton Iron Works in San Francisco, the *Sausalito* was designed for the North Pacific Coast Railroad Company. She's a wooden-hulled boat with a copper-sheathed bottom measuring 256 feet overall, with a 68-ft beam. Until her retirement in 1931, the *Sausalito* carried passengers by day and freight cars by night between San Francisco and Sausalito. Find here in Antioch at: 38° 01' 10"N, 121° 45' 22"W; (925) 753-1444.

If you're Delta riverboatin' this summer add a second old girl to the agenda, the *Sutter*. Plying the waters between San Francisco Bay and California Delta ports until the 1950s, the *Sutter* carried up to 750 tons of freight per trip. Purchased in 1961, she was converted to a restaurant and bar, then spent several glorious years as a popular Delta destination until a serious galley fire forced closure. The *Sutter*

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'Credit' on the Central Bay.

LATITUDE / ANDY



More woodies? Sorry, but we couldn't resist running this shot of two well-sailed Farallone Clippers nesting side by side at KKMI Sausalito. In front is 'Ouessant', currently being repaired after being T-boned in May. Behind is her frequent rival 'Credit'. These lovely sloops are unique to the Bay, most built in the 1950s.

LATITUDE / ROSS



NOLA

SIGHTINGS

delta doin's — continued

began a third life in 1994 when the San Joaquin YC purchased her for \$1 to be their clubhouse. Following lengthy restoration by members and volunteers, she now proudly shows an original chef's galley, pilothouse and 100-foot bar. Find her in Bethel Island's Dutch Slough at 38° 00.68'N; 121° 38.24'W

Feeling vintage frisky? Visit the Ryde Hotel in Walnut Grove, a 1927 Prohibition-era speakeasy and hotel. Legend has it that President Herbert Hoover, politicians, movie stars and mobsters frequented this riverboat way station. The lower level was a speakeasy with bootleg whiskey and jazz. Some say it was also a bordello. Mark this spot for overnight accommodations and Sunday brunch.

Overlooking the Carquinez Strait in Port Costa is a second venue with a decadent past, the Burlington Hotel, built in 1883. Locals say it, too, was a bordello, and some also say

it's haunted. Recently renovated, yet retaining its funkiness, the hotel offers 19 guest rooms. Cross the street to the Warehouse Café and Bar

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RYDE HOTEL

A splendid sunset over the historic Ryde Hotel.



LATITUDE / ANDY



wyliecat — continued

says Wylie. "It is going to look good sitting at the dock, and it is going to be even



JOHN TUMA

Boat builder Ross Williams gives a sense of scale to the new 40-footer.

prettier under sail." Two sail plans are available: the "traditional" catboat rig that Wyliecats are known for, and a cat-yawl rig that adds versatility to the sail plan, although at the expense of top-end speed.

Either way, the Wyliecat 40 is going to be a very cool boat.

— john tuma

With an experimental wing mounted to his trimaran, longtime Bay Area charter boat operator Jay Gardner set out to prove that harnessing wind power can reduce fuel consumption dramatically compared to the current needs of local displacement-hulled ferries.



WING + WING

delta doin's — continued

and sample from among 300 beers — all within sightline of a 16-foot stuffed polar bear. Some days you may find yourself elbow-to-elbow with Harley riders.

FYI, Lost Isle, the party-goers Mecca of minimal tan lines and classic plastic (both floating and implanted), has bumped out its re-open date for yet another year.

For additional information for Delta activities: <http://californiaDelta.org>.

— martha blanchfield

from the 'what the heck' file

Thanks to the America's Cup, catamarans with wing sails have been a common sight in San Francisco Bay for the past few years. But when a 42-ft trimaran with a lime green wing and a jaunty trim tab atop its mast paraded slowly around McCovey Cove during the San Francisco Boat Show in January a murmur of "What's that?" was heard up and down the docks. It clearly wasn't a race boat.

The computerized wing was developed by Wind + Wing Technologies and Photo Composites to demonstrate to San Francisco's ferry companies how harnessing wind power could reduce fuel consumption and emissions. "We've been talking about putting sails on ferries to cut fuel costs since the late 1980s," says Jay Gardner, the president of Wind + Wing, who is also the co-owner of Adventure Cat Sailing Charters. He has more than 20 years experience operating daily sailing excursions on the Bay. "We were convinced that this technology works."

For five months, the boat went out on demo sails to showcase the technology to officials from the ferry companies, the Port of San Francisco, media from around the world and other interested parties. A major focus of these daysails was to show the ease of operation. Unlike the complicated America's Cup boats, a trim tab at the top of the W+W wing sets itself automatically to the proper wind angle. Tacks and jibes happen effortlessly, with no human intervention. The wing contains sensors that feed information to analyze wind speed and its impact on fuel consumption. The five months of demos proved that at 7 knots of boat speed, a wind speed of 20 knots decreased fuel consumption by 65%. In 15 knots of wind, it reduced it by 33%. Over a year, the fuel reduction would be an estimated 42%.



Jay Gardner

Gardner's last demo sail on the boat was May 30, the morning he submitted his final report. Did any big surprises result from the months of data collection? No. "The tests told us what we thought we already knew," says Gardner. "Before the test we were 95% sure. Now we are 100% sure."

Don't expect to see wings atop S.F. Bay ferries anytime soon. "It has to be a new build. The Coast Guard is very conscious about stability." But the demos were successful in proving the concept to ferry operators who are keen to cut fuel costs — their biggest operating cost after staffing. "The ferry guys are getting it," says Gardner. "There is a totally different attitude."

What's next for the green wing? You may see it moving back and forth from Stockton to Oakland. Moving tractor trailers on the route costs \$1 million a month. "They are very anxious for us to do another test," Gardner says. "It should be able to reduce that fuel bill by half."

Sail power may be an outdated technology in some areas, but with the Bay Area's notorious breezes, adapting sail power to commercial vessels here could be a win-win, for both operators and the environment.

— elisa williams