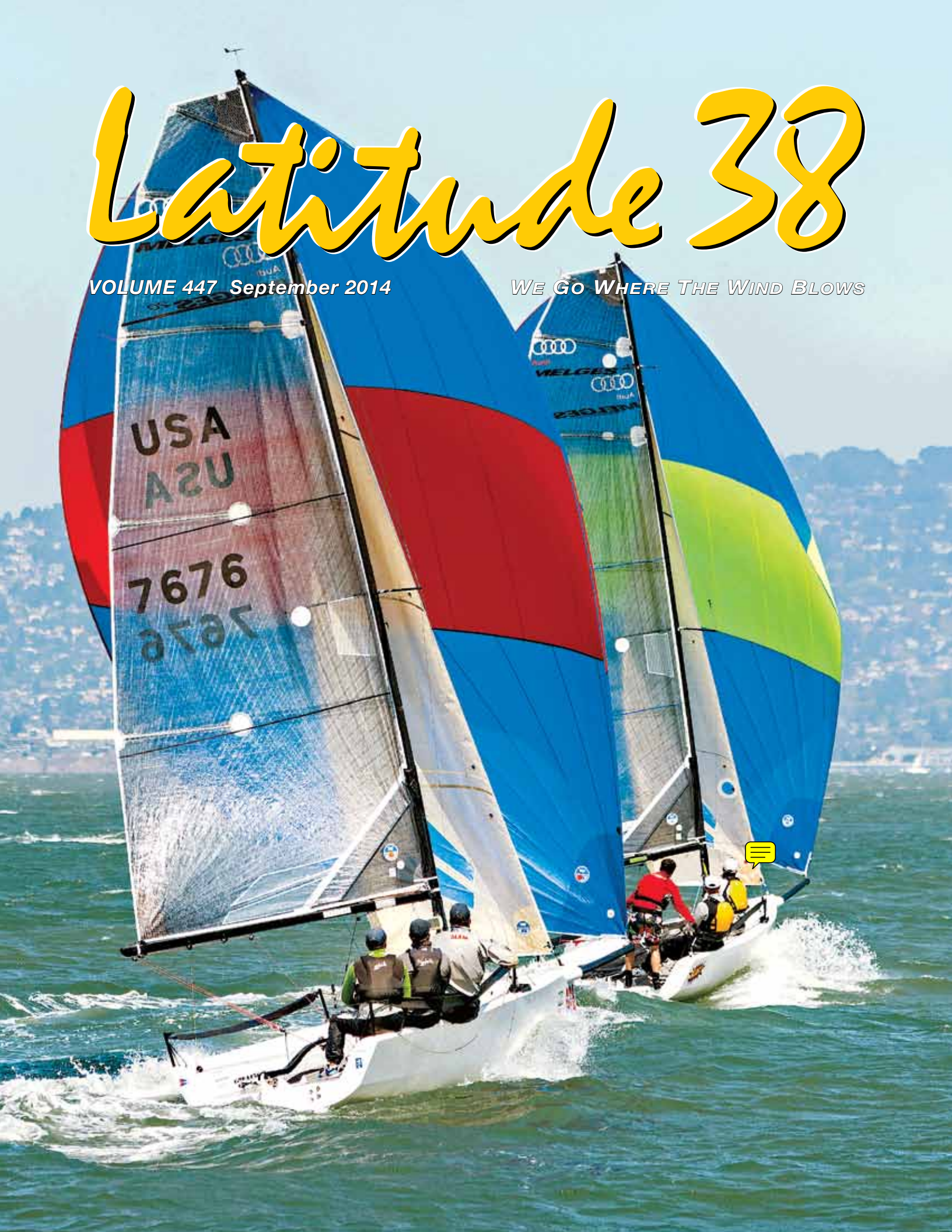


Latitude 38

VOLUME 447 September 2014

WE GO WHERE THE WIND BLOWS



GRAND MARINA



SEASONS CHANGE

AND SO SHOULD YOU.

IT'S TIME TO COME UP TO A COOL CHANGE – CHANGE TO GRAND MARINA.

Our full service marina center is home to many services including a boatyard, consignment shop, canvas maker, sail makers, metal fabrication and many more. Come check us out!

Very rare 53' slips available, call for details.



GRAND MARINA

THE BAY AREA'S PREMIERE BOATING COMMUNITY

510.865.1200

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

- ◆ Prime deep water double-fingered concrete slips from 30' to 100'.
 - ◆ Great Estuary location in the heart of beautiful Alameda Island.
 - ◆ Complete bathroom and shower facility, heated and tiled.
 - ◆ Free pump-out station open 24/7.
 - ◆ Full-service Marine Center and haul-out facility.
 - ◆ Free parking.
 - ◆ Free on-site WiFi.
- And much more...

Directory of Grand Marina Tenants

Blue Pelican Marine	140
Boat Yard at Grand Marina, The...	20
Marchal Sailmakers	140
MarineLube	141
New Era Yachts.....	144
Pacific Crest Canvas.....	32
Pacific Yacht Imports	24
Alameda Canvas and Coverings	
Alameda Marine Metal Fabrication	
UK Sailmakers	

One Wabbit Won

A Wylie Wabbit is a crazy little 24-ft sailboat. It only weighs 1,000 pounds and carries one crew member on a trapeze to keep the boat right side up. Each summer the class hosts the Wylie Wabbit Wiver Wun, starting off of the breakwater at Richmond Yacht Club, proceeding up the Sacramento River then the San Joaquin River and finishing at Delta Marine Yacht Harbor in Rio Vista.

This year's leader was Colin Moore's *Kwazy*, powered by his new Pineapple Sails spinnaker.

Big or small, heavy or light, up the river or across the ocean, race or cruise, Pineapple Sails has the expertise to design and build the sails you need. And every Pineapple Sail is built from start to finish right here in sunny Alameda!



*Kwazy**

YOUR DEALER FOR: Musto foul weather gear, Dubarry footwear, and Spinlock Deckwear

Sails in need of repair may be dropped off at West Marine in Oakland or Alameda and at Inland Sailing Company in Rancho Cordova.

Like us on Facebook.



PINEAPPLE SAILS

*Powered by Pineapples

Phone (510) 522-2200

Fax (510) 522-7700

www.pineapplesails.com

2526 Blanding Ave., Alameda, California 94501

BOAT LOANS

from



Trident Funding

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

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

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

www.tridentfunding.com

Loans will be arranged or made pursuant to a
California Finance Lenders License #605 1871.

CONTENTS

subscriptions	6
calendar	10
letters	22
sightings	70
second half opener	82
pacific puddle jump recap	88
baja ha-ha profiles, pt. I	94
max ebb: mind the gap	102
the racing sheet	106
world of chartering	112
changes in latitudes	116
classy classifieds	132
brokerage	142
advertisers' index	143

Cover: Don Thielman's Melges 20 *Kuai* chases Ron Vandermeer's *Blast!* across the Olympic Circle during last month's Summer Keel Regatta.

Photo: Leslie Richter / www.rockskipper.com

Copyright 2014 Latitude 38 Publishing, LLC

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.

SELECT BROKERAGE



JEANNEAU 45 DS, 2008
Asking \$298,777



ISLAND PACKET 380, 2000
Asking \$225,000

BENETEAU BROKERAGE

BENETEAU 473	2006	\$245,000
BENETEAU 423	2005	\$159,000
BENETEAU 41	2014	\$279,000
OCEANIS 31	2014	\$149,000
OCEANIS 31	2009	\$107,000
FIRST 25	2014	\$89,000
FIRST 20	2013	\$57,500

EXCLUSIVE BROKERAGE

ISLAND PACKET 485	2006	\$529,000
JEANNEAU 45 DS	2008	\$298,777
JEANNEAU 45	2007	\$225,000
DUFOUR 44	2004	\$249,000
JEANNEAU 43 DS	2003	\$169,999
HUNTER 42 CC	2002	\$139,000
ISLANDER 41	1976	\$67,000
SANTA CRUZ 40	1983	\$84,000
ISLAND PACKET 380	2003	\$235,000
ISLAND PACKET 380	2000	\$225,000
BALTIC 38	1983	\$114,900
ISLANDER 36	1973	\$29,500
TARTAN 3400	2007	\$159,888
HUNTER 33	2004	\$79,000

POWER BROKERAGE

MIKELSON 61 PH	2002	\$795,000
OFFSHORE 58	1995	\$795,000
CAMARGUE 48	1988	\$218,888
GRAN TURISMO 44	2013	\$499,000
BAYLINER 3988	2001	\$144,500



Oceanis 45

Join us for Boat Fest September 18-21
Marina Village – Alameda

Learn why Beneteau is the number one brand in the world,
with features and craftsmanship at an unparalleled price.



EVENTS CALENDAR

September 5-7	Beneteau Rendezvous	Marin Yacht Club
September 13	Try Before You Buy Oceanis 318	Pt. Richmond Office
September 20	Boat as a Business Seminar and Open Boats	Alameda Office
September 18-21	Boat Fest Marina Village, Alameda	Alameda Office
September 27	Try Before You Buy Oceanis 48	Pt. Richmond Office



www.passageyachts.com

TWO LOCATIONS OPEN 7 DAYS A WEEK

1220 Brickyard Cove Rd
Pt. Richmond, CA
p: 510-236-2633
f: 510-234-0118

1070 Marina Village Pkwy, #101
Alameda, CA
p: 510-864-3000
f: 510-337-0565

POWER & SAIL NEW BOAT SALES • BROKERAGE • CONCIERGE OWNER'S SERVICES • CHARTER PLACEMENT

VARIPROP

Variprop is the finest automatically feathering propeller available in the world today



- Near zero sailing drag
- Powerful thrust in head seas
- Incredible control in reverse
- External and separate pitch adjustment for forward and reverse
- Greatly reduced "propwalk"

- Soft Stop™ Multidisc Brake to minimize impact when reversing blades
- 2, 3, and 4 blade models and Saildrive
- Simple, easy, one piece installation—no shaft modifications required

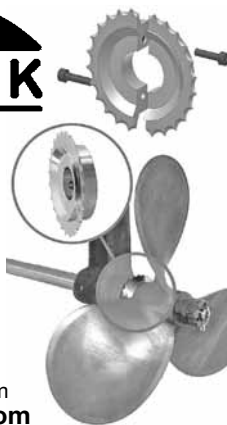
401-847-7960
Fax: 401-849-0631

747 Aquidneck Ave.
Middletown, RI 02842

info@varipropusa.com
www.varipropusa.com

SHAFT SHARK

The best rope,
line and debris
cutter there is!



401-847-7960
sales@ab-marine.com
www.ab-marine.com

USCG
APPROVED
2NM LIGHTS

Navisafe Navi Light 360°

Dinghy & Emergency Lighting from Navisafe



The new Navi Light 360° is a cost-effective, super bright LED light that is visible in darkness from up to 5nm. Its high burn time, small size, waterproof qualities and ability to float make it a convenient and cost-effective addition to any cruiser's arsenal!



401-847-7960
sales@ab-marine.com
www.ab-marine.com

SUBSCRIPTIONS

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

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

eBooks email list. *Free!*

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

Email: _____

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

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

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

Gift Subscription Card to read from: _____

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

Name _____

Address _____

City _____ State _____ Zip _____

Phone: () _____ Email: _____

CREDIT CARD INFORMATION MASTERCARD VISA AMERICAN EXPRESS
Min. Charge \$12 Number: _____ Exp.: _____ csv: _____

INDIVIDUAL ISSUE ORDERS Current issue = \$6 ea.

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

DISTRIBUTION

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

Please send me further information for distribution outside California

Business Name _____ Type of Business _____

Address _____

City _____ State _____ Zip _____

County _____ Phone Number _____

Latitude 38

"we go where the wind blows"

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

www.latitude38.com



15 Locust Avenue, Mill Valley, CA 94941
Ph: (415) 383-8200 Fax: (415) 383-5816



SAIL California



Also representing Jeanneau & Leopard
in partnership with Cruising Yachts



New J Boats



**Now Representing
Alerion Sailboats**



**Now Representing
C&C Sailboats**



'90 Santa Cruz 70 \$385,000



'94 Schooner 66 \$275,000



'88 Tayana 55 \$224,900



'04 Santa Cruz 53 \$649,000



'02 Custom 50 \$449,000



'06 J Boats J/124 \$220,000



'03 Reichel Pugh 44 \$274,900



'05 J Boats J/133 \$320,000



'12 Beneteau F. 40 \$199,000



'12 McConaghy 38 \$299,000



'04 J Boats J/109 \$169,900



'95 J Boats J/105 \$65,000

61' C&C Ketch '72.....	\$148,500	36' Nova 36 '89.....	\$79,999
60' Open 60	\$749,000	35' J Boats J/105 '92.....	\$65,000
50' Owen Clarke '03.....	\$195,000	35' J Boats J/105 '01.....	\$78,000
43' J Boats J/133 '06.....	\$350,000	35' J Boats J/105 '02.....	\$99,000
40' Hunter Legend '90.....	\$70,000	35' J Boats J/35 '93.....	\$42,500
38' Alerion 38 '06.....	\$239,000	30' J Boats J/92 '96	\$45,000

**Join us for BoatFest,
Sept. 18-21 in Marina
Village Yacht Harbor!**

SAIL CALIFORNIA
1070 Marina Village Pkwy, #108
Alameda, CA 94501

Alameda (510) 523-8500
San Fran. (415) 867-8056
So. Calif. (562) 335-7969

Visit our website at
www.SailCal.com

CALIFORNIA'S MULTIHULL LEADERS

WEST COAST
MULTIHULLS



SEAWIND 1160 LITE
\$319,000!



FOUNTAIN PAJOT HELIA 44
NEW 2013 • \$599,000



SEAWIND 1000XL2
New England • \$299,000



CORSAIR CRUZ 970
TRIMARAN



GEMINI LEGACY 35 CAT
\$199,495



CORSAIR 750 DASH
TRIMARAN



BEST MULTIHULL BROKERAGE



CORSAIR 31 UC
\$119,000



FOUNTAIN PAJOT 43
2003 • \$349,000



PDQ 32 CATAMARAN
A cool #10 • \$120,000



CORSAIR SPRINT 750 MkII
2012 • \$64,900



FOUNTAIN PAJOT 56
1997 • \$549,000



34' GEMINI 105 MC
Three from \$95,000



NORSEMAN 400
Liveaboard • \$165,000



SUNCHASER 58
Priced to sell at \$595,000

San Diego
(619) 571-3513
kurt@westcoastmultihulls.com
www.westcoastmultihulls.com

West Coast Multihulls and Helms Yacht Sales are teaming up to provide West Coast sailors the most comprehensive line-up of new and used multihulls, with 60+ years combined multihull experience, multihull school and charters, and the largest selection of new multihulls in the West.

San Francisco
(510) 865-2511
helmz@aol.com
www.helmsyacht.com



Cityyachts



Greenline
The Hybrid.

San Francisco's Yacht Broker

Northern California's exclusive agent



44' Farr
1989 • \$148,500



47' Nautor Swan
1976 • \$189,000



40' Passport
1985 • \$145,000



32' Nordic Tug
2006 • \$239,000

POWER

- 62' Service Ship, 1974.....\$879,000
- 48' DeFever LRC/Trawler, 1980\$149,500
- 44' Sea Ray 440 Express Bridge, 1997\$149,900
- 43' Hatteras, 1979\$85,000
- 42' Grand Banks Class, 1971\$63,000
- 41' Storebro SRC 400, 1990.....\$139,000
- 40' Greenline, New 2014Call for Pricing
- 39' Sea Ray SF Sedan, 1985/1991 refit.....\$135,000

ALSO FEATURING:

- 34' Californian, 1982.....\$48,000
 - 33' Greenline diesel/electric, 2014...free fuel for 3 years!
 - 32' Wasque, 1973.....\$85,000
 - 27' Boston Whaler Offshore Walkaround, 1992.\$69,000
- SAIL**
- 44' Jeanneau, 1991\$119,000
 - 40' Beneteau, 2009\$175,000
 - 30' Cape Dory Motorsailer, 1986.....\$44,900

10 MARINA BLVD., SAN FRANCISCO, CA 94123 • Toll Free: 877-444-5091 • 415-567-8880
FAX (415) 567-6725 • email: sales@citysf.com • website: www.citysf.com

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

CALENDAR



LIVE
DEMO

MEET THE
ULTRA FEED®

U.S. Sailboat Show

Annapolis, Maryland

October 9-13, 2014 • Tent H, 24-27

800.348.2769 | www.sailrite.com

Patents: #6499415, #7438009

Non-Race

Aug. 30 — *Maidentrip*, a film about circumnavigator Laura Dekker, followed by a Q&A with Stephanie Evans, Commodore of Cal Sailing Club, at the West Branch of the Berkeley Library, 3:00 p.m. Preceded by a knot-tying workshop at 2:00 p.m. Info, (510) 981-6241 or www.berkeleypubliclibrary.org.

Aug. 30-Oct. 4 — Sail the Bay aboard SF Maritime Park's historic scow schooner *Alma* on Saturdays, 12:30-4 p.m. \$20-\$40. Info, (415) 447-5000 or www.nps.gov/safr.

Sept. 1 — Excuse #1 to go sailing on a Monday: Labor Day.

Sept. 3-24 — 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.

Sept. 5-7 — Wooden Boat Festival, Port Townsend, WA. Featuring 300+ wooden vessels and a who's who of wooden boat experts. Info, (360) 385-3628 or www.nwmaritime.org.

Sept. 6, Oct. 4 — Chantey Sing aboard *Balclutha* at Hyde Street Pier in SF, 8 p.m.-midnight. Dress warmly and bring your own mug. Free, but RSVP to Peter, (415) 561-7171.

Sept. 6-7 — Pittsburg Seafood & Music Festival, Pittsburg Marina. Saturday, 10 a.m.-7 p.m. Sunday, 10:30 a.m.-6 p.m. Tickets \$6-\$10; kids under 6 free. Pittsburg Chamber, (925) 432-7301 or www.pittsburgseafoodandmusicfestival.com.

Sept. 7 — Classic & Unique Boat Show at the Fairgrounds in Grass Valley, a new feature of the Roamin Angels' weekend-long car show. Info, www.roaminangels.com.

Sept. 7-13 — SoCal Ta-Ta II Cruising Rally from Santa Barbara to Catalina, with stops at Santa Cruz Island, Paradise Cove and Redondo Beach. Info, www.socaltata.com.

Sept. 8 — Excuse #2 to go sailing on a Monday: a full moon.

Sept. 8-29 — 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.

Sept. 10 — Liferaft training at Encinal YC in Alameda, 3:30-5 p.m. Reservations required. \$49 before Sept. 5; \$60 after. Sal's Inflatable Services, (510) 522-1824.

Sept. 10 — Cruising Mexico Seminars presented by Mexico marina managers, downstairs at EYC, 4-6 p.m. Free. Info, Paradise Village Marina, 011 52 (322) 226-6728, or Marina El Cid, 011 52 (669) 916-3468.

Sept. 10 — *Latitude 38's* Mexico-Only Crew List Party & Baja Ha-Ha Reunion, upstairs at EYC, 6-9 p.m. Free for registered 2014 Baja Ha-Ha skippers & first mates; \$7 cash for everyone else. Munchies, door prizes, slide show, Mexico experts, demos, and no-host bar. Info, (415) 383-8200 or www.latitude38.com/crewlist/CrewParty/CrewParty.html.

Sept. 10-14 — Boats Afloat Show on South Lake Union in Seattle, WA. Info, www.boatsafloatshow.com.

Sept. 11, Oct. 9 — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meetings at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Sept. 13 — Sea Music Festival on Hyde Street Pier and aboard *Eureka* & *Balclutha*, 10 a.m.-4 p.m. Costumed Living History players, maritime crafts, music workshops. Music on the pier is free. \$5 vessel admission; kids free. Chantey sing, 7:30-10:00 p.m., is free, but RSVP to Peter at (415) 561-7171. Info, (415) 447-5000 or www.nps.gov/safr.

Sept. 13 — Delta Blues Festival, in Antioch's Rivertown District. Music starts at noon. Food & crafts vendors. Free.



F A R A L L O N E

Northern California
Boat Fest

 Marina Village Yacht Harbor
 AT OUR DOCK • SEPT. 18-21



IN STOCK

CATALINA 385

2015 NEW MODEL YEAR



DEMO RIDES

GLACIER BAY 2780

2014 MODEL YEAR CLOSEOUT PRICING



AT OUR DOCK

RANGER TUGS 31 SEDAN

NEW 2015 MODEL YEAR IN STOCK



Exclusive dealer for **Catalina** Yachts



AT OUR DOCK

47' Tayana Center Cockpit, 1990 \$244,900
 Ready to cruise the Baja Ha-Ha!



AT OUR DOCK

42' Catalina MkII, 1996 \$129,900
 Price just reduced; very well equipped.



AT OUR DOCK

31' Ranger Flybridge
 2014 Closeout



AT OUR DOCK

40' C&C 121, 1999 \$137,000
 Just listed – great racer/cruiser.



AT BOAT FEST

35' Catalina 350, 2004 \$117,000
 Like new condition – great couples cruiser.



AT OUR DOCK

27' Ranger Tug, 2015



REDUCED

39' Cal, 1989 \$89,900
 Equipped for cruising – top condition.



AT OUR DOCK

36' Pearson, 1986 New Listing \$59,500
 New jib, standing rigging and more.



AT OUR DOCK

25' Ranger SC
 2014 Closeout

Pre-Owned Catalina Yachts at Our Docks

42' Catalina, 1996	REDUCED \$129,900
38' Catalina 380, 1997	92,500
35' Catalina 350, 2004	117,000
34' Catalina, 1986	39,500
32' Catalina 320, 2000, not at our dock	52,500
32' Catalina 320, 1994	49,500
30' Catalina, 1988	16,000

We need Catalina listings. First month's berthing is FREE!

Pre-Owned Sailing Yachts

47' Tayana CC, 1990	NEW LISTING 244,900
44' Norseman 447, 1984	REDUCED 139,000
43' C&C, 1973	225,000
40' C&C 121, 1999	NEW LISTING 137,000
40' Wilderness, 1983	44,900

40' Cheoy Lee Offshore, 1968	24,500
39' Cal, 1989, cruise equipped	REDUCED 89,500
36' Pearson 36-2, 1986	NEW LISTING 59,500

Pre-Owned Ranger Tugs

29' Ranger Tug, 2010	JUST REDUCED 165,000
25' Ranger Tug, 2008	NEW LISTING 109,000
21' Ranger Tug EC, 2008	39,500

Pre-Owned Power Yachts

Stephens 70 Classic Motor Yacht, 1966	1,100,000
Freedom Yachts Legacy 40, 1996	REDUCED 199,500



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

www.FaralloneYachts.com

We Have Slips for Quality Pre-Owned Boats!

WHEN THE STATUS QUO IS THE STATUS SLOW

TRIM FASTER POINT HIGHER

With Harken's double-acting hydraulic backstay adjuster.

"We thought, 'Why stick with the status quo? Let's go with something innovative to make our integral stand above the rest.' The result was the first ever double-acting hydraulic backstay adjuster."

- Robbie Young,
Harken Hydraulics Manager

One tool
installs
captive
pins

*Easy viewing
from the cockpit:
Analog gauge at top
of cylinder adjusts
to 4 positions

Reduce windage
with internal pressure
tube design

*Two times faster than
single-acting pumps.
Push/pull handle
provides continuous
oil delivery

*Pressure-release knob
cannot be overtightened
by hand; prevents damage
to valve

3 ways to attach stainless
handle: permanent,
semipermanent, nonlocking

*Feature is Exclusive to Harken

NOW IN 4 SIZES!

Fits 5.5 to 9.5 mm wire (7/32 to 3/8 in).

HARKEN®

INNOVATIVE SAILING SOLUTIONS

www.harken.com



CALENDAR

with lots of free parking. Info, www.deltabluesfestival.net.

Sept. 13 — Open House at Pt. San Pablo YC in Pt. Richmond, 2-6 p.m. Norm, (510) 233-1046 or www.pspyc.org.

Sept. 14 — Sail Fest, Marina Plaza Harbor, Sausalito, 11 a.m.-6 p.m. Free admission, sailboat rides, music, food, vendors, boat show, kids' zone. Modern Sailing, (415) 331-8250.

Sept. 14, Oct. 12 — Introductory Sail Open House at Cal Sailing Club in Berkeley, 1-4 p.m. Info, www.cal-sailing.org.

Sept. 18-21 — Northern California Boat Fest, Marina Village, Alameda. Thu.-Fri. 12-5 p.m.; Sat.-Sun. 11 a.m.-5 p.m. New & used, power & sail, seminars, marine exhibits, music & food. Free admission & parking. Info, www.boat-fest.com.

Sept. 19 — Ahoy mateys, it's Talk Like a Pirate Day. Info, www.talklikeapirate.com.

Sept. 20 — California Coastal Cleanup Day at a beach or waterway near you, 9 a.m.-12 p.m. Info, www.coast4u.org.

Sept. 20 — Leukemia Cup VIP reception, auction & dinner with guest speaker Wendy Schmidt, SFYC, 6-10 p.m. Robin, (415) 625-1132 or www.leukemiacup.org/gba.

Sept. 20 — Marine Swap Meet, Martinez Marina, 8 a.m.-1 p.m. Free to sell or browse. Info, (925) 313-0942.

Sept. 20-21 — Women's Sailing Seminar for beginner through diva levels at Island YC, Alameda. Info, www.iyc.org.

Sept. 23 — First day of autumn.

Sept. 27 — PICYA Margo Brown Wheelchair Regatta, a powerboat cruise for disabled veterans, followed by a picnic at Encinal YC. Linda, (510) 851-4387 or www.picya.org.

Oct. 3-5 — Westsail Rendezvous, San Leandro Marina. Saturday open boats at noon. Info, www.westsail.org.

Oct. 4 — Port of Redwood City Port Fest. Boat rides, fun run, live music, food booths & trucks, beer garden & tiki bar, kids' activities. Free. Info, www.rwvportfest.com.

Oct. 4 — Marine Gear Swap Meet, Chula Vista Marina, San Diego, 7 a.m.-noon. Info, www.cvmarina.com.

Oct. 9-13 — San Francisco Fleet Week and the return of the Blue Angels. Info, (415) 306-0911 or www.fleetweek.us.

Oct. 13 — Caregivers Sailathon fundraiser, Ventura. Sailboats, powerboats and human-powered watercraft welcome. Info, (805) 658-8530 or www.vccaregivers.org/events.php.

Oct. 26-Nov. 8 — 21st Annual Baja Ha-Ha Cruising Rally from San Diego to Cabo San Lucas with stops in Turtle Bay and Bahia Santa Maria. Info, www.baja-haha.com.

Racing

Aug. 29-30 — Windjammers Race from San Francisco to Santa Cruz, with racing and cruising divisions. SCYC, www.scyc.org.

Aug. 29-31 — Express 27 Nationals at SFYC. Info, www.express27.org.

Aug. 29-31 — Dolphin Cup/Moore 24 Nationals. MPYC, www.mpyc.org.

Aug. 30 — Jazz Cup, from SF Bay to Benicia. SBYC/BenYC, www.southbeachyc.org.

Aug. 30 — Double Angle Race from Santa Cruz or Monterey to Moss Landing. ElkYC, www.elkhornyc.com.

Aug. 30, Sept. 6 — WBRA races on the Cityfront. YRA, (415) 771-9500 or www.yra.org.

Aug. 30-31 — Perpetual Regatta. Tahoe Windjammers YC, www.tahoewindjammers.com.

Aug. 30-31 — Redwood Regatta, Big Lagoon, north of Eureka in the Redwoods by the ocean. Sailing, camping, and free boat launch. Humboldt YC, www.humboldt yachtclub.org.

Aug. 30-31 — Labor Day Regatta and Laser District 25 Championship in Long Beach. ABYC, www.abyc.org.

Aug. 30-31 — Mercury Class Labor Day Regatta at Still-

THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH

Get ready for
fall sailing –
**FALL
DISCOUNTS
NOW IN
EFFECT**

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

HOOD Sails & Service

HOOD New Sails

HOOD Sail Repairs

HOOD Furling Conversions

HOOD Free Pickup & Delivery



SAILMAKERS



Chesapeake

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

PHOTO COURTESY
SWIFTSURE YACHTS
www.OutboundYachts.com

HOOD SAILMAKERS 465 Coloma Street, Sausalito, CA 94965

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

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

Outboard Engine Owners:

WE UNDERSTAND



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

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

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



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

MARINE OUTBOARD

since 1990

OUTBOARD SALES, SERVICE, REPAIR, PARTS

(415) 332-8020

Nissan
Tohatsu
Johnson
Evinrude



Honda
Mariner
Mercury
Yamaha

35 Libertyship Way • Sausalito, CA 94965

Conveniently located at Libertyship Marina

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

CALENDAR

water YC. Info, www.mercury-sail.com or www.sycpb.org.

Aug. 30-Sept. 1 — SRSC Labor Day Invitational Regatta on Tomales Bay with camping at Marshall Beach. Bill, (707) 538-9139 or www.santarosasailingclub.org.

Aug. 31 — Bang and Go. SCYC, www.scyc.org.

Sept. 1 — Labor Day Laser Sail-Off. HMBYC, www.hmbyc.org.

Sept. 6 — Great SF Schooner Race. SFYC, (415) 435-9133 or www.sfyf.org.

Sept. 6 — YRA Summer #3, run by SBYC. YRA, (415) 771-9500 or www.yra.org.

Sept. 6 — Championship Series #4. CYC, (415) 435-4771 or www.cyc.org.

Sept. 6, 27 — Etchells Fleet Run #3 & #4 on the Berkeley Circle. Info, www.sfetchells.org.

Sept. 6, Oct. 11 — Fall Series. SSC, www.stocktonsc.org.

Sept. 6-7 — Kip Lar Rieu Tahoe Laser Fleet Championship at Stampede Reservoir in the Tahoe National Forest near Truckee. Tahoe YC, www.tahoeyc.com.

Sept. 6-7 — BAYS #5 at Half Moon Bay YC. Info, www.bayarea-youthsailing.com.

Sept. 6-7 — West Marine Fun Regatta for junior sailors. SCYC, www.scyc.org.

Sept. 6-7 — Millimeter Nationals. EYC, www.encinal.org.

Sept. 7 — Late Summer Race. Tahoe Windjammers YC, www.tahoewindjammers.com.

Sept. 7, 14, 21, 28 — Governor's Cup on Folsom Lake. FLYC, www.flyc.org.

Sept. 7, 28 — Fall One Design. MPYC, www.mpyc.org.

Sept. 7, 28 — Fall Series Races #2 & #3. FSC, www.fremontsailingclub.org.

Sept. 7-15 — International Canoe Worlds at RYC. Info, www.intcanoe.org or www.richmondyc.org.

Sept. 8-12 — Snipe Western Hemisphere & Orient Championship, hosted by SDYC. Info, www.snipewho.org.

Sept. 11-14 — Rolex Big Boat Series. StFYC, (415) 563-6363 or www.rolexbigboatseries.com.

Sept. 13 — North Bay Series #6. VYC, www.vyc.org.

Sept. 13 — Half Moon Bay Race for singlehanders and doublehanders. SSS, www.sfbaysss.org.

Sept. 13 — Interclub Series #6 in the South Bay, run by CPYC. Info, www.jibeset.net.

Sept. 13 — Singlehanded/Doublehanded #5/Commodore's Cup. SeqYC, www.sequoiayc.org.

Sept. 13 — Tornberg Regatta for TYC members only. Info, www.tyc.org.

Sept. 13, Oct. 11 — Konocti Bay Series on Clear Lake. KBSC, www.kbsail.com.

Sept. 13, Oct. 11 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

Sept. 13-14 — PHRF Monterey Bay Championships. ElkYC, www.elkhornyc.com.

Sept. 14 — Commodore's Cup. EYC, www.encinal.org.

Sept. 14 — Baxter-Judson Series race. PresYC, www.presidiyachtclub.org.

Sept. 19-21 — I-14 and Wylie Wabbit Nationals. RYC, www.richmondyc.org.

Sept. 19-21 — Herb Meyer Regatta. BAADS, www.baads.org.

Sept. 20 — WBRA #7, run by CYC. YRA, www.yra.org.

Sept. 20 — OYRA #8, run by SBYC. Info, www.jibeset.net.

Sept. 20 — Barth Memorial Regatta, a team race between SeqYC and CPYC. Info, www.sequoiayc.org.

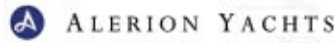
Sept. 20 — Cal Cup Windsurfing Race Series. BYC, www.berkeleyyc.org.



Cruising Yachts



Also representing Alerion, C&C and J/Boats in partnership with Sail California



'02 Beneteau 473 \$272,000



'05 Catalina 42 MKII \$149,900



'04 Tartan 4100 \$315,000



'99 Catalina 400 \$159,000



'98 Hunter 410 \$98,850



'84 Hunter 40 \$44,500



'04 Catalina 400 \$185,500



'07 Jeanneau 39i \$164,500



'87 Hunter 37 \$49,750



'88 J/Boats J/35 \$42,750



'04 Catalina 36 MKII \$100,000



'89 Catalina 34 \$42,500

2010 Jeanneau 57 \$774K
 2009 Jeanneau 54DS \$525K
 2007 Jeanneau 49DS \$339K
 2001 Navigator 48 \$324K
 2002 Beneteau 473 \$165K

2014 Leopard 44 \$642K
 2008 Jeanneau 42DS \$219K
 1996 Nautor Swan 40 \$325K
 2004 Catalina 400 \$185K
 2000 Catalina 400 \$173K

2010 Hunter 39 \$185K
 1998 Catalina 380 \$115K
 2014 Jeanneau 379 \$234K
 2009 Catalina 375 \$189K
 2004 Catalina 36 \$112K

1983 Catalina 36 \$39K
 2006 Hunter 36 \$115K
 1988 J/Boats J/35 \$42K
 1995 Pac. Seacraft 32 \$102K
 1994 Catalina 34 \$59K

Alameda Yacht Sales Office

1070 Marina Village Pkwy, #101A
 Alameda, CA 94501

WWW.CRUISEYACHTS.NET

Alameda: (510) 521-1327
 Marina del Rey: (310) 821-8300

San Diego: (619) 681-0633
 Newport Beach: (949) 650-7245

2010 CATALINA 445



AVAILABLE NOW AND TURN KEY THIS CATALINA IS A ONE OF A KIND.

The current owner painted her a gorgeous Flag Blue LP in July 2011 and also had the bottom paint done at the same time. Additional features include; Two Cruisair air conditioning/heating units, Mastervolt Whisper 6000 generator, HRO Seafari Watermaker, KVH M3 TracVision satellite TV antenna and LED lighting under the spreaders, under the dodger and under water.

Currently located in San Diego, this is the perfect boat for anyone considering the Baja Ha-Ha two-week cruisers rally from San Diego to Cabo San Lucas, Mexico October 26-November 8, 2014.

There are many more custom features that you must see in person or use this link to access numerous photo's and full specifications:

<http://www.yachtworld.com/boats/2010/Catalina-445-2492051/San-Diego/CA/United-States>

Available to show anytime, just call!

*Owner wants to trade for a nice,
newer 50 to 60 foot Sportfisher/Sedan.*

ASKING \$319,000

CONTACT BLAKE OVERSMITH
PH: 619-665-7398
EMAIL: BLAKE@STANMILLER.COM

www.stanmilleryachts.com

CALENDAR

- Sept. 20** — Fall One Design #2. SCYC, www.scyc.org.
Sept. 20 — Dick Gardner One Design Race #4. LYSA, www.lakeyosemitesailing.org.
Sept. 20-21 — Open 5.70 PCCs. SCYC, www.scyc.org.
Sept. 20-21 — Totally Dinghy. RYC, www.richmondyc.org.
Sept. 20-21 — Mercury PCCs. LAYC, www.layc.org.
Sept. 21 — Fall 3 & 4 PHRF. MPYC, www.mpyc.org.
Sept. 21 — Small Boat Series #7/Bart's Bash. EYC, www.encinal.org.
Sept. 21 — Bart's Bash for Vanguard 15s at TISC. Info, www.vanguard15.org.
Sept. 21 — Leukemia Cup Regatta for one design and PHRF divisions plus a cruising class activity, hosted by SFYC. Robin, (415) 625-1132 or www.leukemiacup.org/gba.
Sept. 21 — Fannette Island Race. Tahoe Windjammers YC, www.tahoewindjammers.com.
Sept. 21 — Jack and Jill Regatta. SCYC, www.scyc.org.
Sept. 27 — Summer #5. SeqYC, www.sequoiayc.org.
Sept. 27 — One Design #5. LWSC, www.lwsailing.org.
Sept. 27 — Past Commodores. MPYC, www.mpyc.org.
Sept. 27 — Mercury Regatta hosted by InvYC on Tomales Bay. Info, www.mercury-sail.com.
Sept. 27 — Singlehanded Race. KBSC, www.kbsail.com.
Sept. 27-28 — Party Circuit Season Closer, hosted by CYC. YRA, www.yra.org.
Sept. 27-28 — Melges 20 PCCs at SFYC. Info, www.melges20.com.
Sept. 27-28 — Opti PCCs at RYC. Info, www.usoda.org.
Sept. 27-28 — Vice Commodore's Cup for Cal 20s, Coronado 15s & Lasers on Saturday and Optis & Lasers on Sunday. HMBYC, www.hmbyc.org.
Sept. 27-28 — Vanguard 15 Fleet 53 Championship at InvYC. Info, www.vanguard15.org.
Sept. 28 — Fall SCORE #2. SCYC, www.scyc.org.
Sept. 28 — Jack and Jill Race. KBSC, www.kbsail.com.
Sept. 28 — Fannette Island Race. Tahoe Windjammers YC, www.tahoewindjammers.com.
Oct. 2-5 — Prince of Wales U.S. Match Racing Championship. StFYC, www.stfyc.com.
Oct. 3-5 — Melges 20 North Americans at SFYC. Info, www.melges20.com.
Oct. 4 — Shorthanded Regatta. TYC, www.tyc.org.
Oct. 4 — OYRA #9, run by BYC. Info, www.jibeset.net.
Oct. 4 — Oktoberfest. OYC, www.oaklandyachtclub.net.
Oct. 4 — Kay & Dave Few Regatta. CPYC, www.cpyc.org.
Oct. 4-5 — Multihull Regatta, featuring Sea Spray NAs, Weta Nationals, Hobie Division 3 Championship, F-18 Class, and MHRA Points Regatta. RYC, www.richmondyc.org.
Oct. 5 — Jack & Jill. MPYC, www.mpyc.org.
Oct. 5 — Red Bra Regatta for all-female crews. SBYC, www.southbeachyc.org.
Oct. 5, Oct. 12 — Chowder Race #1 & #2. BYC, www.berkeleyyc.org.
Oct. 11 — Jessica Cup. StFYC, www.stfyc.com.
Oct. 11 — Joan Storer Regatta for women skippers. TYC, www.tyc.org.
Oct. 11 — Sunset Series Champion of Champions. SYC, www.sausalitoyachtclub.org.
Oct. 11 — Chowder Cup #1. ElkYC, www.elkhornyc.com.
Oct. 11 — Los Gatos Invitational Challenge Race. SeqYC, www.sequoiayc.org.
Oct. 11 — Champion of Champions. BVBC, (415) 495-9500 or www.bayviewboatclub.org.
Oct. 11 — Los Gatos Challenge Race between LGYC & SeqYC. Info, www.sequoiayc.org.



The New Tartan 101



Dominate the Race Course...



In its first year on the water, the new Tartan 101 has already compiled an enviable race record, dominating its class* while racing against seasoned boats and crews. Featuring a lightweight epoxy infused hull, carbon fiber spar, sprit and rudderpost, bulbed lead keel and an incredible 12' long cockpit, the T101 is rapidly becoming the boat to beat wherever she sails.

...and Cruise in Comfort with the Family.

The U.S.-built 101 delivers the same high quality as Tartan's legendary offshore yachts and can be ordered with a very comfortable cruising interior. Private owners stateroom, stand-up enclosed head, full galley, and berths for up to eight.

These hand-crafted sailing machines can be delivered and commissioned on the West Coast, with a racing sail package, for less than \$250,000.

*Contact us for a complete list of T101 race results.



Blue Pacific Boating is the Tartan representative for the West Coast and maintains a Tartan demo fleet within minutes of the Los Angeles airport. We welcome the opportunity to show you what the T101 can do on the water. To arrange a test sail, contact us at (310) 305-7227 or email us at sales@bluepacificboating.com.

Check us out on Facebook: Tartan 101 Fleet 1 • www.bluepacificboating.com

Sail in to Pier 39,
San Francisco's
Premiere Festival
Marketplace!

60 seconds from
the central bay,
Pier 39's unique
central location
makes feeding
and entertaining
your hungry
crew a breeze!

PIER 39 MARINA



**36'-60'
DOUBLE
FINGER
SLIPS**

- ★ Easy downtown access
- ★ Discounted parking
- ★ 24 hour On-Site Security
- ★ Laundry and WiFi Lounge
- ★ Full Showers and Facilities
- ★ Free Pump Out Station



September News:

SUCCESS!! Our 2014 Pile Driving is DONE!!

**GUEST DOCKING IS
OPEN!**



Sign up for our Guest Docking Special Offers!!
Request your Guest Reservation!!

www.pier39marina.com
Information and Reservations 415-705-5436

CALENDAR

- Oct. 11** — Intraclub Race #4. RYC, www.richmondyc.org.
- Oct. 11-12** — Vallejo 1-2. Sail singlehanded to VYC and doublehanded back to Richmond. SSS, www.sfbaysss.org.
- Oct. 11-12** — Fall Classic. SFYC, www.sfyf.org.
- Oct. 11-12** — Sea Otter Regatta for high school sailors in FJs. MPYC, www.mpyc.org.
- Oct. 11-13** — Snipe Pan American Games Trials. SDYC, www.sdyf.org.
- Oct. 12** — El Toro Stampede at RYC. Info, www.eltoroyra.org.
- Oct. 12** — Lady Skippers Regatta. PresYC, www.presidiyachtclub.org.
- Oct. 14-18** — Farr 40 Worlds. StFYC, www.stfyf.com.

Summer Beer Can Series

- BALLENA BAY YC** — Friday Night Grillers: 8/29, 9/5, 9/19. Info, (510) 865-2511, race@bbyc.org or www.bbyc.org.
- BAY VIEW BC** — Monday Night Madness: 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.benicaiyachtclub.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: 9/12. Darrell, (510) 502-8110 or www.encinal.org.
- ISLAND YC** — Fridays on the Estuary. Summer Island Nights: 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.
- 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 through 9/3. Jim, (510) 277-4676, oyracecom@gmail.com or www.oaklandyachtclub.net.
- PRESIDIO YC** — Crazy Eights Thursday Sunset Series. 9/11. Info, www.presidiyachtclub.org.
- RICHMOND YC** — Wednesday nights: 9/3, 9/17, 9/24. Eric, (510) 841-6022 or www.richmondyc.org.
- ST. FRANCIS YC** — Windsurfing Series, Friday nights: 9/5, 9/19. Kiteboarding Series, Thursday nights: 9/4, 9/18. Robbie, (415) 563-6363, rdean@stfyf.com or www.stfyf.com.
- SANTA CRUZ YC** — Every Wednesday night through 10/29. Info, (831) 425-0690, scyc@scyc.org or www.scyc.org.
- SAUSALITO YC** — Tuesday nights. Summer Sunset Series: 9/2, 9/16. Sunset Championship: Saturday, 10/11. Nick, race@sausalitoyachtclub.org or www.sausalitoyachtclub.org.
- SEQUOIA YC** — Wednesday nights through 10/8. Rick, (650) 255-5766 or www.sequoiayc.org.
- SHORELINE LAKE AQUATIC CENTER** — Lasers in Moun-



INFO@JK3YACHTS.COM

WWW.JK3YACHTS.COM



65' J/Boats J/65 2006
\$1,499,000 Contact: Jeff Brown



56' Perry Custom 1995
\$619,000 Contact: Rick Boyce



50' HANSE 505 2014
\$549,000 Contact: Jack Lennox



42' Bruckman/Zurn 2006
Contact: Kenyon Martin



42' J/42 2000
\$199,000 Contact: Geoff Swing



41' Island Packet SP Cruiser 2007
\$422,500 Contact: Alan Weaver



41' J/125 2000/2009 refit
\$295,000 Contact: Jeff Brown



40' J/Boat J/124 2006
\$279k Contact: Kenyon Martin



38' SABRE 386 2005
\$239,900 Contact: Jack Lennox



35' J/105 2001
\$79,500 Contact: Kenyon Martin



38' True North 38 H 2004
\$249,000 Contact: Rick Boyce



36' Doral Boca Grande 2005
\$148,000 Contact: Alan Weaver



30' Raider 9m RIB 2009
\$69,000 Contact: Jack Lennox

- ADDL SAIL.....**
- 1997 53' J/160 \$530K
 - 2005 52' TP52 \$349K
 - 2007 49' C Burns Schooner \$635K
 - 1997 48' SWAN 48 \$489K
 - 2001 47' BAVARIA 47 \$146K
 - 2006 43' J/133 - Tango \$349K
 - 1997 42' CATALINA 42MkII \$99K
 - 2008 41' X YACHTS X41 \$275K
 - 2010 36' J/111 - JATO \$298K
 - 2001 35' J/105 - Hibiscus \$75K
 - 2001 35' J/105 - Kestrel \$83K
 - 1999 32' J/32 **PENDING**

- ADDL POWER.....**
- 2002 85' AZIMUT 85 \$1,998,000
 - 2006 30' GRADY WHITE \$130K
 - 2002 28' Protector RIB \$81K

- ADDL POWER NEW.....**
- 2015 54' SABRE 54 SE - IPS **CALL**
 - 2015 48' SABRE 48 SE - Zeus **CALL**
 - 2014 42' SABRE 42 SE - Zeus **CALL**
 - 2015 41' BACK COVE 41 **CALL**
 - 2014 37' BACK COVE 37 DE **CALL**

- ADDL SAIL NEW.....**
- 2014 50' HANSE 505 **SOLD**
 - 2014 44' HANSE 445 **CALL**
 - 2012 41' HANSE 415 **SOLD**



In Seattle NOW!
HANSE 445

San Diego: 619-224-6200
Jeff Brown • Kenyon Martin
Rick Boyce



In San Diego NOW!
SABRE 42 SE w/Zeus Pod Drives

Newport: 949-675-8053
Scott Poe • Geoff Swing

Houston: 206-285-6200
Gerry Laster • Jon Jones



In San Diego NOW!
BACK COVE 37 Downeast

Alameda: 510-227-2100
Jack Lennox • Alan Weaver
Diego Gomez

Seattle: 206-285-6200
Bob Pistay





VISIT OUR WEBSITE:
www.boatyardgm.com

We're just a 'click' away.



Click our
 'Yard Cam' and
 'Yelp Reviews'



IT'S SIMPLE!

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

~ COMPARE US WITH THE COMPETITION ~



Go clean into the future.

CALL FOR A RESERVATION

(510) 521-6100 • Fax (510) 521-3684

2021 Alaska Packer Place, Alameda

CALENDAR

tain View, every Wednesday night through 9/24. Roger, (408) 691-0214 or www.laser.org.

TIBURON YC — Every Friday Night through 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.

September Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
8/30Sat	0306/4.6	0838/1.8	1521/5.5	2134/1.2
8/31Sun	0404/4.3	0919/2.2	1603/5.6	2233/1.1
9/01Mon	0517/4.0	1011/2.6	1654/5.6	2339/0.9
	LOW	HIGH	LOW	HIGH
9/06Sat	0340/-0.3	1041/5.2	1547/1.9	2204/6.5
9/07Sun	0427/-0.4	1120/5.6	1639/1.4	2300/6.6
	HIGH	LOW	HIGH	LOW
9/13Sat	0342/5.0	0858/1.8	1524/6.0	2156/0.4
9/14Sun	0451/4.7	0956/2.3	1614/5.8	2301/0.6
	LOW	HIGH	LOW	HIGH
9/20Sat	0348/0.7	1041/5.1	1602/2.0	2204/5.4
9/21Sun	0424/0.7	1110/5.2	1640/1.7	2247/5.4
	HIGH	LOW	HIGH	LOW
9/27Sat	0216/4.8	0731/2.0	1358/5.7	2016/0.4
9/28Sun	0307/4.6	0809/2.3	1437/5.7	2105/0.4

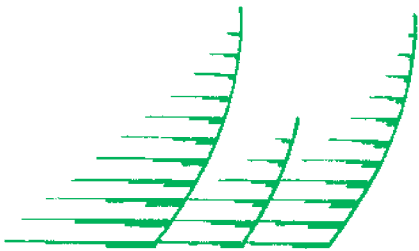
September Weekend Currents

date/day	slack	max	slack	max
8/30Sat		0158/2.7F	0506	0751/3.0E
	1056	1406/2.7F	1704	2016/3.8E
	2353			
8/31Sun		0247/2.5F	0600	0838/2.6E
	1134	1451/2.4F	1744	2105/3.7E
9/01Mon	0051	0344/2.4F	0705	0932/2.2E
	1223	1543/2.2F	1833	2200/3.7E
9/06Sat		0205/4.7E	0603	0904/3.8F
	1216	1443/3.0E	1807	2100/3.3F
	2356			
9/07Sun		0301/5.0E	0651	0950/4.2F
	1300	1534/3.6E	1859	2154/3.8F
9/13Sat		0211/3.7F	0528	0754/3.1E
	1122	1412/3.0F	1712	2015/4.3E
9/14Sun	0015	0310/3.2F	0628	0846/2.4E
	1217	1504/2.5F	1802	2107/3.9E
9/20Sat		0216/3.4E	0606	0916/3.1F
	1207	1458/2.4E	1817	2113/2.6F
	2355			
9/21Sun		0258/3.5E	0646	0950/3.1F
	1243	1526/2.8E	1857	2151/2.8F
9/27Sat		0055/3.2F	0413	0645/3.0E
	0956	1256/2.7F	1548	1903/4.3E
	2241			
9/28Sun		0139/3.1F	0501	0730/2.7E
	1031	1337/2.5F	1624	1948/4.2E
	2329			

Come Visit Us Today!

SOUTH BEACH SAILING CENTER

at the
beautifully renovated Pier 40 in San Francisco



*"The boat looks great.
It really is a pleasure
to come back to a clean
boat. Your service is
fantastic."*

*- David Enzminger,
Hunter 35 'Meerhexe'*

Westwind

Washing • Waxing • Varnishing



(415) 661-2205



Pier 40, South Beach on the Embarcadero • San Francisco
Call Toll Free **888-828-6789**

westwinddetailing@sonic.net
www.boatdetailing.com

South Beach Riggers

**DO IT ONCE.
DO IT RIGHT.
PERIOD.**

- Mast
- Fabrication
- Insurance Work
- Rigging
- Hydraulics
- More...

www.SouthBeachRiggers.com

415.331.3400

Come see us in Sausalito

399 Harbor Dr., Sausalito, CA 94965
8am - 5pm M - F



**NORTH
BEACH
MARINE
CANVAS**

- Cushions
- Interiors
- Exteriors



*Northern California
dealers for:*

HMC
HANDCRAFT
MATTRESS COMPANY

**South Beach Harbor
SAN FRANCISCO**

415.543.1887

nbmc@earthlink.net
www.northbeachmarinecanvas.com

Adjacent to South Beach Harbor and AT&T Park • Close to dozens of fantastic restaurants and shops

ORU KAYAK™

BOX TO BOAT IN 5 MINUTES



USE SAIL14 TO GET A
5% DISCOUNT
WHEN YOU CHECKOUT

DESIGNED & MADE IN CALIFORNIA

orukayak.com

LETTERS

↑↓ FAILURE TO SAVE SWEET OKOLE WASN'T AN OPTION

The rudder on Dean Treadway's Farr 36 *Sweet Okole* snapped off at the most inopportune time during July's Pacific Cup race from San Francisco to Hawaii. We were less than 200 miles from the finish, and we were leading our class at the time.

Although I was as disappointed as everyone, I still had an amazingly great time, as there is something very special to me about being on the open ocean. I suspect that sailing is in my DNA, and I feel very lucky that Dean — with whom I have been sailing for the past 30 years — saw past the complications my Parkinson's would create to invite me back for my fifth Pacific Cup. I believe I was able to function at a high level during the race.

When it comes to pure sailing, *Sweet Okole* is a magical boat. True, she's a bit uncomfortable, as she doesn't have: 1) a



LATITUDE ARCHIVES

head; 2) a nav station; 3) a galley; 4) refrigeration; or 5) headroom. What she does have are those God-awful pipe berths, which are so hard to sleep in. But the first time I lined her up on a 20-ft

tradewind wave, and she took off as if shot out of a cannon, I immediately understood why the many creature comforts weren't wanted.

Losing our rudder was unexpected, but being a part of what followed was a highlight of my sailing career. As required by the race rules, we did have an emergency rudder. Dean had very cleverly designed one that could quickly be made from *Okole's* floorboards. However, installing an emergency rudder at the Richmond YC, where it was calm and where it was possible to putter around to find needed parts to pass inspection, and installing such a rudder while being tossed around in big wind and waves are two different things.

Failure to hang the emergency rudder and have it work properly was not an option for those of us on *Sweet Okole*. If we had to issue a distress call and be rescued, it would have meant that *Okole* would probably have to be scuttled. Fully aware of this, we on the *Okole* crew dedicated ourselves to getting everyone — and *Okole* — safely to Kaneohe.

What followed was an extraordinary team effort, led by Jeff Brantley, Eriksen Digman, and Greg Hoff, who spent the next 30+ hours re-engineering the emergency rudder design to withstand the incredible loads associated with steering a 10,000-lb boat in rough seas. The rudder consisted of a 12-by-60-inch plank of wood connected to the transom by two pintles and gudgeons.

Those three stepped up big-time, as they managed to hang the rudder three times without injury to themselves or damage to the boat. They were able to steer the boat, which required herculean strength, a delicate touch, and intense focus, even while moving at just five knots to reduce stress on the rudder.

I took my turn steering the first night with the emergency rudder and was clearly no better than fourth best at it. The only cool thing about that first night was the intensity of the Milky Way, which illuminated the path to follow. On the second night, with only 30 miles to go, the emergency rudder broke off while I was driving. I'm lucky they didn't hang *me* as the replacement rudder!

The second day was highlighted by the assistance of Paul



SVENDSEN'S BOAT WORKS



TRANSFORM YOUR BOAT INTO A BEAUTIFUL MASTERPIECE

WITH SVENDSEN'S SUPERIOR CRAFTSMANSHIP AND TOPSIDE COATINGS
BY ALEXSEAL, YOUR BOAT WILL NEVER HAVE LOOKED SO GOOD.

Svendensen's uses ALEXSEAL® marine coatings to deliver high quality gloss and seamless repair capabilities to your boat's outer shell with well-trained professional technicians.



ALEXSEAL®
Yacht Coatings

www.svendsens.com

1851 Clement Avenue, in the Alameda Marina

Call 510-522-2886 to learn more!

Boat Yard	x10	Metal Works	x40
Commercial Accounts	x20	Rig Shop	x50
Marine Store	x30	info@svendsens.com	

Pacific Yacht Imports



TAYANA 55, '83 \$200,000



TAYANA 48 DS, '08 \$439,000



CATALINA 470, '06 \$309,000



SLOCUM 43, '83 \$159,000



NAUTICAT 43 KETCH, '84 \$189,000



X-YACHTS 43, '04 \$275,000



TAYANA 42 CC, '89 \$99,900



TARTAN 41, '75 \$52,000



CANADIAN SAILCRAFT 40, '87 \$69,900



SWIFT 40 CC KETCH, '79 \$75,000



HUNTER 380, '01 \$99,900



CATALINA 380, '01 \$135,500



HUNTER 310, '99 \$45,000



NOR'SEA 27 CC, '00 \$69,900

www.pacificyachtimports.net

Grand Marina • 2051 Grand St., Alameda, CA 94501
Tel (510) 865-2541 • tayana@mindspring.com

LETTERS

Elliott and crew on his Pacific Seacraft 44 *Valis*. They took many hours off their racing time to provide us with what ultimately proved to be enough fuel and back-up emergency rudder parts to make it to Kaneohe. As a result of superior seamanship on both boats, the transfers took place without a hitch.

Many thanks to everyone who contributed directly or indirectly to *Okole's* making it to Kaneohe safely — including our concerned wives waiting at the docks. I'd also like to give a shout-out to the crew of *Free Bowl of Soup*, who won our division. They were great competitors on the water and gracious winners on land.

It was a great Pacific Cup.

Bill Keller
Saratoga

SCUTTLED BOATS

Earlier this year, the Kaufman family on the Hans Christian 33 *Rebel Heart* were rescued by the Coast Guard far out in the Pacific. After help arrived, it was decided that the mom and two young daughters should be taken off the boat. Since Eric, the dad, didn't want to try to singlehand the boat, which had some issues, she was abandoned. I get all that.

What I don't get is why the Coast Guard then forced them to scuttle the boat. What would the problem have been with allowing the boat to continue to float on her own, until either somebody salvaged her on the open ocean or she drifted close enough to land for an easy salvage?

I've been reading *Latitude* for ages, and I get the impression that the Coast Guard's standard policy is not to allow boats to be abandoned on the open ocean. Even if they have strobe lights to mark them or position identifying devices aboard to make recovery easy. I understand why they wouldn't allow an EPIRB to be left on, but what about a Spot Messenger, which transmits a boat's position and track anywhere in the world?

I sort of understand that abandoned boats are hazards to navigation, but not really. For one thing, it's a huge ocean out in the middle of the Pacific, so the chances of their being hit are nil. Secondly, if the abandoned boats are left with strobe lights on, and solar panels to charge the batteries to power the strobes, they would be as visible as a lot of other vessels. They could also have an AIS onboard, as well as radar reflectors. In such a case, the only way another vessel could hit them would be if that vessel were being operated negligently.

From an environmental point of view, I'd like to know if the Coast Guard removes all the fuel and other potential pollutants before they scuttle boats. My guess is that they don't.

It just seems all wrong to me to sink perfectly good vessels in the middle of the ocean. Technology has advanced so far that I believe the Coast Guard could do better.

In a more humorous vein, it also makes me wonder what the Coast Guard would do if *Profligate* had to be abandoned in the middle of the Pacific. As I understand it, during a recent refit, the *Wanderer* had the bilges in both hulls divided up into something like 20 separate watertight compartments. Given all that flotation, I don't see how the Coast Guard could sink *Profligate* if they tried. I suppose they could set her on fire, which would cause a lot of pollution, but would only burn her to close to the waterline. She'd then be even more of a hazard to navigation.

Curious Jonathan Anderson
Boatlover Currently Without a Boat
Ventura

Curious — We agree that the Coast Guard's scuttling policy



Act now for
**SUPER
SEASONAL
SAVINGS!**

We've yet to hear of a cruising sailor
who wants to go slower.

The Power to Perform



Contact your North Sails representative today to discover why more cruising sailors choose North than any other sailmaker in the world. We'll help you sail farther and faster.

Channel Islands 805-984-8100 **Costa Mesa Sail Care** 949-645-4660
Marina Del Rey 310-827-8888 **San Diego** 619-224-2424 **Sausalito** 415-339-3000

northsails.com    J.H. Peterson photo



MARINA AMENITIES

- Full service harbor master's office
- Waterfront dining
- Free WiFi access
- Guest facilities with restrooms, showers and dressing rooms
- Water sport rentals
- Surveillance and electronic controlled gates
- Individual water hook ups
- Garbage and recycling disposal



Sausalito's Finest Marina

85 LIBERTY SHIP WAY, #205, SAUSALITO, CA 94965

415•331•5550

FAX 415•331•8523

www.schoonmakermarina.com

LETTERS

should be reviewed. As for Spot Messenger tracking devices, they work in much of the world, but not in large areas of the South Pacific and South Atlantic.

↑↓ TWO BOATS IN FIVE DECADES

It's not unusual for a person to have owned two sailboats in their sailing career. What makes my case a little different is that I owned just two boats over a 51-year career of sailing. What made it good for me is that each boat was perfect for my needs at the time.

Before I tell you about my two boats, I would like to share with you the most important thing I learned about sailing in my more than half a century on the water, which is seeking harmony. There are at least seven things that affect your 'ride' when sailing: the length of your boat and the length of the waves; the speed of your boat and the speed of the wind; and the direction of your boat, the direction of the wind, and the direction of the waves. Sometimes just a minor change in the two that you can control, speed and direction, will make a huge difference in coming into harmony — and thus comfort — with all the different forces that you can't control.

So instead of letting your autopilot and desired speed dictate the quality of the ride, I suggest that you fiddle with both to see if you can't find that sweet spot where all at once everything seems to be more harmonious and smoother. If you have to sail a few degrees off the rhumbline to get somewhere, for example, and it results in a much more comfortable ride, it's worth it. I'm not sure about it, but this may be similar to what the publisher of *Latitude* calls 'Zen sailing'.

Now about my boats. I knew nothing about sailing and did not know a single person who sailed in the early 1960s. With no one to advise me, I bought an Anglemans Sea Witch



ERNIE COPP

Ernie Copp's first boat was an old-school wooden beauty.

ketch. She was 35 feet on deck, but had 12-foot of bowsprit and jib boom. She was gaff-rigged with deadeyes and lanyard rigging. Tarred Manila hemp was still available for the lanyards and running backstays. She had a cast-iron manual anchor windlass, four-part and three-part tackles on the halyards, and not a single winch. She was the perfect boat on which to learn both sailing and seamanship. My children were young teenagers at the time, and we cruised from Santa Cruz Island to Ensenada. We had good sailing adventures while the kids grew up.

One time we rode out a tropical storm in Ensenada. It demolished the dock we were tied to. As the outside boats would break their finger docks loose, my sons and I would pull out their anchor ropes or chains, then tie them to the pilings to keep them from pushing our boat onto the rocks. That was a few days before the 1964 Good Friday earthquake in Alaska. By the time the tsunami from that hit, we had moved up to Oceanside, which at the time had only sea walls. We spent the early morning hours watching the water rush into and out of the harbor. My Sea Witch hit bottom several times. In retrospect, the experiences in Ensenada and Oceanside were great fun and real opportunities to learn.

The Sea Witch went to weather about as well as some charter catamarans — which is to say not very well at all. But on other points of sail, especially reaching, she felt exactly as a

CRUISERS!

HEAD FOR DOWNWIND MARINE

To Help Prepare for Blue Water Adventure

WE HAVE IT ALL

INFO – QUALITY PRODUCTS – SERVICE

*The West Coast's
most
experienced
cruising outfitter.*

Digital Instruments
Watermakers - Filters
Rigging - Lighting
Solar/Wind Power Systems
Plumbing and Ventilation
Anchor Systems and more!

LET US HELP COMPLETE YOUR CRUISING PLANS!

Watch for our cruising seminars, scheduled for October-November, that bring out veteran cruisers, authors and factory reps to share their knowledge on self-sufficient cruising life. Our topics will include Boat Outfitting and Maintenance, 12-Volt Energy Use and Troubleshooting Tips, Emergency Preparedness, Galley Prep with Cooking Tips... and more!

**Meetings at Downwind Marine with
Coffee & Donuts every Wednesday, 10 AM**

**For Fall Schedule, Click *EVENTS* at
www.downwindmarine.com**

Tune to Cruisers' Net
Ch. 68 WHX369 • 8:30 AM Weekdays



THE CRUISER'S CHANDLERY PERFORMANCE SAILING GEAR

2804 Cañon St., San Diego • (619) 225-9411

San Diego Marine Exchange

We are a great family of marine stores with the best in service and resources to meet all your boating needs!

COUNT ON QUALITY

To help with all your boat projects, we proudly supply top quality abrasives, sealants, fillers, tapes, cleaners and waxing compounds, buffing pads and discs made by **3M**.

3M Resists Weather,
Salt Water & Stress

Products like...

3M FAST CURE 4000 UV



3M FAST CURE 4000 UV ADHESIVE

is the ideal adhesive sealant for all your Fall repairs and construction projects. It is resistant to weathering, salt water, and the stresses that are caused by joint movement.

This versatile adhesive seals between mechanically-fastened joints on wood, fiberglass, metal and most plastics – both above and below the water line.

We stock Fast Cure 4000 UV Adhesive at all our stores along with many other superior 3M Marine Adhesives/Sealants including 3M Marine 5200, 3M Marine 4200, and 3M Marine Silicone – these products are offered in several colors and sold in either tubes or cartridges.

3M is a global leader in tapes, abrasives and adhesives for the manufacture, repair and maintenance of autos, aircraft and boats.

For your next project, remember

3M

and San Diego Marine Exchange.

Indian Summer is fast approaching! Are you ready?

Special Package Price:
ONLY \$1295

Package Includes:

- 4 Day Basic Keelboat Course
- 4 Day Basic Cruising Course
- Bay Cruising Workshop
- 1 Year US Sailing Membership
- Club Nautique Membership Initiation
- All Course Materials
- US Sailing Certification  to skipper boats up to 34'
- Classes in Alameda or Sausalito

Offer expires 9/30/2014
One year membership required.



Call Today!

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

Club Nautique

You're at the helm!

www.clubnautique.net

LETTERS

classic sailboat should. My boat had been built in Wilmington of Douglas fir planking with mahogany brightwork. As a result, she was lighter, and thus sailed faster, than sisterships built of teak that were imported from the Far East a few years later. She was also a very charming boat, with varnished masts and gold leaf on her trail boards.

But her manual anchor windlass lost its charm shortly after my boys discovered that girls smelled better than the tarred hemp and varnish that we used on the boat. So they disappeared and I started looking for my second boat. I wanted the largest boat I could handle by myself, but with room for guests and extra crew when desired. This was before many of the improvements sailors now take for granted, such as slabreefing, roller furling, rigid vang, and so forth. The consensus then was that a 500-sq-ft main was all that a man in good physical condition could easily handle.

I did like the concept of a fiberglass hull, but having owned a boat with such beautiful mahogany woodwork, I could not move to an all-plastic boat. So the Cheoy Lee Offshore 50, with the teak overlay above the deck level, and a manageable main, seemed to be just right for me. The only drawback was that she cost exactly twice as much as a new, five-bedroom house in a nice subdivision, and that seemed like an awful lot of money. Then *Orient Star* came on the market, with wood shavings still in the bilge and just 17 hours on the engine. Apparently the person who ordered her had thought she would be a motorsailer. She did have a complete control center down below, but you couldn't really use it with such small windows.

I bought *Orient Star*, trading my *Sea Witch* as part of the deal. Then I began making *Orient Star* just how I wanted her. Nine hundred hours of shipwright labor — at \$10/hour — resulted in a good chart table where the inside steering station



ERNIE COPP

Ernie turned the boat he had, 'Orient Star', into the boat he wanted.

had been, reduced the interior sizes of the fridge and freezer, replaced the bar and bar stools with drawers, and other things like that. The rigging required only the addition of a stainless bowsprit so I could have double headsails. Several years later, after roller furling was perfected, I had it put on all four sails. She was then the perfect boat for me. At no time since I first saw her did I see another boat I would have traded her for.

Orient Star took me to Mexico nine times, Hawaii twice, and New Zealand once. That was everywhere that I wanted to go except Chile. I ran out of time for that trip.

I was very selective in whom I would sell *Orient Star* to, but finally found a very suitable buyer who is moving her to Seattle. After doing some chartering in the San Juans to pay the boat off, he hopes to get her back on the big ocean — where she belongs and does so well.

Adapting the boat I had to the boat I wanted worked very well for me. No matter how any of you choose your boat, I hope she serves you all as well as my two boats served me. And I hope you get 51 years of sailing in.

Ernie Copp
ex-*Orient Star*, Cheoy Lee 50
Long Beach

EXCEL UNDER PRESSURE

**Choose Doyle When You're
Ready To Leave The Crowds Behind.**

**DOYLE
SAN FRANCISCO**
Bill Colombo
Josh Butler
(510) 523-9411



Discover The Difference That Better Engineered Sails Can Deliver.



PROTECT YOUR INVESTMENT

At Svendsen's your vessel will be in good hands with Canada Metal zinc products.

OPEN 7 DAYS A WEEK!
Chandlery & Rig Shop / 510.521.8454
info@svendsens.com / www.svendsens.com
1851 Clement Avenue, in the Alameda Marina

25% OFF

ALL Canada Metal Zincs

Stop by Svendsen's Chandlery and present this voucher to be eligible for this amazing deal!



Redeemable at Svendsen's Chandlery through October 31, 2014.

LETTERS

↑↓ ANY EXCUSE TO FEATURE HOT CHICKS

I saw the August *Sightings* item about the Iranian immigrant who had gone "... from nada to Prada..." and found it interesting for several reasons. Among other things, the rifle that was being held by one of the scantily clad women is actually an AR-15 (not an AK, as in AK-47). I am reasonably confident that the gun is illegal to possess in California, particularly if it was registered before the year 2000. Anyway, funny photos.

Actually, I was in San Diego that day and saw the guy's cars at Driscoll's Boat Yard, and *Profligate* tied up at the yard's work dock.

Dane Faber
WAFI, Vagabond 38
Sausalito

Dane — Perhaps your attention was distracted by the



LATITUDE / RICHARD

photos of the partially clothed 'bodywomen', but you've mixed up two parts of the report. We have no idea what the guy who owns the boat and cars, and who went from "... nada to Prada..." does, other than he says it's all legal. Nor do we know anything

There's a gun in this photo?

about the weapons the women were holding, or the laws that apply to them.

The immigrant from Iran we mentioned, who started by making clothes in his front room, and is now the source for all Levis and most of the clothes in Costco, is an entirely different person. We met him in a swimming pool at Punta Mita, and only included him as another example of a guy who started with nothing and built a successful business, telling us it was only possible in the United States.

By the way, our male readers would like to thank you for giving us an excuse to run another photo of one of the bodywomen.

↑↓ DO AS THE GOVERNMENT TELLS YOU, NOT AS IT DOES

Isn't a person being considered innocent until proven guilty one of the bedrocks of our legal system? Well, that's not how it works with the Orange County Tax Assessor's Office.

I recently got a letter from them telling me that I had to fill out a Vessel Property Statement, and that I owed them tax on my Columbia 43 *Adios!*. I called them and explained that my boat had only been in Orange County for a couple of days, waiting on weather to go north to her homeport of Portland. So I asked them to please take my boat out of their tax records.



COURTESY ADIOS!

The Orange County Tax Assessor's Office can't tell a ragbagger from a stinkpotter.

"No," they told me. Not until I provided them with a copy of the contract I had with my marina in Portland.

"Screw off!" I angrily told to the Tax Assessor's office, and



Cruising Mexico Seminars

**Hosted by
Dick Markie,**

**Paradise Village Marina Harbor Master &
Geronimo Cevallos,
Marina El Cid Harbor Master**



SEMINARS AT:

Encinal Yacht Club
Before Latitude 38 Crew List Party
Wed. Sept. 10th, 4:00pm 6:00 pm

PROGRAM

Safety

Timing

Route

Weather

Events

Provisioning

Paper work

Fishing

Health Care

Navigation

**A Free Beer for the
first 100 participants !**

No Charge - Mexican Prizes - All questions about Mexico will be answered!!!

marina@paradisevillagegroup.com / Tel.011 52 322 226 6728 / www.paradisevillage.com

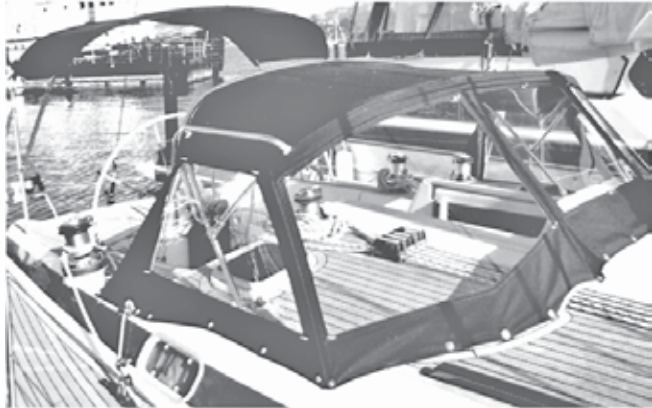
gcevallos@elcid.com.mx / Tel. 011 52 669 916 3468 / www.elcidmarinas.com



Yacht owners trust

Pacific Crest Canvas

for the best in design, service and quality.



We strive to make our products the
Highest Quality at the Best Prices
With over **50 years** combined experience

Offshore Dodgers

Aft and Side Handrails
Polycarbonate Windshield
Removable Window & Covers

Full Enclosures

Sail covers, boat covers,
Biminis, weathercloths,
And everything else!

Upholstery

Exterior carpeting
Interior & exterior seating
Oceanair blinds and screens

Repairs

Window & zipper replacement
Patches and restitching
Two day turnaround!



www.pacificcrestcanvas.com

At Grand Marina, Alameda Open Mon.-Fri. 8-4
Behind Blue Pelican 510-521-1938

LETTERS

hung up. But the next day I called them back. As nice as the woman was that I talked to, she insisted that it was up to me to prove that my boat had not been in Orange County, not for them to prove that she had been. So I sent a copy of my moorage statement from Portland, and later a photo of *Adios!*.

When I had more time to look into the matter, I noticed that my *Adios!* was in Portland the day Orange County claimed to have taken a photo of her. Because my boat couldn't have been in Orange County when they claimed, I asked them to send me a copy of the photo they supposedly had of my boat. I had to laugh when I got the photo, because it was the photo of a powerboat named *Adios!*. You'd think they'd be able to tell the difference between a powerboat and a sailboat. And we think government in Mexico has problems.

Craig Shaw
Adios!, Columbia 43
Portland, Oregon

Craig — A similar thing happened to us with Ventura County many years ago. We'd kept our Freya 39 Contrary to Ordinary in the Ventura Marina for a year or so, paid personal property tax on her there, then brought her back up to Marin County, where she got back on their tax roll. Nonetheless, Ventura County kept sending us notices that we owed taxes in Ventura. We explained by phone several times that the boat was no longer in Ventura County, but in Marin. The next thing we knew, a tax lien from Ventura County showed up on our credit report when we applied for a home loan. It was a pain to get cleared up.

When we asked a Ventura tax official how they could bill somebody for a boat that wasn't even in their county, the guy laughed and said, "We don't bother to check if a boat is here, we just bill every boat that was here the year before."

If a private company operated with the impunity of the government, we suspect they'd have to pay big bucks to settle a ruinous class-action lawsuit.

WHY WASN'T IT NAMED FULL MOON BAY?

I just want to thank *Latitude* and former *Latitude* editor



LADONNA BUBAK

LaDonna Bubak for suggesting a sailing trip to Half Moon Bay. We acted on her advice last weekend and really enjoyed it. We are fairly experienced sailors inside the Bay, but had never ventured outside. Now that we have, it's very helpful to have concrete advice, such as

If you don't cut corners, Half Moon Bay is a great place to get away.

what buoys to sail to and reefs to avoid. LaDonna's article gave us courage to go for it.

We're signed up for the Ta-Ta and will see you there!

David & Kathi Westcott
Special Lady, Ericson 34
Brickyard Cove

David and Kathi — Because of the reefs and the second set of breakwaters, Half Moon Bay can be one of the trickier places on the California coast to sail into for the first time, particularly if the wind is blowing hard. We'd rate it up there with Ventura, and entering Santa Barbara and Oxnard Harbors at night when the background lights make it hard to pick



“ It’s so simple and easy to apply, yet really durable...” ”



Cetol® is a wood finish that provides a nice shiny look, almost like that of a varnish job. It’s very user friendly, easy for our customers to maintain themselves, and it gives a durable, protective finish with great UV resistance. Cetol offers an exceptional value – compared to a regular varnish, there’s much less maintenance and prep work involved.

Enjoy the Simplicity - Formulated for easy and rapid application.

www.yachtpaint.com

Scan this QR code to see Chris’ video



Chris White
Marshall Marine

AkzoNobel

Interlux, Sikkens, Cetol and all products mentioned are trademarks of AkzoNobel. © AkzoNobel 2014.



REAL Testimonials by REAL Americans

AKZONOBEL 150114

LETTERS

out aids to navigation.

↑↓HELLO, THIS IS THE WANDERER, SPEAKING TO YOU ON BEHALF OF IRIDIUM

I read an article in a recent *Latitude* about Iridium satellite phones, but got the feeling it was written by a salesperson for Iridium. So I'm interested in hearing from some cruisers as to which satphones work well, which don't work so well, and some of their experiences using satellite phones. If you could put my letter out there for a response, I would appreciate it.

By the way, I participated in the 2008 Baja Ha-Ha and did the Bash back in 2009. I used a rental Iridium phone and was disappointed in the service.

Additionally, can you please advise me as to the best 'hurricane holes', be they shelters or marinas, in Mexico if a tropical storm or hurricane approaches? We plan to start our cruise south next year — to unknown destinations — and need to log this information for our trip.

Victor & Jo Ann Zarzhitsky,
Odessa Mama, Whitby 42
Portland, Oregon

Victor and Jo Ann — Everything published in Latitude about the Iridium satphone was written by the Wanderer/Grand Poobah — who, by the way, paid retail for his Iridium phone and minutes. Our opinions were based on our using Iridium satphones in every Ha-Ha since about 2000, using them in the Caribbean most years since, and doing interviews with people in the middle of the ocean — such as Gino Morrelli during last year's TransPac — who were using Iridium satphones.

Our only complaint has been that the transmissions didn't seem as clear on the original Iridium phones — the 9505s — which are still available. When we bought the newer model, the 9555, introduced in 2008, we noticed a considerable improvement. We suspect you used the early version of the phone.

It's true, the Iridium does drop calls from time to time. That said, it's been our experience that it drops them less frequently than AT&T cell service does here in the States.

The two main competitors to Iridium are Globalstar and Inmarsat. Unlike the other two, Iridium really does cover the globe from pole-to-pole. That's not true with Globalstar, which uses 'bent pipe' technology that severely limits its range out into the ocean. If you look at their coverage area map, it shows that the signal will be weak between Santa Cruz and San Diego, and that they have no service in the waters off Mexico. The weak signal goes partway to Hawaii, but there is nothing the rest of the way. Forget the South Pacific. For this reason Globalstar is not a good choice for West Coast sailors. It's a pity, because when it works, the sound quality is excellent.

The only real competitor to Iridium is Inmarsat, but there are differences between the two. Inmarsat has just three satellites, which are geostationary 22,000 miles above the equator. Iridium, on the other hand, has 66 satellites that orbit around the poles 450 miles up. The result is that Iridium gives you true pole-to-pole coverage, while Inmarsat signals can be blocked by mountains, buildings, trees and such at higher latitudes. If you can't get an Inmarsat signal, waiting won't help because the satellites 'don't come to you'. Iridium calls are sometimes dropped because the satellites sometimes lose their signal just before they pass it off to the next satellite. But in case a call gets dropped, don't worry, a new satellite will be above momentarily to provide service again. In terms of receiving data, you either get it or you don't with Inmarsat. With Iridium, you can get it in more places in the world than with Inmarsat, but occasionally will have data interruptions. Nothing is perfect in

SPINEX
SPINNAKER
FURLER

The Only Top-Down
Spinnaker Furler
With Balls

NEW

exclusive Sail Bearing™ technology
eliminates binding and reverse furling
for unbelievable smooth sail control

Complete Plug-&Play System
Includes Advanced Features

OPTIMAL FURLING
large drive diameter drum for
superior mechanical advantage

QUICK FIT
easy furling line engagement for
easy deployment and storage

I-CONNECT
one-button luff line attachment
for safe and fast sail changes

easily owner installed
in minutes with no tools

Profurl®
www.profurl.com



— THE BEST MARINA —
IN BAJA



Latitude **31°51'38.59" N**
Longitude **116°39'36.342" W**

USA 1 (866) 302-0066

marina@hotelcoral.com
www.hotelcoral.com/marina


MARINA CORAL
★★★★★
ENSENADA, BAJA CALIFORNIA



**SOUTH
BEACH**
H·A·R·B·O·R

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



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



For Reservations:
415.495.4911 (x1111)
fax: 415.512.1351

www.southbeachharbor.com

LETTERS

this world, is it?

As we've written before, if it came to having to choose between an Iridium or Inmarsat satphone and an EPIRB, we'd go with one of the satphones every time because they allow for two-way communication.

As for 'hurricane holes', we'll try to run a little feature on that in an upcoming Changes.

↑↓HELLO, THIS IS BOB JOHNSTON, SPEAKING TO YOU ON BEHALF OF IRIDIUM

I used an Iridium 9575 in the just-completed Pacific Cup race to Hawaii, primarily to obtain GRIB files, but also for regular email and voice calls. The phone and its accessories worked perfectly, with no dropped calls. I had the same



LATITUDE/ROSS

Satphone service is pricey compared to SSB, but many think the benefits or worth it.

good experience in the 2008 Singlehanded TransPac, using a rented 9505A from Global Marine Networks.

However, since 2008 the minutes have become more expensive. You have to buy blocks of prepaid minutes now, instead of giving the provider your credit card number and only paying for the minutes you use. But I think it's still worth the cost. We also used the phone's SMS text feature, which was free.

For this year's Pacific Cup, I bought Iridium's AxxessPoint Wi-Fi hub. Thanks to it, we were able to send emails using an iPad, iPhone or Android phone, instead of having to use a laptop as before. The only shortcoming was the limited battery life in the AxxessPoint. We typically got less than a half hour of use after three hours of charging. Iridium just replaced their AxxessPoint with their new Go! Phone, which has the Wi-Fi hub built in. It's also a lot cheaper than buying the phone and Wi-Fi hub separately.

I want to give big kudos to John McDonald, who had entered his new Andrews 28 in the Pacific Cup, but had to drop out at the last minute. He loaned me his Iridium 9575 when I discovered the 9555 I'd bought on eBay had a faulty data connector. (The seller accepted it back.)

Next time I'll look at the new Go! Phone. But having worked with both the 9555 and 9575 (Iridium 'Extreme'), I'd take the 9555 between the two. Despite the faulty data connector, the 9555 was better made and more robust, especially the attachments.

The downside of satphones, of course, is that you can't talk to a group, as you can with SSB. So for the Pacific Cup roll calls and 'Children's Hours', I still used my venerable Icom 802 SSB. While SSB is the communication standard for cruising, apparently very few racers in the Pacific Cup had them. Most call-outs during roll call ended with a "nothing heard" from the net control. I think this was disappointing to *Valis* and *Cayenne*, who did their usual great jobs as communication boats for the race. I wouldn't be surprised if SSB were brought back as a requirement for the next Pacific Cup.

Bob Johnston
Ragtime!, J/92
Benicia

Readers — For more on the Iridium's Go! Phone and other new satellite-to-boat communication products, see this month's



Come celebrate boating at
THE NORTHERN CALIFORNIA BOAT FEST!

September 18–21, 2014 • 11:00am–6:00pm

There's something for everyone with over 140 new and used power and sailboats, boat rides, seminars, food, music and fun for the whole family.

It's all at Marina Village Yacht Harbor in Alameda – and it's FREE!



www.boat-fest.com



STS
STRONGER THAN STEEL

HSR-75 - HEAT SET ROPE

- LOWEST CONSTRUCTIONAL ELONGATION
- SUPERIOR STRENGTH
- ULTRA-LOW STRETCH

WITH DYNOMA

NEW ENGLAND ROPES
TOGETHER IN MOTION

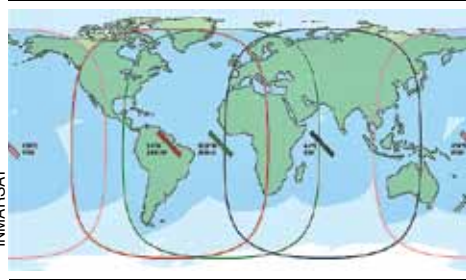
NEW ENGLAND ROPES
848 AIRPORT ROAD • FALL RIVER, MA 02720
800-333-6679 • WWW.NEROPES.COM

LETTERS

Sightings.

↑↓ INMARSATS AREN'T GOOD FOR HIGH LATITUDES

In a recent item about satphones, *Latitude* mentioned that you didn't know much about Inmarsat. They use geostationary satellites that appear to hover in one spot over the equator. As a result, the higher you go in latitude, the worse the signal



Inmarsat's coverage map shows its geostationary satellites at the equator.

gets. Inmarsat officially claims that their coverage stops at 74 degrees. That may be true, but if you're in Alaska or northern British Columbia, with mountains all around, you'll see a signal loss at significantly lower latitudes. So if anyone has got high-latitude cruising in mind, they might want to go with something else.

Mark Novak

Betty Jane, Hans Christian 43
Santa Cruz

↑↓ IRIDIUM HAS BECOME INTOLERABLE

I have an older Iridium, a 9505 or 9505A, if memory serves. The phone isn't the problem, it's Iridium. Having used my phone for 10 years, the time it now takes to connect, and the overhead, has become nothing short of intolerable.

In the 10 years, I've noticed a steady degradation in how long it takes to connect, upload, and download. The 'overhead' essentially more than doubles the time of the connections as compared to 2010. I thought it might have been because I was in the Western Pacific and Indian Oceans, the back side of the world, as it were. It was not. I'm in the Miami area now, and have found that it's just as bad here as it was throughout the South Atlantic and Caribbean. In fact, it's worse.

In addition, Iridium rates have gone up 70% since 2008. So much for inflation.

I think the problem with Iridium is that the company doesn't want to spend the money on upgrading or maintaining the system as it once was.

P.S. We hope to sail from South Florida to Panama and the Canal next season. When *Beach House* and I reach Costa Rica, we will have completed our circumnavigation.

Scott Stolnitz

Beach House, Switch 51 cat
Marina del Rey

Scott — For the record, 72 second-generation Iridium satellites are expected to be launched between 2015 and 2017. Iridium says they will enable the company to provide better and broader service. We think 'intolerable' is a little bit too strong a word for Iridium. 'Not cheap, but worth it', is how we would describe it.

But just for kicks, let's review the history of Iridium. Service was inaugurated on November 1, 1998, when none other than Vice President Al Gore made the first call. Iridium is element #77 on the periodic table, and the communications company got its name from the belief they would need 77 satellites to cover the world. They later discovered they only needed 66 for pole-to-pole coverage, so the company should have been named Dysprosium. In any event, the company, which bungled on



Almar Marinas

Everywhere you'd like to be



Est. 1973

Now Available at
Oakland Marina
Ballena Isle Marina



Join one Almar Marina and enjoy reciprocal privileges at any of Almar's 16 locations from San Francisco to San Diego and out to Hawaii. Each marina provides programs and events that are included in your slip fees:

- *Boat Handling
- *Social Events
- *Electrical Courses
- *Anchor Outs
- *Seminars on Local Destinations

www.almar.com

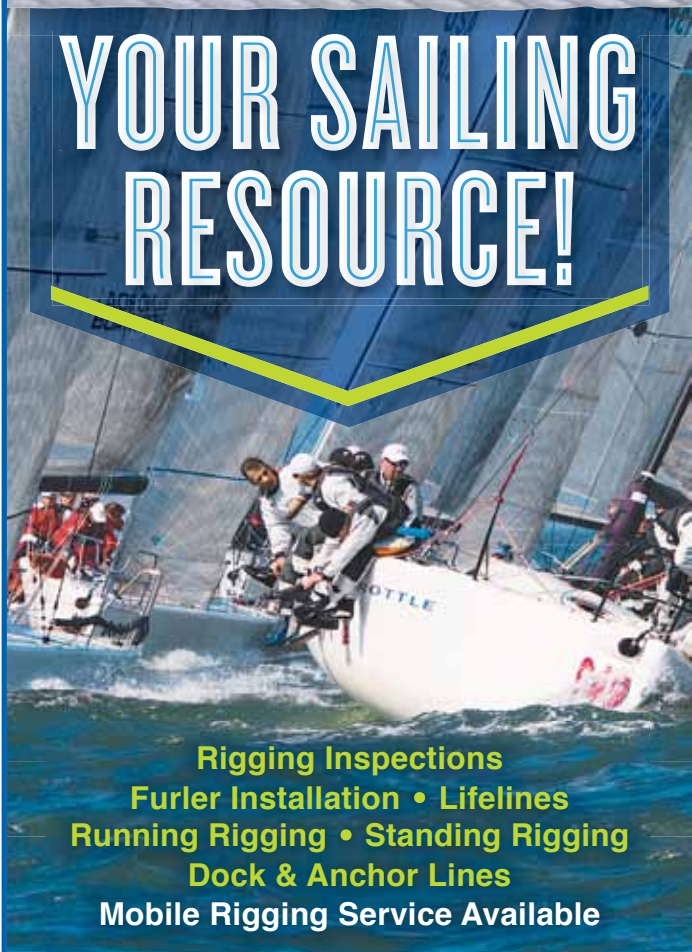
855.SLIPS 4 U
855.754.7748





West Marine®
Rigging Service

YOUR SAILING RESOURCE!



Rigging Inspections
Furler Installation • Lifelines
Running Rigging • Standing Rigging
Dock & Anchor Lines
Mobile Rigging Service Available

**SCHAEFER
MARINE**

FSE ROBLINE
WORLD CLASS YACHTING ROPES

RONSTAN

POWERLITE
330 RIGGING

Johnson
Marine Hardware

NEW ENGLAND ROPES
FOUNDED IN 1871

samsen

facnor
FURLING SYSTEMS

Hayn Marine

FORESPAR

SmartRigging
The Intelligent Choice

HARKEN

888-447-RIGG (7444)

**Drop off your rigging orders
at the store nearest you!**

Or visit our Onsite Rigging Locations in:

Alameda, CA • 730 Buena Vista Ave. • (510) 521-4865

Newport Beach, CA • 3433 Via Lido • (949) 645-1711

San Diego, CA • 1250 Rosecrans St. • (619) 255-8844

Seattle, WA • 1827 15th Ave. W., Ste. A22 • (206) 926-0356

www.westmarine.com/rigging

LETTERS

numerous sales and operation fronts, went bankrupt just nine months after the 'inventor of the Internet' made that first call. Its failure also spelled the demise of several similar satellite communication companies.

Much to the surprise of many, Iridium was brought out of bankruptcy in 2000 by a group led by Dan Colussy, former president of Canadian Pacific Airlines and Pan American Airlines. They got a pretty good deal, paying a mere \$25 million for assets and technology that had cost \$6 billion. Even better, they almost immediately got a \$25-million-a-year contract from the Pentagon. Such a coincidence! The military continues to be the biggest user of Iridium, at about 23% of all service.

One of the things the new Iridium owners did was announce they would launch more spare satellites. Why would they need spares? A few broke down, a few ran out of fuel, and then there was the first-ever satellite mid-atmosphere collision. It happened on February 10, 2009, when Iridium 33 collided with Kosmos 2251, a defunct Russian satellite, at a combined speed of 22,000 mph. That's about 32 times the speed of a bullet in flight. Old 33 was last seen in smithereens over U.S. cities.

⇓ **VIRTUAL MINUTES MAY BE A BETTER VALUE**

Our prepaid Iridium satphone account was due for renewal early last month. During the process of renewing, we learned that Iridium now offers two types of SIMs.

First, there is the old type of SIM card, which expires the day after your original contract runs out, and you lose all your minutes. However, this SIM has #2888 functionality, which means it gives you the familiar recording before each call that tells you how many minutes and seconds of time you have left. But once you run out of minutes, the phone is worthless.

The new type of SIM card doesn't have #2888 functionality, so you have to contact customer service to find out how much time you have left. However — and this is important — the SIM doesn't expire after the due date, and Iridium just starts to bill you at \$1.99/minute when your time runs out. So even if you run out of time, you can make an emergency call. They also give you additional 30 days to use any unused minutes.

All this was patiently explained to me by Barry Hipple from the Satellite Phone Store in San Diego.

Marek Nowicki
Raireva, Cape Vickers 34
Green Cove Springs

Marek — There are two kinds of SIM cards, one for Prepaid Plans and one for what Hipple calls 'Virtual Prepaid'. The former plan has always been around, while the latter has been around for about 18 months and is rapidly becoming the more popular.

The big difference between the two is that when the Prepaid Plan minutes or contract run out, the phone won't work and is only good as a paperweight. And if you have minutes left when the contract runs out, those minutes are lost forever. In the 'Virtual Prepaid', you pay for a certain amount of minutes every month. If you don't use them, they roll over, with a maximum of a year. If you go over your minutes, you are charged at a certain higher rate, but your phone still works — assuming your credit card is still good. In an emergency, this can be the difference between life and death. Hipple also tells us that with the Virtual Prepaid plan, they can tell within 50 miles where the last call was made from, something they can't do with the Prepaid plan. This would have been helpful in the case of the disappearance of Niña, as searchers had little idea where to look.

Easy Access

EMERY COVE YACHT HARBOR

In The Center of San Francisco Bay Perfect Location - Great Investment!

BUY OR RENT A SLIP

- BUY A SLIP - Save money and earn equity! Enjoy tax savings. Listings start at \$27,000. Emery Cove Yacht Harbor is the only marina on the Bay with FEE SIMPLE (not a grounds lease) dockminium ownership.
- RENT A SLIP - 35-60' slips, rates from \$9.80 to \$10.80 per foot.

AMENITIES

- Wide fairways, free wireless, modern facilities and Marina Guard® ground fault monitoring.
- Restaurants and shopping within walking distance.
- Free bus: Emery-Go-Round to Bart & Amtrak

ON PREMISES

- Emeryville Yacht Club
- Magnificat 4 Charter
- Mathiesen Marine
- Rubicon Yachts
- Seaward Coastal Ventures



CALL FOR AN INFORMATION PACKET | 510-428-0505

3300 Powell Street, Emeryville, CA 94608 | www.emerycove.com | Email: info@emerycove.com

WWW.RUBICONYACHTS.COM

RUBICON YACHTS

EMERY COVE • SAN RAFAEL • SF



42' PASSPORT AFT COCKPIT, 1985
\$165,000
Emery Cove (510) 601-5010



42' WYLIE CUSTOM, 1992
\$99,000
San Francisco (415) 484-1300



40' CATALINA 400, 1995
\$122,500
San Francisco (415) 484-1300



39' CAL, 1988 \$77,000
Emery Cove (510) 601-5010



38' HANS CHRISTIAN, 1979 \$95,000
Emery Cove (510) 601-5010



37' JEANNEAU SUN ODYSSEY, 2001
\$89,000 Emery Cove (510) 601-5010



37' GULFSTAR SLOOP, 1977 \$49,000
Emery Cove (510) 601-5010

3300 POWELL ST., EMERYVILLE (510) 601-5010 • 25 THIRD ST., SAN RAFAEL (415) 453-4770 • 48 COLIN P. KELLY JR. ST., SAN FRANCISCO (415) 484-1300

SUPER SLIPS



FANTASTIC NEIGHBORS



BEAUTIFUL SURROUNDINGS



ALAMEDA, CA
WWW.FORTMAN.COM
(510) 522-9080

BEST VALUE ON THE BAY

LETTERS

"Do the math, and you'll find that in most cases it's less expensive to do the Virtual Prepaid," Hipple says. Not cheap, but less expensive. By the way, different vendors have different plans, so shop around to find the one that fits you best.

↑↓ **THEY SHOULD WARN YOU BEFORE CUTTING YOU OFF**

Like *Latitude*, I'm interested in how the Kaufman family's lawsuit goes against Iridium or their Iridium time provider. They claim that the loss of the use of their Iridium satphone was one of the reasons that prompted them to ask to be rescued and for them to have to scuttle their boat.

I had a somewhat similar problem with the iNav program on my iPad. When we sailed out of Costa Rica, my iNav program expired. I didn't know it had expired; I just knew there was no longer any detail on my iNav chart.

Do people know that these area charts, which you buy for about \$60, expire after 12 months? It must be in the real fine print, because I keep all my expiration dates on my iPad. As it was, we were lucky because our iPad is a back-up charting program, but I was furious about their slipping me a renewal product. Since the iNav is a navigation product, I think the vendor should have some responsibility to adequately inform users of their intention to cut you off if you don't renew.

We did pay a total of \$75 to renew the iNav chart map when we stopped in Corinto, but that will be the last time. From now on, we're checking the fine print on the other mapping programs before deciding on a chart program for our next journey.

Lauri Hamilton
Ashika, Fuji 45
San Pedro

Lauri — When it comes to products or applications where the sudden loss of their function could result in damage to property, injury, or loss of life, we agree that the manufacturer/vendor should: 1) Make that very clear to all customers; and 2) alert the consumer of pending loss of service at least a month in advance. In the case of Iridium, Iridium time providers, and navigation apps, we believe it would be relatively easy to do this.

↑↓ **THANK YOU FOR THE GREAT TAHITI WELCOME**

We, the crew of the Hughes 58 catamaran *Li'l Explorers* — Intrepid, 9; Integrity, 7; Innocence, 5; Vitality, 3; Valiant, 1; and parents Shannon and Courage — want to thank Andy 'Mr. Puddle Jump' Turpin and *Latitude 38* for a memorable Tahiti-Moorea Sailing Rendezvous July 4-6. We all had an

excellent time in what we're sure will be one of the highlights of our visit to French Polynesia.

The Friday night cocktail party was very informative. For example, we had no idea that there was a winery in the Tuamotus. And after meeting Adam Wade, manager of Vuda



COURTESY LI'L EXPLORERS

The intrepid 'Li'l Explorer' crew includes six kids, ages 1.5 to 15.

Point Marina in Fiji, it's now become part of our plans. It was an entertaining evening, too. We loved the audience participation in the dancing — after the demonstration, of course.

Saturday's 15-mile race/cruise in company from Papeete

LIFE *is but a* DREAM

SOUTH LAKE UNION • SEATTLE
**BOATS
AFLOAT
SHOW 2014**
SEPTEMBER 10-14

From sport boats to sailboats, trawlers to mega yachts, the West Coast's largest floating boat show has hundreds of new and used boats, plus gadgets and gear. Come for the fun and find the boat of your dreams.

Seattle, WA • Sept 10-14, 2014

E-TICKETS AND INFO

www.BoatsAfloatShow.com

What Your Boat Insurance Company Isn't Telling You

1. If this boat sunk because a part failed due to normal wear and tear, the immediate **CONSEQUENTIAL DAMAGE** – everything damaged due to the sinking, may not be covered. The cost to repair/replace all the damaged items may come out of your pocket.

2. And even if the claim is allowed, without **SEPARATE SALVAGE COVERAGE**, you'll have to use part of the insurance settlement to pay to salvage the boat.

3. And if the boat leaked fuel and damaged the environment or other property, without **FUEL SPILL LIABILITY COVERAGE**, you could be paying the cost to contain and clean up the spill, as well as the environmental damages.

Unless You're Insured With BoatU.S. - These coverages are included with every boat and yacht policy, in addition to protecting your boat, family, guests and even pets onboard.

The choice is as easy as 1, 2, 3 - When it comes to knowing what boaters need, trust the experts at BoatU.S. Call or visit us online for a fast, free quote today!



800-283-2883
Priority Code 4848

BoatUS.com/insurance

Policies subject to limits and exclusions. In the state of California, the BoatU.S. Marine Insurance program is provided through Boat Owners Association Insurance Services, CA license #0H87086.

WYLIE DESIGN GROUP

Greetings Sailors,

Over the past 45 years I have had the privilege of serving the Bay Area sailing community, designing and building stiff, light, and highly responsive boats that allow you to feel the harmony of wind meeting wave at your finger tips. Thanks to the diverse and highly talented sailors in the Bay, I have been challenged to create boats that reflect our community's core values of excellence and innovation. I am proud to work for you and honored to have earned a reputation for creating boats that defy stereotypes. Thank you for your years of support and patronage.

Yours,

Tom Wylie



NEW DESIGNS & CONSULTING



CHARTERING



WYLIECAT

925-376-7338

WylieDesignGroup.com WylieCat.com WylieCharters.com

LETTERS

to Cook's Bay, Moorea was great, too. It's fun to travel in a group, as you rarely get to see friends under sail, let alone observe the strategy they employ. The cocktail party, dinner, and dancing topped off the perfect day. We really liked the informal setting, as it allowed our whole family to attend.

But Sunday was probably our favorite day, what with the outrigger races, tug-of-war, coconut husking, dance lessons, formal dance presentation, and awards ceremony. Somehow our kids found time to bounce into and out of the pool, too. There was a nice balance of activities so things kept moving, but we never felt pressed.

We know the Rendezvous requires a fair amount of preparation, planning, scheduling, and commitment on the part of local services and vendors, and we want everyone to know we appreciate their efforts to give us a warm welcome to French Polynesia!

Shannon Grant & Courage Winter
Li'l Explorers, Hughes 58 Cat
Channel Islands / Bakersfield

Shannon and Courage — Thanks for your recognition because a lot of people really do go to a lot of trouble to welcome cruisers to French Polynesia.

For readers who missed the Pacific Puddle Jump preview, Courage began cruising with his parents after they built a Piver 48 trimaran and sailed to the Caribbean. They never made it to the South Pacific. Shannon, a doctor, got the idea of long-distance cruising during her honeymoon with Courage in a bungalow at Bora Bora.

The basic structure of their Hughes-designed cat was completed in 1993, but sat unfinished in Newport Beach for 20 years. The couple bought the semi-completed cat in 2012, it first tasted water in January of 2013, and they started their cruise two months later. The interior remains a work in progress.

The Wanderer can relate. His 63-ft cat took off for Mexico three days after she was launched. The hydraulic steering didn't really work, there was only one light bulb in the interior of the boat, unsecured step ladders gave access to the hulls, the sails had never been raised, there were no permanent water or fuel tanks, and a few other minor shortcomings. All these years — and many fun trips later — we're still finishing her off. For example, we might even get hot water before the start of the Ha-Ha.

↑↓ WE DITCHED OUR ROCNA FOR A CLAW

Awhile back I started the thread in *Latitude's* letters about anchors dragging — as my Rocna did frequently. It got me a lot of good advice. By the way, I spent two years with my Norseman 447 on the Pacific Coast of Mexico, and am now lying at Nuku Hiva. I made it from Puerto Ayora, Galapagos to Fatu Hiva in the Marquesas, a distance of 3,050 miles, in 17 days and 16 hours, an average of 7.2 knots. Not too bad.

Because of my problems, I abandoned my Rocna 25 as my primary anchor in favor of a 66-lb Lewmar claw, and increased my rode to 120 feet of 3/8-inch chain, plus another 100 feet of one-inch nylon braid. I also replaced my 33-year-old Nielsen windlass with a Lewmar V3 with a gypsy drum. I haven't dragged once, in either Mexico or the Marquesas, since making the change.

What sucks, however, is the predictable difficulty of getting the anchor to free fall, as the anchor chain often gets hung up in the forepeak chain locker. It's a problem known as castling. We've tried knocking down the 'castle' after getting all the chain in, but usually have to resort to one of us staying below and pulling up and untangling chain from the castle by hand

BOTTOM'S UP!



You never know when yours will turn up. Make sure your bottom is in good shape with Bay Marine.



FULL SERVICE BOATYARD • QUALITY WORKMANSHIP • GREAT VALUE

310 West Cutting Blvd., Point Richmond, CA 94804

Tel: 510.237.0140 • Fax: 510.237.2253

www.baymarineboatworks.com

HOME TO EMERYVILLE SPORTS FISHING

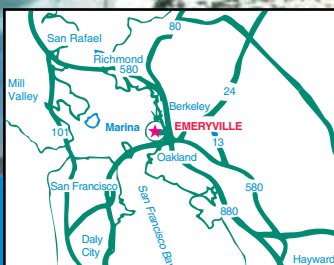
Emeryville Marina

ON THE BAY

*When you call Emeryville Marina Home...
...call this your backyard!*

Free Wi-Fi and Video Surveillance

**Slips from 20-65 ft
Full Amenities - including
Fuel Dock & Pumpout Station**



(510) 654-3716

www.emeryvillemarina.com

WHALE POINT MARINE & HARDWARE CO.

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

Go to WhalePointMarine.com for additional discounts!

GOLDBRAID Nylon Dock Lines

With approx 12" loop in 1 end.



3/8" x 15'..... \$9⁹⁹ 1/2" x 20'..... \$16⁹⁹
 3/8" x 20'..... \$12⁹⁹ 5/8" x 20'..... \$26⁹⁹
 1/2" x 15'..... \$16⁹⁹ 5/8" x 25'..... \$39⁹⁹

ROPE CUTTING GUN



NOW \$39⁹⁹
 Extra Blade: \$7⁹⁹

FARIA Instruments



\$29⁹⁹ & UP

CHART BOOKS



The convenience of many charts combined into one book that fits on your chart table.

No. California: **Now \$49⁹⁵**
 So. California: **Now \$39⁹⁵**
 Panama - Mexico: **Now \$89⁹⁵**
 Pacific Northwest: **Now \$89⁹⁵**

SEADOG Floating Winch Handle



8" Locking **NOW \$28⁹⁹**
 10" Locking **NOW \$29⁹⁹**

JABSCO TOILET

Manual
 29090-2000
NOW \$189⁹⁹

Electrical
 37010-0090
NOW \$499⁰⁰*

*Special order
 1-2 days



DECK BRUSH with Handle



Extra long handle (5ft) with aluminum no-rust, threaded tip.
Now \$13⁹⁹

SEACHOICE Solar Panels



#14311..... 1.5W **NOW \$29⁹⁹**
 #14331..... 9W **NOW \$89⁹⁹**
 #14341..... 20W **NOW \$149⁹⁹**

205 Cutting Blvd, Corner of 2nd, Richmond 510-233-1988 • FAX 233-1989

Mon-Sat: 8:30am - 5pm • Sun: 10am - 4pm • whalepoint@acehardware.com

Go to www.WhalePointMarine.com for additional discounts!

LETTERS

while the anchor is paying out. Gloves and good posture are requirements. So when I enter an anchorage now, I get the amount of chain I think I'll need up on deck before dropping the anchor.

When I searched Google, I saw a lot of suggestions, but very little advice on how to avoid my castling problem. One interesting suggestion was to put a traffic cone in the locker so the chain would fall around it. Any good tried and true solutions from readers?

Brian Bouch
 Albatross, Norseman 447
 Nuku Hiva, Marquesas

Brian — It almost sounds as though you don't flake the chain when it's coming into the chain locker. We can sometimes do that with the 200 feet of chain our Leopard 45 'ti Profligate has, but could never do it with the 230 feet of chain we had on our Ocean 71 Big O, or the 230 feet of chain we have on our Surfin' 63 cat Profligate. If you don't flake the chain, it sure as heck will castle, and equally sure it won't pay out without getting snagged.



Depending on the boat, flaking the chain can be a bit of a dirty job. Indeed, one of our wives — actually ex-wives — got so sick of being the 'Flaking Queen' that she flat-out refused her duties one time off Bequia. We won't lie; that insubordination was an accelerant to the marriage's going out the hawse hole.

A Rocna 25 weighs 55 lbs and is said to be good for boats 33 to 54 feet. In our opinion, cruisers should go at least one if not two sizes above the recommended. Steve Dashew had the best advice. "Your anchor should be so big that it makes people laugh," he said.

To our thinking, 120 feet of chain isn't anywhere near enough, either. It might work if it's attached to a bunch of your one-inch three-strand, but if you're in the South Pacific, how are you going to sleep at night knowing that the line could wrap on a bommie and be severed before you wake?

We're surprised to hear your problems with the Rocna. We've never used one, but many cruisers who switched from more traditional styles swear by them.

↑↓ THE FLARES ARE STOWED WITH THE SEXTANT

We wanted to let everyone know about an issue regarding flares that we ran into while preparing for the 2014 Pacific Puddle Jump. We had brought coastal flares with us on the 2012 Ha-Ha, but needed SOLAS flares for our upcoming Pacific passage. After many inquiries with locals and queries on the VHF net in Mexico, we were told that there was no way to purchase such flares in Mexico. But it's a bigger issue than that, as you can't even bring flares into Mexico by air, auto, bus or by walking them across the border. Flares can only be brought into Mexico by boat. Had we known this, we would have brought the SOLAS flares with us when came down to Mexico from the Northwest.

This is an extremely important safety issue for any future Ha-Ha and Puddle Jump participants.

Pam & Eric Sellix
 Pied-a-Mer III, Seawind 1000
 Clatskanie, Oregon

Pam and Eric — Thanks for the heads-up, and for signing

RARE OPPORTUNITY!

One 62-ft, Two 56-ft, and Two 40-ft Covered Slips Available

LOCH LOMOND MARINA

Gas & Diesel Fuel Dock Open 7 Days (Tenants Receive 10% Off) • Free Pump Out Station
 Modern Launch Ramp • Guest Slips Available • Marine Mechanical Boat Repair
 Arena Marine Supply Store • Andy's Local Market • Bait Shop
 Land or Sea Canvas • Windjammer Yacht Sales • Loch Lomond Yacht Club

110 Loch Lomond Drive, San Rafael, CA 94901

Phone: (415) 454-7228 • Fax: (415) 454-6154

www.lochlomondmarina.com

Harbor Master – Pat Lopez • pat@lochlomondmarina.com

Yachtfinders/Windseakers
 in the heart of
 San Diego's boating community



LEADER IN
 BROKERAGE
 SALES
 ON THE
 WEST COAST!



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

info@yachtfinders.biz

www.yachtfinders.biz

(619) 224-2349

Toll Free (866) 341-6189



45' HERRESHOFF MOB JACK, '82 \$279,000
 EXQUISITE is the first word that comes to mind when you see *Raven*. Here's your chance to own a beautiful staysail schooner.



45' HARDIN CC KETCH, '81 \$129,000
 A classy, solid offshore vessel with graceful lines and an open, comfortable layout. Seller has made her a real gem.



44' C&C, '89 \$118,900
 Fast and beautiful to look at with a 2-stateroom, 2-head layout that will blow you away, she's a good-looking classic!



41' COOPER 416 PH, '80 \$74,900
Vagabundo is a sturdy cruising pilothouse with many recent upgrades, including new standing rigging, sails and electronics.



40' HUNTER LEGEND, '88 \$64,500
 A terrific light-air boat at a competitive price. This is a good opportunity for a boat that is ready to sail now.



37' ERICSON, '75 \$25,000
Abrejos is extremely clean and well maintained. This fast and comfortable passage-making vessel is priced to sell.



36' BENETEAU 36.7, '04 \$99,500
 Equipped with Harken split-drum furler, making her easy to sail shorthanded. Plus gracious interior accommodations.



36' CATALINA, '85 \$44,500
 Relax under sail or pursue dockside activities on this boat with full cockpit enclosure and all lines led aft.



34' HUNTER 340, '98 \$52,500
 Very well-priced small boat with a big boat feel. She's comfortable at sail or rest. A capable cruiser for SoCal.



33' NEWPORT, '85 \$29,995
 Excellent condition with new dodger, cruising equipment, autopilot, fresh bottom paint, upgraded rigging and more.



32' GULF, '88 \$44,900
 Here's a rare chance to own a quality-built aft cockpit pilothouse pocket cruiser. Go anywhere in comfort and style.



29' ERICSON, '74 \$13,900
 Clean and comfortable with a list of upgrades done by her current owner, this boat can be yours for under \$14,000.

SAN FRANCISCO MARINA SMALL CRAFT HARBOR

Set your course a full 180 degrees from the world of deadlines and commitment, into the world-renowned San Francisco Marina Small Craft Harbor, host of the 2013 Americas Cup. Discover a boater's paradise and why so many boaters choose the San Francisco Marina Small Craft Harbor as their home port of call. From the first-time owner to the experienced Captain, there is a wealth of mariner knowledge on our state-of-the-art floating docks.



There is Something For Everyone at Our Prestigious Marina

Stunning 35-acre, 725-slip marina, featuring all floating docks, 50% new concrete docks

725 berths, accommodating vessels up to 90 feet

Electrical service from 30amp/125 volt to 50amp 125/250 volt

Free water at every berth

Sanitary pump-out service available, free to all

Shower and restroom facilities, open 24/7

The Marina Office is open daily, monitoring VHF Channel 16 & 68

Automobile parking available near the marina

Marine fuel station, featuring diesel and gasoline

Beautiful view of the Golden Gate bridge, accessible by our signature Bay Trail

Immediate Access to the San Francisco Bay World Class Sailing

Shopping, Restaurants and Nightclubs, all within walking distance of the marina

World Renowned Marina Green Park and Fitness Center

Two World-class Yacht Clubs



To reserve a transient berth or for information regarding available long term berths, please contact the Marina Office.

3950 Scott Street | San Francisco, CA 94123
415.831.6322 | www.sfrecreation.org

LETTERS

up for the Ha-Ha a second year in a row.

Speaking of flares, it got us wondering if they aren't outdated in this day and age of the pinpoint accuracy of GPS. Maybe we're wrong, but we're trying to think of the last time flares were an important part of any rescue. If it came down to having an EPIRB with GPS versus a set of flares — which cost almost the same — we're going with the former. The other thing about flares is they actually can't be seen from very far, even in clear weather, and don't last very long. We keep ours next to our sextant, if you know what we mean.

↑↓ TRAMPOLINES A-HANGIN', WINDLASS AKIMBO

I just read your account of *Profligate's* latest Bash, and the lack of remote control of your engine throttles and transmissions. We had a similar thing happen years ago aboard Dave Crowe's 70-ft cat *Humu-Humu*. We had crossed from Puerto Vallarta to Cabo without incident, then headed north around Cabo Falso. We were hit with 40 knots on the old schnozzola, but pressed on under double-reefed main and a partial jib. We had to keep the cat on the razor's edge. If we bore off at all, she took off like a Hobie Cat.

About an hour into this, we took a big wave over the bow and broke the strut connecting the forward and mid-beams. It was a bit of a fire drill — trampolines a-hangin', windlass akimbo — but we got organized and headed back to Cabo. On the way, we discovered that the controls for the starboard engine were not working. Hmmm.

Despite having only one engine, we unfortunately were assigned to an end-tie waaaay inside the marina. So a volunteer — me — got down in the starboard engine well and manually operated the throttle as well as putting the engine in forward or reverse. We made it to the dock and saved the day.

I still love the mag and am prepping my next cruise boat for further Mexico — and beyond — adventures, as well, of course, as another Ha-Ha.

Dave Fiorito
Irie, Beneteau 393
Novato

Readers — Dave did the first Ha-Ha in 1994 with his Pearson 34 Northstar, then the 2006 and 2008 Ha-Ha's with his C&C 36 Shenanigans.

↑↓ TIPS FOR PROFLIGATE'S ELECTRICAL SYSTEM

I read about *Profligate's* electrical problems on the Baja Bash, which resulted in the Wanderer and Doña de Mallorca's not being able to use the Micro Commander systems to control the throttles and shifting. The problem turned out to be a bad alternator.

When alternators fail, you're stuck. We do electrical upgrades all day long. *Profligate* needs a Perko switch installed that would allow you to switch from your engine battery, which controls the Micro Commanders, to the house bank. It would have given you full power to your Commanders.

We also have a unit that would allow only one engine to charge the engine bank of batteries. Usually the first engine to start will take over that chore. If something happens to that alternator, it will drop it offline and bring on the second one. Much of the problems with your alternator can be attributed to heat. This unit allows cooldown for your alternators. By using a couple of Perko switches and the 'target charge controller', you will never have to be without steady electrical power for your boat.

By the way, when alternators fail, it's usually because they blow the diodes inside. That puts a draw on your electrical



EASOM EXCLUSIVE: ETECH

Easom/Marlow Proprietary Cover Developed for Superior Performance. Order now!



Our passionate rigging team created this 'dream line' to outperform and outlast anything on the market. Call for an estimate today!



Easom Racing and Rigging

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



(510) 232-SAIL (7245)

www.easomrigging.com



1893



2013

Patent Pending

Elco 120 years
of ELECTRIC
PROPULSION



elcomotoryachts.com
877-411-ELCO | Athens, New York

FULL SERVICE MOBILE RIGGING

A SELECTION OF OUR SERVICES:

Standing Rigging • Running Rigging
Furlers • Lifelines • Repair – All at Your Slip!

We can also do full rig replacement.

Competitive Rates
More than 20 Years Experience
Firm Labor Quotes on Most Projects



Alameda

yachtcheck@yahoo.com

(510) 815-4420

Alcom

Marine Electronics

WE SPEAK **B&G**[®]



Call Alcom for all your B&G instrument needs!

(949) 515-1727

www.alcommarine.com

711 West 17th St. Unit C-12, Costa Mesa, CA 92627



LETTERS

system. To have a bulletproof system, you will need two high-output, heavy-duty alternators, two multi-step regulators, target control, and a couple of Perko switches. We would also incorporate your solar into the system.

I've been doing marine electrical, solar and more since 1977, so let me know if I can help.

Dave Biron
Owner, Big Break Marina
Oakley

Dave — Thanks for the suggestions and offers of help. Using a Perko switch to connect the house battery to the engine battery is a good idea. But since this was the only time we would have needed to use something like that in 17 years, we're going with a more simple fix — carrying 20-ft, heavy-duty jumper cables.

The target charge controller is also a good idea, but not for Profligate, as our engines are about 26 feet from each other. And once again, we now have an easy way to connect our six six-volt batteries to each engine battery.

We're also much smarter now in that we would have double- and triple-checked the mechanic's diagnosis of the alternator being fine. We had the replacement alternator in hand, we just didn't realize we needed it. Repeated testing would have told us the real story.

Since we have now put the replacement alternator in, and the old one proved to be shot, we had to get a new one. Yanmar wanted about \$750 for one with their brand name on it. We got the identical thing from an alternator speciality shop for less than \$175. So we suggest shopping around.

You started in 1977? That's the same year we started Latitude. It was a hell of a long time ago, wasn't it?

↑↓ GRAVELLES' BOAT YARD IS OPEN

I'm normally not one to write to publications, but I've heard a lot of rumors, from as far away as Half Moon Bay and Morro Bay, that Gravelles' Boat Yard in Moss Landing is not open. This is not true, as the yard and chandlery are both open for business.

I worked for Gravelles' for many years until I retired in 2004. Even though I don't work there anymore, I still go to their store and yard frequently for parts and just to visit. Gravelles' is a family-owned business that has been in operation for many, many years, and I believe their yard and well-stocked chandlery are one of the best on the West Coast. They are hauling out boats for bottom paint and repair work, which can be done either by the yard or by the boat owner.

In order to comply with some water quality and environmental regulations, some changes recently had to be made at the yard. That might have interfered with a few haulouts. But the work has been completed and they are back to business as usual. Ron and Chad Gravelles, and their entire staff, are very friendly and helpful people.

Ken Gardner
KGLady, 42-ft sailing vessel
Moss Landing

↑↓ THE PACIFIC CUP BROUGHT BACK MEMORIES

I followed this year's Pacific Cup on the Yellowbrick Tracker and it brought back a lot of memories. I was the co-chair of the 1986 Pacific Cup, which had been created six years before by the Ballena Bay YC of Alameda. Our small club didn't have a lot of money or volunteers, but we were scrappy and made the event happen. I did all the events — seminars, fundraisers, dinners — and flew over to Nawiliwili Harbor on Kauai for the awards celebration and crazy parties. We may have

sea bags

custom house wharf

Sails from Around the World,
Recycled in Maine.



We trade bags for Sails!

Contact christa@seabags.com for info
on our sail trade program

Made in Maine - Office in San Diego
(207) 415-5104 www.seabags.com



OWL HARBOR MARINA IN THE DELTA

OFF THE SAN JOAQUIN – CHANNEL MARKER 41

- Private Gated Marina
- Heated Restrooms & Showers
- Picnic Areas, BBQs, Hammocks
- Horseshoes, Bikes & Games
- WiFi, Gardens & Chickens
- Guests & Yacht Clubs Welcome
- Parking at Every Gangway
- Valet In/Slip Pump Outs
- Devery's Special Events



**\$7.00/FT
DEEP DRAFT**



**916-777-6055
WWW.OWLHARBOR.COM**

**WE LOOK FORWARD
TO SEEING YOU!**



*Serving the Bay Area
Since 1986*

Service of the Month

POLISH & WAX

A buffed boat not only looks great,
but will hold its shine and value for longer!
Call for a buff!

ADDITIONAL SERVICES

Interior Cleaning • Detailing • Wash Downs
Maintenance • Carpet & Cushion Cleaning

Fully Insured & Marina Approved

Call now for a Free Estimate

**510 428-2522 or 415 457-6300
www.seashine.net**

HOPE FOR THE BEST. PREPARE FOR THE WORST.

Ultra Flip Swivel

*The strongest most reliable
device to connect rode to anchor*



Upcoming boat shows:

Newport, Rhode Island / Newport Beach, CA
September 11 - 14 / September 18 - 21

QUICKLINE Home of the Ultra Anchor
714 843-6964 • www.quickline.us



RICHARDSON BAY MARINA

formerly Kappas Marina

MODERN FACILITIES IN A WELL-PROTECTED HARBOR

Concrete Dock System

Well Maintained Facilities

Beautiful Surroundings

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

BERTH YOUR BOAT IN SAUSALITO

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



HOGIN SAILMAKERS



Call today to discuss your sail inventory
(510) 523-4388

- Full service and repair loft
- ATN spinnaker socks
- New racing and cruising sails
- Roller furling conversions/new sun covers
- Sails are manufactured in our Alameda loft
- Boom and canvas covers
- Strongtrack

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

LETTERS

had 30 entries, but I honestly can't remember.

It wasn't long after that our small club decided the Pacific Cup was too great a responsibility, and I worked with George Barrett and others to transfer management of the event. It was then decided to move the finish line to Oahu from Kauai.

It's now 28 years later, and what a difference! In the old days, competitors had no GPS, no sophisticated VMG programs, no satphones, and so forth. But it was a fun race then and it was a fun race this year!

Marina Eisenzimmer
Mykonos, Swan 44
San Anselmo

Marina — We remember those early Pacific Cups well because, like the Singlehanded TransPac, they finished on Kauai, and usually at about the same time. As a result, there was a period of about five days when we'd be rushing back and forth, at all hours of the day and night, between the finish line at Nawiliwili and the finish line at Hanalei Bay. Because the jubilant finishers of those events would never let you interview them without guzzling a few drinks with them, we weren't the most sober driver on the island. It's a wonder we survived.

↑↓WHAT'S THE SECRET

You didn't get this from me, but it's a picture of a secret underwater robot that was launched at the old Protector



location in Oakland. They yelled at the photographer who took the picture. I don't know what's so secret about it.

Name Withheld
By Request
Oakland

↑↓TWO-BOAT OWNERS IN MEXICO

Anyone know what this is?

Through a marine attorney in San Diego, we have heard that there is a pending change in the Mexican Temporary Import Permit (TIP) regulations that will allow a person to have two boats in Mexico with TIPs at the same time. Currently you can only have one. Maybe the attorney is just looking for work, or wants to set up billing for a long escrow.

Is *Latitude* familiar with this potential change? I'd hate to be the first guy in line expecting this to go smoothly, and then hear it is only something being 'talked about' or just wished for by gringos.

Pat & Carole McIntosh
Encore, Cheoy Lee 36
Barra de Navidad, Mexico

Pat & Carole — Mexico is in the final stages of making many improvements and changes to the rules and paperwork that apply to visitors with foreign-owned boats. We have heard they were going to allow more than one foreign boat per owner, but don't know the current status. We do know, however, that a foreigner can't have two automobiles registered in his/her name at the same time.

↑↓A RECORD NUMBER OF GPS PLOTTING SYSTEMS

We cruised down the West Coast from Vancouver, B.C. to Puerto Vallarta between August 2013 and May 2014 on our Beneteau First 435 Avant. The boat is berthed at Mazatlan



Add More Fun and Enjoyment to Your Sailing Experience with Quantum® Sails



New Sails

- Racing
- SuperYachts
- Cruising
- OneDesign
- MultiHull

Service

- Sail Washing
- Repairs
- Re-cuts
- Multi-point Inspections
- Installation & Removal
- On-the-water Evaluations & Coaching

QUANTUM SAIL DESIGN GROUP
WWW.QUANTUMSAILS.COM



Quantum Pacific • 1230 Brickyard Cove • Pt Richmond, CA 94801 • 510-234-4334 • sanfrancisco@quantumsails.com

Photography: simonson/h2oshots.com

BOAT MODELS *by* **Duffy®**



*The legacy of model maker
Kenny Gardiner lives on...*



www.boatmodelsbyduffy.com
ORDER NOW 949-645-6811



Maritime Institute

Educating Mariners for Over 35 Years

Celestial Navigation Course for Cruisers

*4 Session Course
for the Avid
Cruising Sailor*

Saturday, October 18th

Session 1 Outdoor Exercise
What the sextant does; Taking
a Noon Sight.

Wednesday, October 22nd

Session 2 Classroom Exercise
Determining your latitude from
the sextant sights

Call

888-262-8020

Register Today!!

Saturday, October 25th

Session 3 Outdoor Exercise
Taking sights for longitude and
latitude.

MaritimeInstitute.com

Wednesday, October 29th

Session 4 Classroom Exercise
Determining your latitude and
longitude from your sights.

LETTERS

until our return this fall.

We used iPads as our primary means of navigation, backed up by a pair of Garmin handheld GPS Map76s (one of which ran on AA batteries, and one on 12-volt for greater redundancy). We backed up the backups with a PC with a USB GPS with CM-93v2 charts on OpenCPN, with spares (older model iPad, iPhone, and PC) in the lockers. We also had paper charts, a sextant, and a nautical almanac stowed as ultimate backups. Thus we would be running seven GPS chartplotting set-ups at all times. How is that for redundancy?

While the Wi-Fi iPads don't have GPS built in, all of our 3G iPads did. If someone wants to navigate with an iPad, they should get a 3G or newer. It's true that you can add GPS to a non-GPS-enabled iPad with a snap-in or Bluetooth add-on from Bad Elf or similar, but built-in is so much easier.

Because we both have iPads and iPhones, and all are registered with the same iTunes account, we can load — and have loaded — the Navionics charts on all of the devices at no extra cost. This gives us four redundant chartplotters at a time with identical look and feel for just the \$50 purchase price of the Navionics app.

Based on our limited experience, we found the Navionics charts for Mexico to be very good — with the following exceptions:

1) Depths seem to be random-number-generated. Since the surveys used in the underlying charts are about 100 years old, I guess this is to be expected.

2) There are a few 'ghost' features — most notably for us a few islands off Mazatlan that appeared on the iPad chart but not in reality. Fortunately, the opposite is not true, as we haven't found any islands that weren't on the charts.

3) Navionics users must download the charts for the area to be cruised before you get there. The default operation for the app is to download a base map with limited detail, and download detail charts via Wi-Fi/3G/LTE on demand as required. Since most mariners won't have reliable connectivity at sea, it's critical to have the detailed chart downloaded in advance. Such downloading is boring and time-consuming, but you have to do it.

4) While the GPS in the iPad works, it's not as precise or as easy to check as a 'real' GPS. For instance, it will not tell you the degree of error, number of satellites used, and so forth. As a result, your positional accuracy cannot be determined on the iPad. Anal navigators, such as myself, don't like that, but I have learned to get over it. In reality, even if the satellite constellations are horrible, your actual position will still be within 100 or 150 feet, which should be enough for most sailors. We look at the signal strengths and constellations on our traditional GPS from time to time to reassure ourselves.

5) The iPad is also A-GPS ('A' for assisted), which means it starts up with positions derived from cell towers, and uses these until it gets a satellite fix. In our experience, this means the position is just plain wrong for the first 30-120 seconds after we initialize the application, or any other GPS-enabled app. If you watch the screen you can often see the initial position 'jump' to the GPS enabled position after a few seconds to a minute.

6) We found that using the iPad controls for screen brightness is not adequate in direct sun and not quite dim enough at night.

7) There is no single-touch MOB function in the app.

8) Because the iPad has a capacitive rather than pressure sensitive touch screen, if wet with spray, dew, or rain (especially salt spray), it behaves in a manner I can best describe as 'rolling its eyes back in its head and swooning'. Having a



Check out our "Must-See" website!!

The Iverson's Dodger is now available in the Bay Area!

Dodgers • Bimini Tops • Enclosures



206-849-2274

www.iversonsdesign.com

WE WANT YOUR BOAT LOAN



NORTHERN CALIFORNIA REPRESENTATIVE

**Bill Kinster
866-486-2628**

WEST COAST REPRESENTATIVE

**Max Salvater
888-898-2476**



Visit us at...

www.boatbanker.com



GREAT LOCATION! Just minutes to Central Bay sailing.
GREAT STAFF!
GREAT RATES! Starting at \$6.02/foot!
MARINA GREEN with picnic/BBQ areas and Bay Trail access.
HOME OF THE SIERRA POINT YACHT CLUB



From Hwy 101, take the Sierra Point Pkwy exit and follow the signs to the marina.

400 Sierra Point Parkway
 Brisbane, CA 94005

www.ci.brisbane.ca.us

(650) 583-6975

harbormaster@ci.brisbane.ca.us



Authorized Cat Marine Engine Dealer

COMMERCIAL MARINE & PLEASURE CRAFT SALES/SERVICE

Dockside facility at KKMI
 Complete marine engine service, from oil changes to overhauls
 530 W Cutting Blvd, Richmond, CA 94804
(888) 407-7301



www.petersonpower.com/onthewater

McDERMOTT COSTA

insurance brokers - est. 1938

Commercial Operations

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

Recreational Inshore/Offshore

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



Lic. #OB21939

BILL FOWLER – Marine Specialist
 McDERMOTT COSTA INSURANCE
 (510) 957-2012 Fax (510) 357-3230
bfowler@mcdermottcosta.com



NAPA VALLEY MARINA = SERVICE

CALL US TODAY!



- Engine repair – diesel and gas
- Shaft Alignment
- Outdrive repair
- Bottom Jobs –
- Gel Coat Repair
- **AULGRIP** Paints

WE CAN HAUL LARGE CATS/TRIMARANS

California's Largest Dry Storage Facility

NAPA VALLEY MARINA

1200 Milton Road • Napa, CA 94559
(707) 252-8011 • Fax (707) 252-0851
www.napavalleymarina.com

Marina • Boatyard • Chandlery • Brokerage

Dealers for
YANMAR

Interlux
yachtpaint.com

Distributors for *Brownell*
Boat Stands



"I blew most of my money on broads, booze and boats...the rest I just wasted."

– Elmore Leonard, R.I.P.



CLASSIC CANVAS
STARBUCK CANVAS WORKS
415•332•2509

67 Liberty Ship Way, Sausalito, CA 94965
 saintarbucks@sonic.net

"Unless you just don't care."

LETTERS

cloth at hand to wipe the screen dry is all that's needed to overcome the problem and get it to behave responsibly again.

9) The iPad/Navionics 'track' function is odd, and has some memory limit that I don't yet understand. After a time — 12 to 36 hours — it seemed to randomly end the track and not start a new one. It's annoying, but that's the way it works.

Unlike the Wanderer, we found the Navionics charts on the iPad to be accurate, even at Punta Mita, where the paper and CM93 charts were off by over a mile. While in Punta Mita I walked to the end of the *panga* breakwater with my iPhone, and it correctly located me as accurately as I could verify by eye. Our charts for the area show more detail than was pictured in the July *Latitude*, and included the rocks and outlying islands. So perhaps the Wanderer only had the base map for that area. Even Isla Isabela, which is notorious for often being mischarted, was accurate on the Navionics app.

In Mazatlan, where most charts don't show the estuary and marinas at the north end of the city, Navionics accurately shows them all, albeit not perfectly up-to-date. See the accompanying graphic of the entry to Mazatlan and entry to Marina Mazatlan. Note the 'ghost' island we passed over/through entering the channel. The second graphic shows the track of our entry to Ensenada, which I think shows that the app gets the job done pretty well.

I suspect that Navionics has aligned the underlying charts with GPS imagery to match landforms to the chart outlines, and they have clearly added detail in areas such as San Jose del Cabo, the Mazatlan yacht harbors, Nuevo Vallarta, and elsewhere. Soundings remain the weak point, but you can't fix them with Google Earth.

We did try Garmin's Blue Chart app on the advice of a cruiser in La Paz, but found those charts weren't as good.

It seems all chart sets for Mexico are based on the old DMA charts last available to the public in the 1990s, and on surveys circa World War I done by the US Navy. These charts are out-of-date, inaccurate, and off-datum by up to miles. If you use them with the navigation techniques of the day — compass bearings and hand-plotting — they work fine. If you use them with a GPS and rely on the result, grief might well ensue. The only GPS-accurate charts we have found are the Navionics, and even these have some 'personality issues'.

We also download the appropriate Coast Pilot or Sailing Directions in PDF in iBooks, and have that at hand as well, with the appropriate page 'open' in the app.

As *Latitude* does, we use charts and chartplotters as an aid supplemented by our eyes, sounder, radar, and a healthy fear of the hard edges of the sea, no matter where we are sailing.

To enable cockpit use of the iPads and iPhones, we use LifeProof waterproof cases, and a Ram suction cup mount on the back of the iPad. We are able to see it from the helm or from the cockpit seats by adjusting the mount. *Avant* has no cockpit canvas, so protection is required. We alternate between the two iPads as their charges wane, so one is below at the chart table charging while the other is in the cockpit in use. We find that we swap every 4-6 hours. We did get an overheating glitch when one iPad said it was too hot and shut down. Oddly, this was in Canada before we left, when the iPad was in direct sun for a few hours, and we didn't see this in Mexico. As the iPad is a multi-use device, it's handy to have a camera, video camera, and so forth, also instantly at hand.

Rob Murray
Avant, Beneteau First 435
 Vancouver, B.C.

Rob — If you'll read a few letters down, you'll learn that



INSURING BOATS & YACHTS FOR OVER 50 YEARS

Contact Us for a Quote

www.marinersins.com

N. California
Carolyn Pounds
carolyn@marinersins.com
● 510-254-3689

L.A./Orange Co.
● 800-992-4443

San Diego
800-639-0002

Exclusive MARINERS *Odyssey*® Program

Mexico
South America
South Pacific
Caribbean
Mediterranean

Racing Sailboat Program

Transpac
Pacific Cup
PV / Cabo Races
Caribbean Regattas

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

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



ONLY IN MARINA VALLARTA...



352 VESSEL CAPACITY (UP TO 160 FEET). ELECTRICITY, WATER, PUMP OUT,
88-TON TRAVELIFT, DRY DOCK, RESTAURANTS, SHOPS, HOTELS, AIRPORT
PRIME LOCATION. COORDINATES: LAT: 20.39 N. LONG: 105.15 W

Marina  Vallarta

BAY VIEW GRAND



MARINA VALLARTA
TELS. +52 (322) 221-0275
+52 (322) 221-0722
PUERTO VALLARTA, JAL. MÉXICO

OPEQUIMAR
CENTRO MARINO

www.marina-vallarta.com.mx ~ italia@marina-vallarta.com.mx

Albatross Boathouse
Home of
THE DINGHY DOCTOR
SALES AND SERVICE OF INFLATABLE BOATS AND OUTBOARDS
www.thedinghydoctor.com
3302 Kurtz St., San Diego 92110 **619-804-6921**



**Run with
the Leader!**

Ask about our
Taurus RIB/Honda
motor package deals –
our most popular
boat and motor
combo!

**Powered
by
Honda**



**Inflatable boats and RIBs of all sizes fully rigged with
Honda outboards. We offer complete service on all
Honda outboards with computerized diagnostics and
factory trained technicians.**

Achilles, AB, Caribe, Fiji and Taurus Inflatable Boats
Klamath and Bayrunner Aluminum Boats
Powered by Honda

**HONDA
MARINE**

Always wear a personal flotation device while boating and read
your owner's manual. 2014 American Honda Motor Co., Inc.®

SPAULDING WOODEN BOAT CENTER



The oldest boatyard in
Sausalito!

AFFORDABLE QUALITY
We have a cart just
waiting for your boat!

We haul boats up to 42 feet in length and 24,000 lbs.

WOOD-FIBERGLASS-METAL



Support, preserve, and celebrate the craftsmanship
and traditions of wooden boat building.

(415) 332-3721

boatworks@spauldingcenter.org

FOOT OF GATE FIVE RD. SAUSALITO, CA 94965

WWW.SPAULDINGCENTER.ORG



The CanvasWorks™
SAUSALITO, CA

Covering All Your Interior and Exterior
Marine and Residential Canvas Needs.
Design, Fabrication and Repair.

415.331.6527

mike@thecanvasworks.com www.thecanvasworks.com

LETTERS

GPS-accurate charts are available for Mexico. By the way, you were right, our Navionics charts only had the base data. We know the coast so well that we didn't realize we didn't have the complete detail. Now we know better.

↑↓ I FORGOT, IT WAS ALL ABOUT THE MEMORY

I read *Latitude's* iPad navigation article in the July issue and, having recently had issues with that system, thought I would weigh in.

I went digital in 2013 with Navionics on my iPhone 5 for the San Juan Islands. We liked it so much that we decided to also get an iPad version. My wife's iPad2 was a Wi-Fi-only version. After a bit of research, we realized that the Wi-Fi-only version of iPad2 does not have a GPS chip built in. We decided to add a Bad Elf external GPS to it. It's been good, although not quite as fast as the iPhone when it comes to satellite refreshes.

On our way to Nanaimo this year, ultimately heading for Desolation Sound, we realized a bit late that when you download a Navionics app, it doesn't automatically include all the charts — as it did on my iPhone version last year. So for the last couple of hours in Trincomali Channel headed for Dodd Narrows, we were back to paper! You also want to make sure that you have a way to charge your device underway, as the GPS uses a lot of battery power.

After finding a USB mini-adapter for the Bad Elf, and charging the iPad at the Nanaimo YC, we downloaded the complete set of Navionics charts for the area and off we went.

I was again surprised when, north of Ballenas Islands, the iPad stopped showing our position. Bashing north in Georgia Strait with heavy chop and 15-20 knots on the nose is not the best place to sort out digital issues. So we were back to having to use the iPhone, which I had also loaded with the same Navionics package.

Snug in beautiful Tribune Bay on Hornby Island — 70-degree seawater, shhh, don't tell anyone — I started using my iPhone to check the blogs for an answer to why my iPad wasn't updating positions. Finally the cause of the problem hit me — memory! Navionics uses a lot of memory, and I had forgotten to delete the once-opened pages on the iPad for weeks. Here's how to do that:

- 1) From the home screen, double-click the home button to unveil the 'open' pages still in memory.
- 2) Swipe to delete all the old stuff. You are just deleting the items in memory, not the icon or app.
- 3) Shut down the iPad completely, with the button on the side top; wait five seconds; then restart. This resets the available memory.
- 4) Close and reopen the Navionics app, which allows it to read the available memory.

Once we did that, it was like magic, as our iPad2 Navionics app was working again. We like the program a lot, but feel there should be more warnings along the way to remind users of critical items before departing their Wi-Fi connection!

Ira & Alisa Spector
Enchantment, Roughwater 33
Gig Harbor, Washington

Ira and Alisa — Thanks for the tips. We had lots of things still 'open' in memory that we weren't aware of.

"Should be more warnings . . ." We think that applies to a lot more devices than iPads. Take Phantom drones, for instance.

↑↓ WHEN COMPANIES COMPETE, THE CUSTOMER WINS

In the July *Latitude* you mention using Navionics with an

COME VISIT COYOTE POINT MARINA

The Peninsula's Complete Recreational Destination!



**NEW
45'-60' SLIPS
AVAILABLE**

BERTHING

- ➔ Slips to 60' available
- ➔ Inside ties from \$100 per mo.
- ➔ Multihull side ties available
- ➔ Check out our rates!



FUEL DOCK & PUMP OUT

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

**Fuel Dock
currently closed
for repairs.**

COYOTE POINT MARINA ~ 1900 Coyote Point Drive • San Mateo

650.573.2594

Suncoast Yachts

Exclusive California Dealer for

ISLAND PACKET & BLUE JACKET YACHTS



COME SEE AT THE
NEWPORT BEACH BOAT SHOW

NEW 2015 ISLAND PACKET 485
Special Boat Show
Pricing Available!



NEW 2015 BLUE JACKET 40
Arriving Fall 2014!
(Call for details and special pricing)

BROKERAGE



ISLAND PACKET 40, '96... \$189,000
IP SP Cruiser 41, '08 \$399,000
Island Packet 380, '01 \$219,000
Moody 36, '81 \$49,000
Gemini 105MC, '05 \$119,000



ISLAND PACKET 380, '99... \$205,000
Hunter 33, '04 \$69,500
Island Packet 320, '98 \$114,900
Grand Banks 42 MY, '02... \$419,000

2330 Shelter Island Dr., #105, San Diego, CA 92106
(619) 523-8000 • www.suncoastyachts.com

SCANMAR INTERNATIONAL, INC.

Home of the Monitor Windvane

Your Source for Self-Steering and Emergency Rudder Solutions

- Monitor Windvane and optional Emergency Rudder
- Auto-helm Auxiliary Rudder/Trim-Tab Windvane
- Saye's Rig Windvane
- The SOS Emergency Rudder
- Meets Race and Rally Requirements
- Multihulls too!

*Contact us to determine the
best solution for your boat.*

www.selfsteer.com
Richmond, CA

510.215.2010 • 888.946.3826
scanmar@selfsteer.com

Official
Sponsor
2014
BAJA
HA-HA

SEE US IN
SOUTHAMPTON
& ANNAPOLIS!



License #OE32738

TWIN RIVERS

MARINE INSURANCE
AGENCY, INC.

"Your Boat Insurance Specialists"

7 Marina Plaza • Antioch, CA 94509

At The Antioch Marina

38° 1' N 121° 49' W • Buoy 4 Red - On the San Joaquin River



Private Pleasure / Commercial Risks
Classic Yacht Programs

- West Coast
- Atlantic
- Mexico
- Hawaii
- East Coast
- Pacific
- Caribbean
- Alaska

Representing...



Shop Your Renewal & \$ave • Flexible Survey Requirements

Insurance made simple, affordable and effective.

Broad Navigational Areas • Liveboards

Years of unbeatable experience to match your needs to the right product.

Agreed Value Policies • Fuel Spill Liability

Get an online quote: www.BoatInsuranceOnly.com

(800) 259-5701

OPEQUIMAR

MARINE CENTER CENTRO MARINO

Our Experience Makes the Difference



High velocity pump fuel dock, 46 gals./min. • Travelift: 88 tons, 100' length, 23' beam
Dry storage for vessels up to 300' • VHF radio ch. 68 • 24-hour security • Dock rentals
Sales & rent of used & new boats • Full service boatyard • Do-it-yourselfers welcome

The Most Complete Marine Center Open 365 Days

Puerto Vallarta, Jal. Mexico / Tel: (322) 221-1800

www.opequimar.com / info@opequimar.com

LETTERS

iPad for navigation, and some of Navionics' shortcomings. You might also consider the Garmin Blue Charts app for the iPad. The charts aren't very expensive, and they would provide a good comparison.

I haven't cruised Mexico with Blue Charts yet — I'll be doing that this coming season — but I ran the Navionics charts on my Raymarine e7d and the Garmin Blue Charts on my iPad side-by-side this past season in the Bahamas. Hands down, the Garmin Blue Charts were better than the Navionics charts. At least in the Bahamas.

Looking at the Garmin charts for Mexico, I see that Garmin at least shows the Tres Marietas Islands. One other benefit to the Garmin Blue Charts is the integration of Active Captain, so you get to see comments on many of the anchorages. The Active Captain database is stored locally on the iPad, so it's available even if there is no internet. If you have Internet, Garmin Blue Charts also shows GRIB files.



Garmin's Blue Charts are also available for iToys.

Eric Mears
Makai, Leopard 4700
Angelus Oaks

Eric — If you're a dummy like us, and only have the Navionics base data, the Tres Marietas won't show up. They do on the complete program.

We'll look into the Garmin Blue Charts, but as was noted in a previous letter, at least one user of Blue Charts and Navionics thinks the latter is better, at least in Mexico.

One thing we don't like about Navionics and Blue Charts is that they cram such diverse areas onto the same app. After all, how badly do West Coast sailors need East Coast charts, and vice versa? Filling the memory of one's devices with data you don't need doesn't make much sense to us.

STUCK IN 2007

During the seven years I spent cruising in Mexico, all the chart programs were off because they used charts made around 1900, give or take a few years. The latitude was generally correct, but not the longitude. The longitude was generally off by about a mile, and in some places up to two miles. The longitude error uniformly showed the land farther west than it actually is.

The only place where I found both the latitude and longitude off was at Isla Isabela, the nature reserve about 40 miles west of San Blas. The island is about a mile south and a half mile east of where it is shown on the charts.

The least amount of error appears to be along the outside coast of Baja. The greatest amount of error is along the mainland coast of Mexico, and the farther south you go, the worse it gets.

The Mexican government realized this problem and several years ago did a new survey of all Mexican waters, and issued new charts for all of Mexico. Copies of the new charts can be ordered from Mike and Shelly at La Paz Yachts, and perhaps Seabreeze Books at Pt. Loma.

Chuck Losnes
Hale Moana, Gulfstar 41
Puerto Escondido, Mexico

*Call About Our
Special
Cruiser Rates!*



San Diego's Cruiser Destination

Harbor Island West Marina

620 Single Slips
Outstanding Central Location
Complimentary Wifi
Fuel Dock

Pool/Spa/Laundry
Deli & Restaurant
Package/Mail/Fax/Notary

619.291.6440

www.harborislandwest.com

2040 Harbor Island Drive San Diego, California 92101

Yamaha EF2000iS Inverter/Generator Only \$999

- 3-Year Warranty
- 2kw
- End of Year Clearance
- Limited Supply



**Call about our
Outboard Engine Inventory
CLEARANCE SALE!**

Outboard Motor Shop
Where the professionals shop!

(510) 533-9290

www.outboardmotorshop.com

333 Kennedy St., Oakland, CA 94606 • Fax 510-533-3374

SAN DIEGO'S RIGGING CENTER

since 1983



Proudly serving for over 25 years

Safe, cost effective,
professional rigging solutions.

***We'll get you ready for your next
sailing adventure!***

Design consulting • Commissioning
Refits • Custom line and hardware



**WE SHIP
RIGGING
WORLDWIDE**

2805 Cañon St., San Diego CA 92106

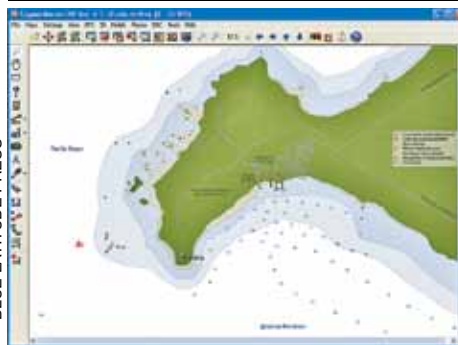
619.226.1252

www.pacificoffshorerigging.com

LETTERS

Chuck — You sound as though you've been as out-of-date as we have. The fact is that GPS-accurate charts have been available for the Sea of Cortez since at least 2007, and mainland Mexico since at least 2010. Check out the following letter.

↑↓ **YOU WANT ACCURATE CHARTS OF MEXICO? GOT EM!**
Has *Latitude* checked out our electronic charts for the



Blue Latitude's GPS-accurate electronic charts are very impressive.

Sea of Cortez and Pacific Mexico guidebooks. I've attached a couple of screen shots for some of the popular anchorages from iNavX on the iPad. The waypoints refer to the ones in our guides.

Our charts aren't meant to replace the smaller-scale charts such as Navionics, CMAP, and so forth, but rather to supplement them with larger-scale charts for the harbor with the accuracy and detail that has been lacking in the past. Everyone who has been using the charts for the past couple of years tells us they've been very pleased, and to date we haven't had any errors reported.

We are sponsors of the Ha-Ha again this year, and Heather and I will have a booth at the Kick-Off Party the day before the start in San Diego. We'll have guides and electronic charts for sale, with a demo of the electronic charts. The electronic charts are less than \$30 for both the Sea and the mainland.

Shawn Breeding
Blue Latitude Press
www.bluelatitudepress.com

Readers — We've seen the Blue Latitude Press electronic charts, and they're pretty impressive. By the way, *Latitude 38* and Blue Latitude Press have no connection with each other.

↑↓ **FROM THE TOWN THAT BROUGHT YOU THE B-52s**

Remember the Freya 39 *Gypsy Warrior*, which was completed from a hull



COLE TAYLOR

'Ember' when she was ashes.

by Sebastopol's Rick Gio, and taken to the South Pacific numerous times? Well, she burned and 'went to Rome' five years ago. I came across her in what were going to be her final hours before some lead-hungry keel-cutters were going to tear her apart to get at the 10,000 lbs in her belly.

Gypsy Warrior was listed for sale, but with execution day on the horizon, there had already been aggressive scavenging. Twenty minutes aboard was all I needed to convince myself

Direct benefits

It's easy! With your new sail order from *North Sails Direct* you measure, you SAVE, you get the best. *Contact us today!*

FREE!
ONE YEAR SAIL CARE & REPAIR with purchase of a new North sail*

*Restrictions may apply. Ask your North Sails Direct representative for details.

NORTH SAILS direct

northsailsdirect.com or call 888-424-7328

Boat size restrictions may apply.

KISSINGER CANVAS

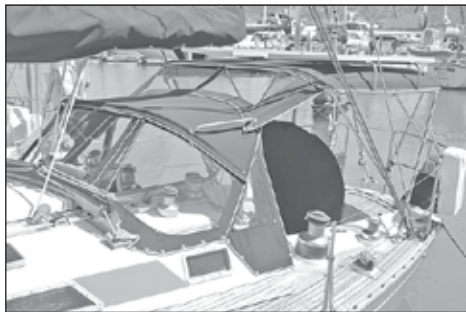
Marine Canvas & Interiors

STEVEN KISSINGER

(925) 825-6734

Covering the Entire Bay Area

- Biminis
- Enclosures
- Boat Covers
- Cushions
- Sail Covers
- Awnings



DODGERS

20 Years in Business

Side handrails and window covers included.

OPTIONS

Aft handrail, dodger cover, sailing bimini.

Free Estimates and Delivery

It's Beautiful... It's Private... It's Home



Making boating easier – and more fun! – is what Oyster Cove is all about. That's why we rate number one with many Bay Area boaters. Oyster Cove is an exclusive yet reasonable facility of 219 berths, accommodating pleasurecraft in slips up to 60-ft long. **Oyster Cove is the private Peninsula marina closest to bluewater boating.** No other private Peninsula marina is better situated or offers nicer, fresher surroundings.

OYSTER COVE MARINA

385 OYSTER POINT BOULEVARD #8A,
SOUTH SAN FRANCISCO

(650) 952-5540

- Berths 30 feet to 60 feet
- Double Finger Concrete Slips
- Five Minutes from SFO
- Close to Mass Transit
- Heated Dressing Rooms & Showers
- Laundry Room
- Nightly Security Patrol
- Complimentary Ice

www.oystercovemarina.net

YOUR SAILING HOME

MARINA BAY YACHT HARBOR

RICHMOND CALIFORNIA

Great Location

Deep Draft

Reserve today
(510) 236-1013
www.mbyh.com



UPGRADE WITH HANSEN RIGGING Standing Rigging

CALL ABOUT
LEISUREFURL™
Spyderco

Top to Bottom... the Best Around!

Standing and Running Rigging Specialists
Masts • Booms • Furlers • Mainsail Systems
Legendary Tuning • Racing Consultations
Excellent used booms (40'-50' boat range) in stock

2307 Blanding Ave., Alameda, CA 94501
(510) 521-7027 • hansenrig@sbcglobal.net

Defender®

Marine Outfitter of Choice Since 1938

Visit us at the Newport Boat Show • September 11-14, 2014



PHC Manual Compact Toilet

- New retractable pump handle!

Item# 501464

Only \$284⁹⁹



San / Flex Sanitation Hose - 1" or 1-1/2"

- Extremely flexible with lowest permeation level

Item# 502973 (1") & 503287 (1-1/2")

Starting at \$10⁹⁹ per ft



Tru-Design Manual Aquavalue 1-1/2" Package

- Manual with (1) straight tail and (2) 120° elbows
- Lockable handle position

Item# 503288 • List Price: \$114.46

Only \$89⁹⁹



defender.com ★ 800-628-8225

FREE Catalog! Most orders placed by 4:30PM ET ship the same day! We are not required to collect sales tax on orders shipped outside of CT!

LETTERS

that she was too far gone, a project way out of my league. So as you probably guessed, a few weeks later I forked over 12 large, plus five month's berth rent, and began attacking the over-



COLE TAYLOR

head fiberglass with an angle grinder as if there were treasure inside. I'll spare you the gory details of the next 15 months, but suffice it to say that Wilmington is the kind of place where you gain weight by simply breathing.

The 'after' shot says it all.

In any event, on May 6, what became *Ember* splashed anew in Alamitos Bay, and within hours was bashing through four-foot chop and 25-knot headwinds under power to anchor in the lee of Long Beach's Island White. We spent two days tuning the rig there before heading to San Diego via Catalina.

I've pieced together some scraps of her history from *Latitude's* archives, and from the blog that Joe Houska kept during her years as *Detour*. But it seems I'll have to find Rick Gio to know the full truth. If he's still out there, I hope he'll contact me at coletaylor15@hotmail.com.

Cole Taylor
Ember, Freya 39
Athens, Georgia

Cole — Congratulations of biting off more than you thought you could chew, but still being able to digest it.

↕ LATITUDE SAYS "DON'T FIGHT THE WEATHER"

After a year-long journey and adventure of cruising in the Caribbean on my Beneteau 36 'scouser, it's finally time for us to return home via the Panama Canal. My question is what would be the best time of year to make my passage from Panama to Central America and Mexico, and then the rest of the way to California.

I've already made it back to Panama, just in time to avoid hurricane season in the Caribbean. I was hoping to get my boat through the Canal within the next 10 days to try to make my way up to California before the Baja Bash starts up at the end of October.

By the way, I loved sailing in the Caribbean, especially in the BVIs, and particularly Virgin Gorda. It was unlike any kind of sailing I've ever experienced in my life. God, I didn't realize water could be that clear! My year in the Caribbean was a totally amazing experience — although I should have taken the Wanderer's advice, as I took a pretty bad beating trying to cross from the coast of Colombia to Aruba. As great as the Caribbean is, I'm dying to get back home to the Bay. I miss the sailing there and all the Bay has to offer.

Steven Thomas
'scouser, Beneteau 36
Sausalito

Steven — The biggest weather obstacles in getting from Panama to San Francisco, in our opinion, are lightning and tropical storms/hurricanes. The summer and fall are the worst times of year from Central America up through mainland Mexico for lightning and torrential rain — to say nothing of humidity. It's the same for tropical storms and hurricanes. So while it's certainly possible to make it from Panama to San Francisco at that time of year, it usually means a much less pleasant trip,

COVER CRAFT

Your Boat
is a thing of beauty.
We want to keep it that way.



We combine communication, innovation, experience, and passion to create the best looking and most durable covers possible.

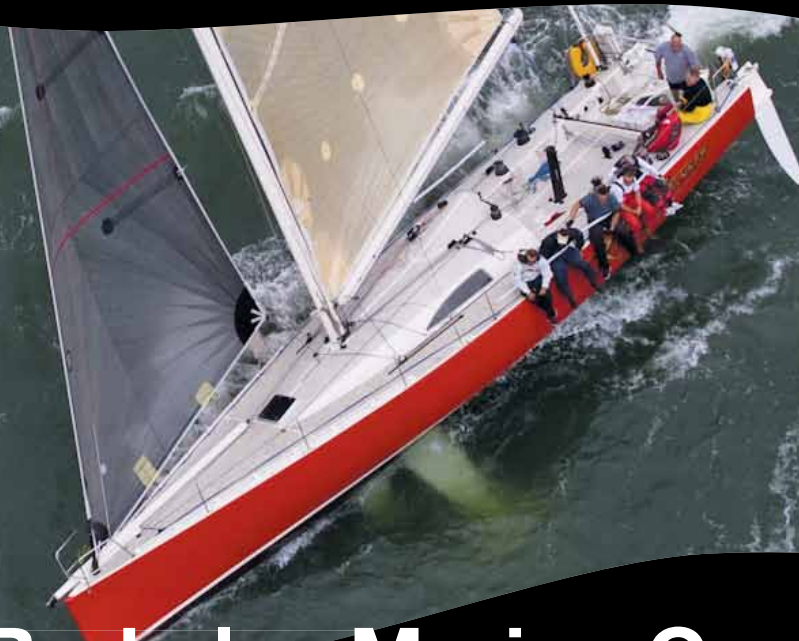
- Classic dodgers and biminis
- Drop-top folding dodgers
- Custom canvas for sailboats

560 W. Cutting Blvd., #2
Richmond, CA 94804
Inside the KKMI boatyard

(510) 234-4400

Quality
Yacht
Canvas

Build your own racing yacht!



Berkeley Marine Center

www.berkeleymarine.com • 510-843-8195

THIS YACHT MAINTAINED
BY:

Stem To Stern

FOR ALL CONCERNS, PLEASE CALL:

(510) 681-3831

*Responsibilities of the
In-port Captain*

Yacht Security • Cruise Preparation
Maintenance Scheduling • Delivery Services

- Hull Cleaning
- Washdowns
- Interior Cleaning
- Detailing
- Brightwork
- Mechanical Service and Repair
- Pump-Out
- Boat Yard Set-up and Management

Check out our website for a list of all our services at

www.StemtoSternSF.com

or call (510) 681-3831

We Take the Work Out of Owning a Boat



MARINE INSURANCE SPECIALISTS

*Your best source for Yacht and Boat Insurance
tailored to your needs and competitively priced*

We Insure:

Sail or Power ♦ Classic or Contemporary
Fiberglass ♦ Aluminum ♦ Steel ♦ Wood

At Heritage Marine Insurance you will find knowledgeable insurance professionals who provide superior service and the finest coverage available today.

To be sure you're getting the best insurance value please contact us for a quote.

www.heritagemarineinsurance.com

800-959-3047

Fax 860-572-5919

classics@heritagemarineinsurance.com

Program available exclusively through:



© 2014 Insurance policies issued by ACE Recreational Marine Insurance are underwritten by the insurance companies of ACE Group.



- Mainsail and Jib reefing
- The only U.S. patented furling system for Cruising Spinnakers
- Manage all your sails safely from the cockpit!



607.749.4599
www.sailcdi.com
sailcdi@verizon.net

LETTERS

and an increased risk of potential weather problems. We don't recommend it.

The Dalai Lama, our good South African friend who has run sail and powerboats for many years, was asked by the owner of the 90-ft boat he runs to take her from San Diego to the Bahamas starting in late July. That meant he'd have had to confront tropical storm dangers in both the Pacific and Caribbean. "I'd quit before I'd do that," said the majestic Dalai. Mind you, he's not adverse to taking risks. For example, he not only towed a 20-ft inflatable across the Atlantic behind the big Jongert he was running, he did it five times.

The Baja Bash doesn't 'start' at the end of October, as it's pretty much a year round phenomenon. We think the times of year with the best weather windows for coming up the coast of Baja are November through January, then May through July. But it can be good at any time of year, and it can be nasty any time of year. But if you can be patient, you can almost always have a good Bash.

↑↓ WHERE IN THE WORLD IS MY HIN?

Can you give me any guidance on how to get a HIN (Hull Identification Number) on an older boat? You'll remember that a number of foreign-owned boats were impounded in Mexico last year for not having such a number.

Our boat is a 1973 Cal 46. I suspect she may have been laid up in 1972, before boats were given HIN numbers, and launched early in 1973. There is no evidence of the number and none of the archive paperwork shows any HIN. Jensen Marine, the builder, is long gone.

Do you have any suggestions as to how to secure such a number? I'm hauling in two weeks and would like to properly etch it into the transom for next year's Ha-Ha.

Bill Wilson
 Jubilee, Cal 46
 Sausalito

Bill — We're pretty confident that all Mexican officials now realize that U.S. boats as old as yours were never given HIN numbers. Many foreign boats still don't get them.

Some boatowners have requested, and gotten, a new document from the Coast Guard that has "No HIN number" written on it. Others have adopted their document number as their HIN number, and used a Dremel tool to engrave that number into their transom. Mexican authorities accepted that as a HIN number last year.

If you do one or both of the above, and have all your other paperwork in order, we're confident you won't have a problem. Thanks to new TIP (Temporary Import Permit) forms and new procedures, we don't expect a repeat of last year's fiasco.

By the way, there are some boatowners — ourselves included — who still have the now very old 20-year Temporary Import Permits. These are still good, but since a new and much more official looking one only costs about \$50, and can be gotten online, we're getting a new one. We recommend that others with very old TIPs do the same.

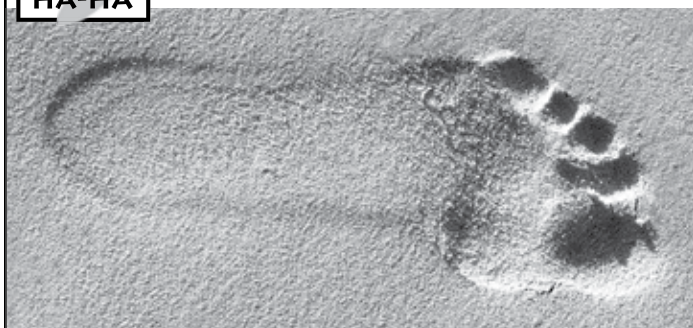
↑↓ THE TEMPORARY IMPORTATION OF REPAIR PARTS

One of the ongoing, repetitive, problems for cruisers in Mexico has been getting replacement or repaired parts into Mexico after the boat is already there. Sometimes you can bring them in as part of your luggage, while at other times customs at the airport wants to collect duty

There was a procedure where you could register your broken equipment with customs when you left the country, and were then able to bring the replacement into Mexico duty

Official Sponsor
 2014
 BAJA
 HA-HA

MEXICO CRUISERS STEP ONE:



MAKE A RESERVATION AT MARINA EL CID FIVE STARS FULL SERVICE MARINA MAZATLAN

*You'll get such a great 'impression'
 from our marina services and beaches,
 you may never leave!*



www.elcidmarinas.com
 011-52 (669) 916-3468
marinaelcidmazatlan@elcid.com.mx



**VALLEJO
MARINA**



Gateway to the Bay & Delta

The North Bay's Only Full-Service Marina!



- Slips starting at \$6.79 per foot!
- Concrete and wood docks
- Covered berths available
- Night security guard

(707) 648-4370 • Fax (707) 648-4660
42 Harbor Way • Vallejo, CA 94590
www.ci.vallejo.ca.us

BOAT LOANS

New / Used / Refinance

Unbeatable rates.

Call us today
for a free quote.

(800) 233-6542

See us at the
**BOATS AFLOAT
SHOW**

September 10-14
Seattle, WA
~ AND ~

LIDO BOAT SHOW
September 18-21
Newport Beach, CA

San Diego, Newport Beach, Alameda & Seattle



www.seacoastmarine.net

A division of Seacoast National Bank.

*Imagine YOU WERE DESIGNING
THE Perfect MARINA...*

Marina Cortez has a unique combination of old-world service and the most modern marina design in Mexico.

You'll luxuriate in a level of service and comfort that goes beyond other marinas. Imagine a moorage that starts with every boat being assisted by dock staff and continues with exclusive access to a host of services that make Marina Cortez much more than a place to keep your boat. It's a place where you can make the most of every visit to this spectacular area.

Sheltered by a tranquil cove, Marina Cortez has more than 50 slips, ranging from 40' to 300' accommodating even the largest boats cruising the Pacific and the Sea of Cortez.

Everyone with a moorage at Marina Cortez enjoys these amenities and much more:

- Assistance with Immigration and Customs documentation
- Cruise planning Services
- Information about Doctors and Dentists
- Car rental arrangements
- Recommendations for repair services as well as boat maintenance and cleaning.

CONTACT & RESERVATIONS:
 Office: +52+612-123-4101 From USA: +52+1+612-157-0013
 Fax: +52-612-125-4212 Email: dockmaster@marinacortez.com

Marquez de León # 2415 Esq. Topete C.P. 23060 La Paz, B.C.S. México

Convert your auxiliary drive to *CLEAN, QUIET ELECTRIC*

- Gear Reduction now available in stainless steel
- Low maintenance and affordable
- No noxious gas/diesel fumes
- Superior torque at low RPM



**5%
Discount!**

Use code
LAT38 online or by phone

ThunderStruck Motors

SALES • SERVICE • CONSULTING • CUSTOM PROGRAMMING

www.ThunderStruck-EV.com • 707-578-7973



**DON'T
GO TO
MEXICO
WITHOUT
ONE**



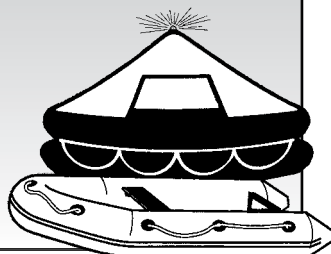
- Hypalon survives tropical sun
- It's your primary transportation
- Built to last!

Best Materials
Construction • Prices

SAL'S
INFLATABLE
SERVICES, INC.

PHONE (510) 522-1824
FAX (510) 522-1064

1914 Stanford St., Alameda 94501
salsinflatables@sbcglobal.net
www.salsinflatableservices.com



LETTERS

free. I have tried this, and it involved spending a couple of hours trying to explain the law to Mexico officials, both before leaving and when returning. A couple of times I didn't have a problem. Another time I was told, "Too bad, we still want duty on the repaired part you brought down with you."

An item in the August *Sightings* mentioned a new form: "Register of the Temporary Importation of Merchandise destined to maintenance and repair of the temporarily imported vessel." Do you know if this form will eliminate the problem? From the title, it sounds as if it could be just what cruisers need. A long time ago you could bring items with you, or even have them shipped, marked with the name of the boat and 'Yacht in Transit', and it eliminated any problems. Hopefully this new form will take us back to those days.

Bill Lilly
Moontide, Lagoon 470
La Paz, Mexico

Bill — Neil Shroyer of Marina de La Paz reports "the Mexican government has created a new form for the temporary importation of items for repair or maintenance of temporarily imported foreign vessels. It limits items that can be imported to those that can be identified individually by way of serial number, model number, etc. Consumables like paint, nuts and bolts, and so forth can no longer be brought without paying duty." We'll have the link to the new form in the next issue. We hope the word of the form gets passed on down to the Customs officials.

There's an even bigger change that about 95% of people with boats in Mexico need to know about and act on. From now on, all "Mobile Accessories" — be they a dinghy, Jet Ski, motorcycle, or helicopter — must be listed on a boat's Temporary Import Permit. If not, that accessory or those accessories are in the country illegally and subject to duty if not fines. You have a dinghy? You need to get your TIP updated by going to the Banjercito.

When you get your TIP updated, you will also have a chance to correct any errors, such as in the HIN number (or lack thereof), engine serial numbers, misspellings, and what have you. Bring all your supporting paperwork. It will cost you \$51, and the expiration date will be the same as the old one. But let's not have any whining, because it's not that much money, and it's not harassment, but rather the Mexican government getting its act together. Actually, we'll allow whining if there isn't a Banjercito — military bank — in a town or city near your boat.

If you are coming to Mexico for the first time, when you get your TIP, which we presume you'll be doing online, make sure all the information is correct, and that you've included your dinghy and outboard. And helicopter, if you have one.

There are also changes in U.S. law that will affect cruisers heading south to Mexico. A new change in United States banking rules means checks drawn on U.S. banks can no longer be cashed by banks or financial institutions outside the United States. So don't expect to go into a Mexican bank with a U.S. check and hope to cash it. They won't do it.

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.

OASIS IN THE HEART OF MONTEREY

new Expanded Guest Slips to 200-ft!

Breakwater Cove Marina
at the historical entrance to Cannery Row
Central to the best of Monterey

Deep Water
50'x18' Slips Now Available
Call Today!

Mexico Bound?
Stop by for
fuel & fun!



Reservations: Diane (831) 373-7857
www.montereybayboatworks.com

ULTIMATE POWER MANAGEMENT

The Most Reliable
Power for Cruisers!



victron energy

3000W True Sine
Wave Inverter
120Amp Four Stage
Adaptive Charger
Dual Battery
Bank Charging

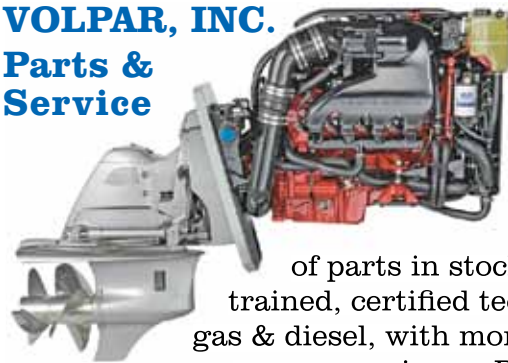
Dealer Inquiries Welcome

 **SWEDISH MARINE**

1150 Brickyard Cove Rd., #B6, Pt. Richmond, CA 94801
(510) 234-9566 • info@swedishmarine.com

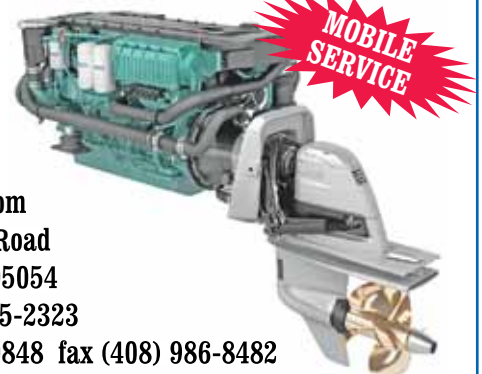
VOLVO PENTA

VOLPAR, INC.
Parts &
Service



Your local Penta dealer with a large inventory of parts in stock. Factory trained, certified technicians, gas & diesel, with more than 30 years experience. Bring your boat or have our mobile service come to your boat.

Open Tuesday-
Saturday
10 a.m. to
7 p.m. PDT



www.volpar.com
volpar@volpar.com
941 Laurelwood Road
Santa Clara, CA 95054
toll-free (800) 845-2323
local (408) 986-0848 fax (408) 986-8482

SIGHTINGS

wrong place at the wrong time

Ben Neely, 61, of Stockton is not the sort of sailor who would call for help at the first sign of a rain squall. In fact, he didn't even call for help early last month when his home-built, 42-ft double-ender *Walkabout* was overrun by Hurricane Julio while en route to Hawaii. A former commercial fisherman, he subscribes to the attitude that "If you find yourself in a dangerous situation offshore, it's probably your own fault."

Having jumped off from Long Beach in mid-July, *Walkabout* was only 308 miles away from making landfall at Lahaina, Maui when Ben received a text message from his girlfriend via his DeLorme



COURTESY BEN NEELY

Ben and Lee Neely had seen rough seas before, but nothing quite like Hurricane Julio. While en route to Hawaii, they spent several torturous days in the storm's grasp.

InReach satellite communicator that Hurricane Julio was headed his way — with a vengeance. Aboard with Ben were his son Lee, 22, and Mike Vanaway, also 22. They were told the storm had reached Category 3 strength — winds above 96 knots or 11 mph.

A buddy of Ben's on Maui sent info via the DeLorme device about the storm's track. Because its original

northerly trajectory would take it well west of *Walkabout's* position, Ben decided to heave to and let the torrent pass them. With no means of obtaining GRIB files or other sophisticated weather updates, though, he didn't realize until it was too late that the monster storm had begun arcing to the east, as if hunting *Walkabout* like prey.

Ironically, up until that point this had been Ben's mellowest ocean crossing ever. In fact, seas were flat for the first eight days with very light winds. In addition to his commercial fishing days, Ben had spent plenty of time offshore. One memorable voyage was a cruise to Australia and back that he made with his parents and sister when he was a teenager. Lee, an ex-marine, is also a waterman, but this crossing was Mike's very first sailing trip.

Despite their trying to sail away from Julio, the eye kept getting closer. "Eventually," Ben recalls, "it just dragged us along with it." He explains that for two or three days the three men holed up mostly belowdecks waiting for the fury to pass. With the intensity of the wind and waves, water crept in through hatch gaskets and elsewhere, soaking their bedding. They were "miserable" but safe enough inside the heavily laid-up fiberglass and Airex hull. "We had the stays'l up with the helm hard over," says Ben. "That worked well until the wind got up to about 80 or 90 knots." At that point they trailed warps of line and a drogue, which set *Walkabout* so she was taking the frothy waves on her canoe-stern's quarter.

"The waves must have been about 25- or 30-footers. But what got us was a rogue." Late in the afternoon August 10, this enormous wall of water from a contrary direction crashed down on the big sloop's 4-by-5-foot cargo hatch — built of teak 2-by-4s — and stove it in. "I'd estimate we had about 8,000 gallons of water in the cargo hold where the boys had been living." It was at least waist-high, and had swamped not only most of their possessions, but also the engine and battery banks. The men grabbed buckets and bailed feverishly for two hours before they got most of the saltwater out. Overboard with it went clothes, computers, a TV, you name it — all of which was ruined and blocking their progress toward the bilges. Everything on deck had been swept clean, including the liferaft.

continued on outside column of next sightings page

don't miss our

As the summer sailing season winds down this month, you'd think that the crew at *Latitude 38* would be slowing down too. But actually we'll be kicking off the fall cruising season with our Mexico-Only Crew List Party & Baja Ha-Ha Reunion on Wednesday, September 10.

The party will be held at Encinal YC in Alameda from 6 to 9 p.m. Just as last year, it will be preceded by a free Mexico Cruising Seminar led by managers of marinas in Mexico from 4 to 6 p.m.

The seminar will cover topics such as safety, timing, weather, provisioning,



US COAST GUARD

crew party fiesta

paperwork, health care, navigation — and even fishing! The organizers, Dick Markie of Paradise Village and Geronimo Cevallos of Marina El Cid, will treat the first 100 participants to a free beer.

As in years past, Sal's Inflatable Services will be on hand in the afternoon too, conducting an in-the-water liferaft training session from 3:30 to 5 p.m. Sign up before September 5 to pay the discounted price of \$49, or \$60 thereafter. Reserve your space or get more info by calling Sal's at (510) 522-1824, or email

continued in middle column of next sightings page

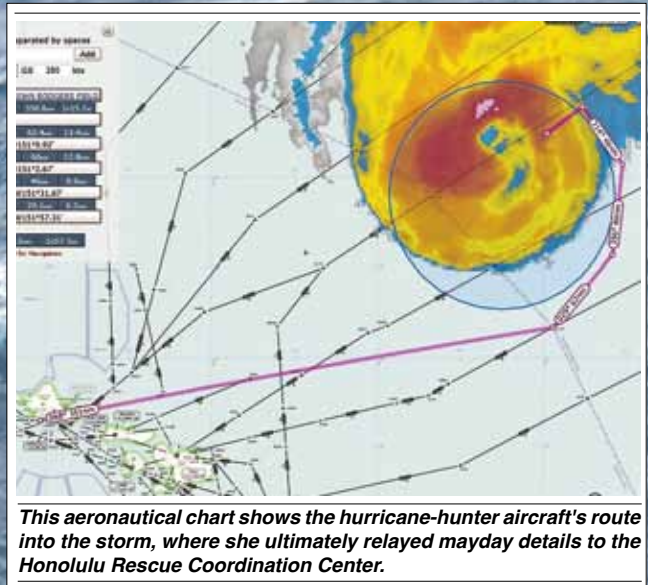
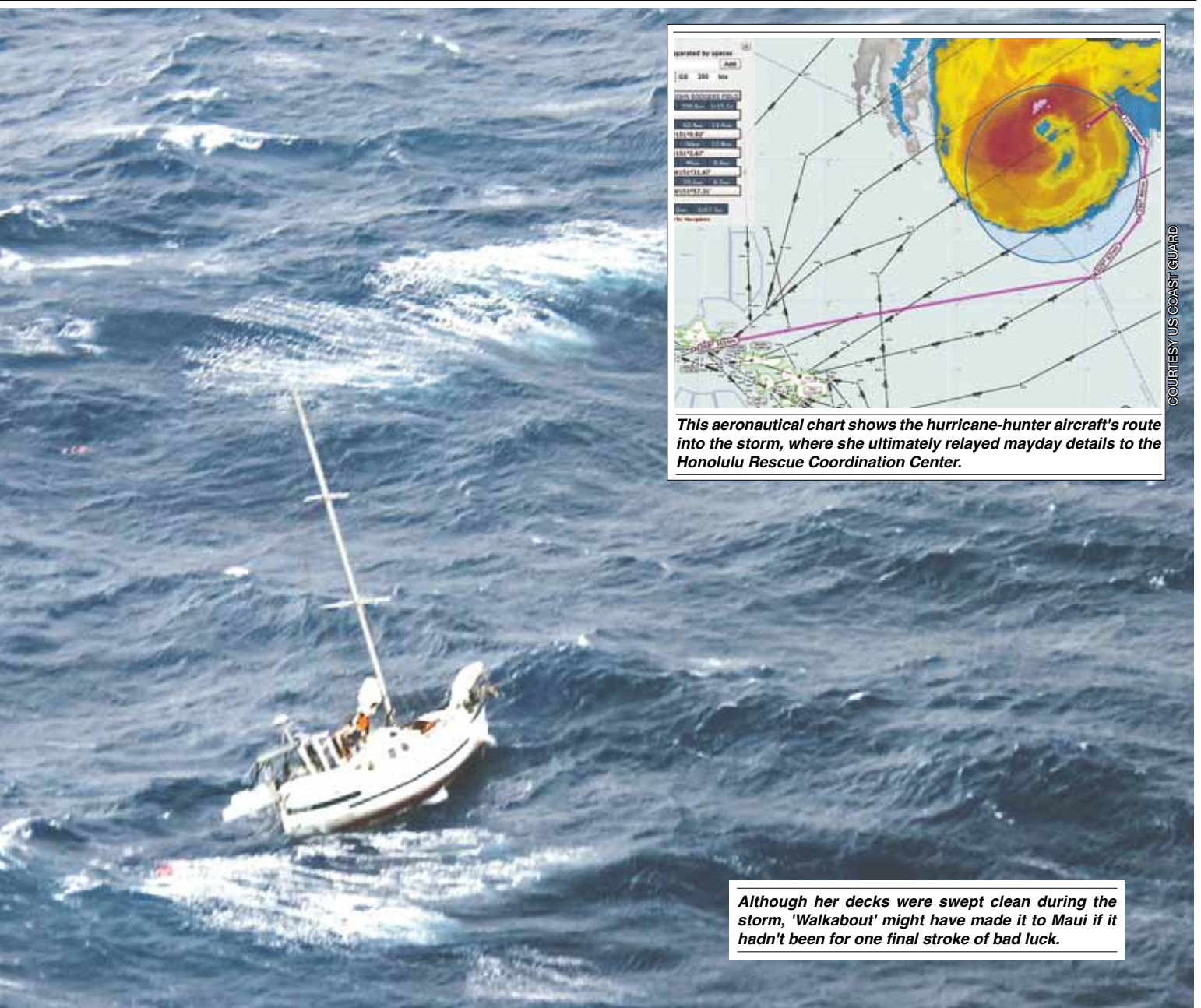
walkabout — continued

Despite the chaos, both Ben and Lee thought they could still ride out the storm and eventually sail on to Maui. The mast was still up, they still had sails, and their steering gear was functional. Mike, on the other hand, was understandably terrified. His instincts told him to push the SOS button on the DeLorme unit, and doing so put in play the second phase of this drama.

When word of the mayday reached the Coast Guard, they dispatched their closest asset: a specialized hurricane-hunter aircraft called *Teal 76* that was monitoring the storm from within its eye. The flight crew descended to low altitude to take a look, and were able to raise *Walkabout* via VHF.

Although he may regret it now, Ben agreed to a rendezvous with a container ship so that poor Mike could get off. But he made it clear

continued on outside column of next sightings page



COURTESY US COAST GUARD

Although her decks were swept clean during the storm, 'Walkabout' might have made it to Maui if it hadn't been for one final stroke of bad luck.

SIGHTINGS

walkabout — continued

that he and Lee would stay with their sturdy craft. She had been built by Ben's parents for a cruise that, sadly, never came to be, and Ben had later customized her for a cargo-carrying venture he had in mind.

Although the storm was still raging, it was diminishing when the 780-ft container ship *Manukai* arrived, well after dark. Due to *Walkabout's* seawater-soaked batteries, her nav lights were very faint, which made the task of coming alongside her all the more challenging. Despite the captain's best efforts, the curved contour of *Manukai's* bow caught *Walkabout's* mast and dismasted her. Sadly, that meant game-over for the Neelys. With a waterlogged engine and no means of sailing, their only option was to abandon ship when the ship returned the next morning for a second transfer attempt.

By first light, conditions were relatively mellow, and the ship was easily able to slide alongside the battered sailboat with her cargo nets dangling so the weary survivors could scramble aboard. *Walkabout*, which was uninsured, was left to drift.

Ben, a civil engineer by profession, is now looking for work so he

continued on outside column of next sightings page

crew party fiesta

salsinflatables@sbcglobal.net.

Then stick around for the Crew

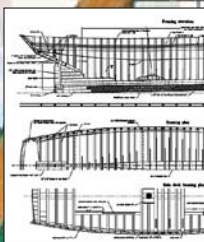
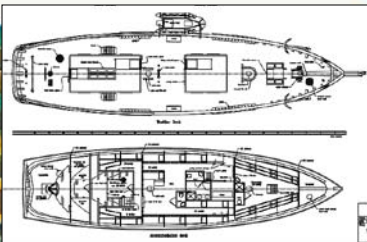


Party itself, a great opportunity to meet like-minded sailors, find a ride to Mexico, or enlist crew

to help you sail your own boat. We highly recommend taking extra watchstanders on offshore passages as you'll get more rest, have more fun, develop lifelong friendships, and sail more safely.

Latitude 38 will provide munchies, name tags, door prizes, and a slideshow;

When completed, the 'Matthew Turner' will be 100 feet long, and thanks to her beefy construction, strong enough to last at least a century. Spread: Laminated Douglas fir rib sections are now being attached to the deadwood. Right top: Craftsmen position the mast step. Below: planing the keel timbers.



ALL PHOTOS WOODY SKORIAK; ILLUSTRATIONS TRI-COASTAL MARINE

— continued

EYC's bar will sell drinks; and a host of Mexico cruising experts will be on hand to share their wisdom. All this for a measly \$7! Please bring cash for the door (exact change will help speed things along). As always, registered BHH 2014 captains and their first mates get in free.

If you're serious about getting a berth to Mexico, we also recommend bringing business cards and even sailing résumés.

You can get a head start on making crew connections by signing up on our free, online Crew List. Find it at www.latitude38.com/crewlist/Crew.html.

Potential Baja Ha-Ha skippers, remember that the deadline to enter the 2014 cruising rally will be September 15.

— chris

walkabout — continued

can eventually buy another long-range cruiser. Plus, he's considering writing a book about the ordeal. Looking back on the nightmare, one of his biggest regrets is that he hadn't found the funds to buy more sophisticated weather forecasting gear before setting out. He also wished he'd had sealed batteries and a 300-gallon-per-hour trash pump stored in a locker for just this sort of emergency.

Despite this tremendous setback, we feel pretty certain that the Neelys will be out sailing toward the western horizon again soon.

— andy

matthew turner takes shape

Of all the ports along the West Coast, none has a history more thoroughly wedded to maritime history than San Francisco Bay. After all, the City by the Bay evolved from a sleepy bayside town into a thriving port city during the Gold Rush era thanks to the arrival of hundreds of sailing ships filled to the gunwales with crew and passengers from many nations — all of whom had big dreams.

So it's only fitting that the Bay Area, of all places, should have its own splendid wooden tall ship that celebrates the connection to our colorful maritime legacy. We're happy to report that such a vessel is now taking shape in Sausalito, and, with any luck, will be launched in 2016. The build site, just inshore of Marina Plaza, is open to the public most days, so we encourage you to drop by and check out the massive timbers, intricately laminated ribs and fascinating working drawings.

On any given day, you might see head shipwright Franz Baichl and his crew of professional 'wood butchers' and volunteers transforming sustainably sourced materials into a masterwork of nautical art. The basic design of this 100-ft brigantine was inspired by commercial ships built by her namesake, Matthew Turner, in the post-Gold Rush era. They featured finer bow entries than competing designs of the day, had relatively flat sheer lines, and carried their cargo farther aft, which resulted in Turner's ships being the fastest West Coast cargo vessels of their period. For this project, Turner's designs have been adapted to meet modern Coast Guard regs by the engineering wizards at Tri-Coastal Marine of Richmond.

When completed, the two-master will serve as a floating platform for experiential education for both students and adults — and dramatically extending the offerings of the long-established nonprofit Call of the Sea. According to *Matthew Turner's* mandate: "Programs will focus on marine ecology, sustainability, teamwork, leadership and the rich maritime history of the Bay Area." In addition to sail-power, the ship will employ an innovative regeneration scheme, whereby props spinning while sailing will recharge battery banks that can supply electricity for 'house' functions, as well as propulsion via twin electric motors. Very cool indeed.

So drop by and have a look. And if you feel inspired to pull out your checkbook and make a donation, we're sure it will not be refused.

— andy

a shark sneaks up from behind

Hood River Yacht Club's Double Damned is so named because its race course covers 36 miles between two dams on the Columbia River, with the start at Cascade Locks, Oregon, and the finish before The

continued on outside column of next sightings page



TRI-COASTAL MARINE

SIGHTINGS

sneaky shark — continued

Dalles Dam. This year, six boats trailered up from Northern California and five came down from the Seattle area to compete with the locals on August 9.

Among the competitors of note was Morgan Larson, skipper of



ERIK SIMONSON / WWW.PRESSURE-DROP.US

Grand Prix sailor Morgan Larson took a break from Extreme racing to shake his Moore 24 'Bruzer' loose on the Columbia River, his adopted home waters.

Alinghi's Extreme 40 catamaran. (Remember Alinghi? That Swiss team that lost the America's Cup to Golden Gate YC?) When he's not topping the leaderboard in the Extreme Sailing Series — he currently leads that series by two points after five events — the Santa Cruz native likes to play with his buddies in the Moore 24 fleet. He and wife Krista sail the spruced-up *Bruzer*, which won the Double Damned in 2008-2011. Bill Erkelens' Richmond YC-based Wylie Wabbit *Jack* broke the winning streak, topping the results in 2012 and '13. *Jack* didn't make the trek this year, but two Wabbits traveled up from RYC — Simon Winer's *Syzygy* and Colin Moore's

Kwazy. David Bentsen's Weta trimaran made the haul up from RYC, too.

Moore 24s from the Bay Area included *Ruby*, sailed by Hogin Sails' owner Steve McCarthy, and John Gray's *Immoral*. Scott Walecka's *Adios* hailed from Santa Cruz.

But sneaking up behind the fine sailors in the lead, just waiting to take a big chomp out of them for the past two years, has been a Shark. Gay Morris's 24-ft *Fayaway* hails from Corinthian YC of Edmonds, WA. A 2,200-lb. Hinterhoeller design, the Shark's handicap rating is 231, compared to the Moores at 150 and the Wabbits at 144. A Shark is capable of what racers call "death from behind."

Last year, painfully light wind gave the Shark a chance. Morris and crew took it, correcting out to second place. Conditions this year, which went from light to moderate and back to light, were such that *Fayaway* had a chance to move up to first — and that's exactly what happened.

Two fast 30-footers, Eric Nelson's Henderson 30 *Gardylloo* from Tacoma and Lance Staughton's Farr 30 *Bat Out of Hell*, sailing for the hosting club, finished ahead of the rest, at 4:46 p.m. *Syzygy* came in a minute later, followed by *Kwazy* and *Bruzer*. *Fayaway* finished at 5:34, and once the math was done, the slowest boat in the race turned out to be the fastest.

For complete results and more info on the one-of-a-kind Double Damned, see www.hoodriveryachtclub.org.

— chris

around the world on a 24-footer

Ever since Joshua Slocum became the first person to sail alone around the world in the late 1890s, the challenge of solo circumnavigating has stood as the ultimate challenge for self-sufficient sailors. But few would even consider doing it in a boat smaller than Slocum's

continued on outside column of next sightings page

fast lap

This eighth edition of the Sevenstar Round Britain and Ireland yacht race was one for the record books. In a race that happens only once every four years, we're likely never to see another edition of the race like this one with such picture-perfect weather conditions to allow the fleet to eclipse nearly every course record on the books.

But that's not to say that it was easy. With reports of carnage, attrition and gale-force conditions both upwind and down, the 1,800-mile course around the British Isles lived up to its reputation as one of the most challenging offshore races on the planet.

We reported online that Sidney Gavi-gnet and crew onboard the MOD 70 *Musandam-Oman Sail* broke *Banque Populaire V's* outright course record by a



BOTH PHOTOS ERIK SIMONSON / WWW.PRESSURE-DROP.US

round the isles

scant 15 minutes. Since then, however, we've also seen the course's monohull record, the 60-ft-and-under record, the 40-ft-and-under record and the all-female crew record all get shattered. First up was the monohull record set by Ian Walker and his Abu Dhabi Ocean Racing team with a time of 4d, 13h and 10m, breaking Franck Cammas and Groupama's record by well over a day.

More important was the warning shot across the bow that Walker and crew have issued to the rest of the Volvo Ocean Race fleet in handily winning this pre-VOR showdown. (The next edition of the Volvo Ocean Race begins next month.)

This year's RBI race not only saw speed records broken, but crew and size records as well. No doublehanded crews had ever

continued in middle column of next sightings page

webb chiles — continued

Spray, a 36-footer.

One who has accepted that challenge, however, is five-time (mostly solo) circumnavigator Webb Chiles, now 72. As reported earlier, Webb's choice of boat for this rounding is the venerable Moore 24, *Gannet*. As always, Webb has been advancing around the globe with little fanfare since leaving San Diego May 20. But he checked in recently from American Samoa with this report: "I made Hilo, Hawaii from San Diego in 17 days, almost all under only mainsail and 110% jib because my new asym-



COURTESY WEBB CHILES

Webb takes a respite in Neiafu, Tonga.

metric jib because my new asym-

continued on outside column of next sightings page



Spread: Julio Paredes' Hood River YC-based Moore 24 'Pura Vida' chases down a fleet of sisterships in the Double Damned. Inset: A pair of Wylie Wabbits from the Bay Area trekked north to race.

SIGHTINGS

webb chiles — continued

metrical was not properly made and the head pulled away from the gennaker furling-gear swivel. Then a week later to Honolulu, where I had the sail repaired and running backstays put on *Gannet's* semi-custom mast at the suggestion of Buzz Ballenger, after I asked him about sailing the boat under headsail alone.

"I left Honolulu after two weeks and had a hot and wet sail south to Apia, Samoa, crossing the equator under sail for the 14th time. I remained in Apia for a couple of weeks before sailing to Neiafu, Tonga, which I reached on August 8, after a very hard sail against headwinds that were supposed to decrease, but didn't."

Such ambitious voyaging is certainly not for everyone. But if anyone is cut out for the challenge, it's Webb. Self-sufficient to the core, he doesn't believe in carrying an EPIRB, reasoning that if he gets into trouble it's his own fault, and he wouldn't want anyone to risk his or her life trying to save him. What a guy! Will a book result from this lap around the planet? We certainly hope so.

— andy

fast lap

completed the RBI race before, but that's changed as three two-up crews of hard-core Corinthian sailors have now tackled the course on Beneteaus. First to finish, and establishing a new doublehanded course record, and record for the smallest yacht to ever complete the race, was the Figaro II, *Rare*, followed by the division-winning First 36.7 *Lula Belle*, which lost its engine and thus charging abilities more than 500 miles from the finish. She finished with jury-rigged running lights. Each crew was forced to hand-steer on watch, solo, for the last three days.

Not setting any course records but running away with the prize money and the hardware was the globe-trotting ('13



KIM PATERNOSTER



The sad fate of the well-known schooner Aldebaran stands as a lesson to us all, that a single navigational error can lead to disaster. She hit a seawall late at night and sank. Although she was eventually refloated, the task of restoring her proved too monumental for the owners. Sadly, she was scrapped last month.

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

— continued

Transpac and Sydney-Hobart vet) Ker 51 *Varuna*. With a world-class crew that included sailors the caliber of Spaniard Guillermo Altadill, the sinister-looking, flat-black Jason Ker-designed IRC boat is becoming a thing of legend in her seemingly-endless campaign for global domination. Thumping the entire fleet to win IRC Overall by 10 hours, *Varuna* collected a \$20,000 shipping voucher from race sponsor Sevenstar Yacht Transport.

The crew wasted no time in cashing it in to ship the boat to Malta for the upcoming Rolex Middle Sea Race. Well played, *Varuna*, well played. (See more at: roundbritainandireland.rorc.org/)

— ronnie simpson



sad end for a bay area icon

The final chapter in the history of one of the Bay Area's most distinctive vessels was written last month, as the 70-ft ferrocement schooner *Aldebaran* was broken up in Sausalito and carted away in dumpsters. After sailing the Bay for decades — often in flamboyant style, with her crew decked out in pirate garb — she ran into a Pt. Richmond seawall last year when returning from a Fourth of July fireworks cruise. Owner/skipper Hayden Brown, then 77, simply made a momentary navigational error during the approach to his homeport channel, which he'd entered countless times before.

Brown built the ferrocement hull during the 1970s at Alviso Slough, alongside her sistership, schoonerman Alan Olson's *Stonewitch*, and continued to refine and upgrade her for many years afterward.

The night of the mishap, Coast Guardsmen retrieved all 19 passengers and crew without injury. But because securing property is outside the CG's mandate, the challenge of securing the vessel was left up to Hayden and his wife Fern. The big stays'l schooner sank that night, as she had been holed in two places, and she sat on the bottom for three weeks before she could be refloated. Unfortunately, she was not fully insured.

Due to the projected cost of repairing and refitting her, the Browns eventually transferred ownership to a new owner last fall, undoubtedly with heavy hearts. The schooner's new steward had her hauled out on the railway at Sausalito's Bayside Boatworks, where her bottom was successfully repaired. But an exhaustive list of interior repairs and replacements still lay ahead. When the new owner died last December, his two college-aged kids became *Aldebaran*'s new owners, but the prospect of restoring her was way beyond their means.

Naturally, the cost of disposing of such a stout vessel privately would also have been substantial. Fortunately, though, the young owners were able to turn in the schooner for destruction at no cost to them thanks to several state-funded grants. A special heavy-weight excavator had to be brought in to break up the steel-reinforced ferro hull, bite by bite.

There are, of course, derelict vessels that would be too cost-prohibitive to restore in most, if not all, marinas in the Bay Area. If you own one — and it's become an albatross around your neck — you might consider scrapping it through the Vessel Turn-In Program (VTIP) that is funded by grant money from the California Division of Boating and Waterways. The guy to talk to is Richardson's Bay Harbor Administrator Bill Price (415-971-3919). He'd much prefer that you choose to have your derelict boat crunched up, rather than for you to sell it cheap on Craigslist, and have it show up on the Sausalito anchorage as yet another unseaworthy floating home for illegal liveboards.

— andy

around the world before 80 years

In May we reported that the intrepid Jack van Ommen of Gig Harbor had purchased a new Naja 30 Fleetwood to replace the Naja

continued on outside column of next sightings page



LATITUDE / ANDY

It took years to build 'Aldebaran' out of steel-reinforced ferrocement, but only a day to crunch her up.

SIGHTINGS

before 80 — continued

30 he'd sailed to 51 countries in nine years on nothing more than the social security checks he received. Many readers will remember that the now-77-year-old lost his original Fleetwood in the Balearic Islands while trying to cross the Med in a storm last November.



LATITUDE / RICHARD

Jack van Ommen

Originally Jack had planned to set sail from the Pacific Northwest at the end of summer for South America, his long time goal. "I have changed my plans," he reports, "and will be delaying the trip by one year. I still need a few more Social Security checks to buy equipment — such as a life raft, electronic navigation, EPIRB — before sailing offshore again. I have received financial and gear help from many friends and relatives, so the list is slowly shrinking. Last week I got to try out my Monitor windvane, and it worked well.

"My new Fleetwood is in all aspects a better built, better outfitted boat than my old one, so she sails better and closer to the wind. So I'm

delighted, and can't wait to make new discoveries on this new-to-me boat. Currently I have moorage and live aboard in the exceptionally attractive Arabella Landing Marina in Gig Harbor, but I'm about to leave on a three-week sailing vacation to the San Juan Islands of the U.S. and the Gulf Islands of Canada.

By spending the winter in the Pacific Northwest, I should be able to concentrate on finishing the English and Dutch versions of *Soloman*, the book about my nine-year sailing adventure that ended with the loss of my boat late last year. I also plan to study for my Ham radio license, which will make it easier and less costly for me to send and receive email through the SSB radio.

"One of my main reasons in writing *Soloman* is my desire to spread that word that you don't need a lot of money to have a fulfilling life cruising the world." Van Ommen cruises on less than \$1,000 a month.

If anyone is interested in donating money or gear to what we at *Latitude* have found to be one of the most inspiring low budget cruisers, they can contact him at www.cometoseaus.com. But don't buy him an EPIRB, because it's going to be *Latitude's* pleasure to provide him with one.

— richard

an unusual opening?

Here's something you probably haven't seen very often, particularly if you don't travel to London. We're referring to the 800-ft long,



120-year-old Tower Bridge of London, a combo bascule and suspension bridge, opening up to let a sailing vessel through. At least we were led to believe this was a rare occurrence by a British woman who announced to all within earshot, "I haven't seen them open the bridge in years."

The truth of the matter is that it's opened about 1,000 times each year, and at no charge, even for recreational vessels. The operator just needs 24 hours' notice.

Why anyone with a pleasure yacht would want to go farther up the Thames River than the Tower Bridge is beyond us, as the last good place to stop is St. Katherine's Docks, just shy of Tower Bridge. In the 1880s, St. Katherine Dock, along with Hay's Wharf,

from where this photo was taken, were the undisputed centers of world trade, home to the making of fabulous fortunes. A greater icon

continued on outside column of next sightings page

five challengers

With the August 8 entry deadline having passed, the Kiwis got off to an early lead in the 35th America's Cup by being the first to formally announce they are in for another go at the Cup. Challenges from Sweden's Artemis Racing, Italy's Luna Rossa (trying for the fifth time), Ben Ainslie's British team and Team France, led by Franck Cammas, Olivier de Ker-sauson and Michel Desjoyeaux, have also been officially accepted.

Organizers have the option to admit late entries too.

Ahead of the AC match itself will be the America's Cup World Series, raced in venues around the world in 2015 and 2016. Teams will have the chance to host



One of the coolest places a cruiser can berth in Europe is St. Katherine Docks in the heart of London, just a few minutes' walk from the iconic Tower Bridge. The lovely green hull above is the immaculate 72-ft 'Germania'.



BOTH PHOTOS LATITUDE / RICHARD

for ac 35

AC World Series events at their choice of venues. A challenger series will eliminate all but one of the five teams, which will then face off with Oracle Team USA in the America's Cup Match, to be held in 2017.

According to the latest statements from the America's Cup organization, the final venue for the 35th America's Cup will be either Bermuda or San Diego. The decision should come before the end of the year. If it's San Diego, racing is expected to take place inside the harbor this time.

These five challengers will make two more than in San Francisco last year, but is seven shy of what would be a really kick-ass international America's Cup.

— *richard & chris*

unusual opening — continued

of London than The Gherkin, the Cheesegrater, and the Walkie-Talkie combined, the Tower of London is a few miles upriver from the historic Canary Wharf, the Royal Naval Observatory (which is the home to the Prime Meridian and the keeper of Greenwich Mean Time), and the Thames Barrier.

We have some beautiful and interesting bridges in Northern California, from the Golden Gate to smaller bascule bridges up the Delta, but we think everyone will agree that none has the enduring Victorian Gothic charm of the Tower Bridge. Certainly not that soulless structure that was recently built from Yerba Buena to the East Bay.

Fun Tower Bridge fact: Foreigners so often confused the colorful Tower Bridge with the bland London Bridge, that it's become urban legend that when developer Robert McCullough bought the London Bridge in 1968 for shipping and reconstruction at Lake Havasu, he wrongly believed he was buying the Tower Bridge. McCullough denied it.

— *richard*



SIGHTINGS

like a bad penny

Like a bad penny, Russell Perdock just keeps turning up in North Bay news report.

As reported here and in *'Lectronic Latitude* posts, on April 26, 2006 the former Lake County sheriff's deputy was allegedly driving his speedboat at 40-50 mph — well beyond what could possibly be considered safe on a dark night — when it slammed into the O'Day 28 sailboat *Beats Workin' II*, mortally wounding Lynn Thornton and injuring other crew. But much to the astonishment of many Lake County residents and outside observers, Perdock was never charged with a crime. Instead, crewman Bismarck Dinius was, as his hand was on the tiller of the slow-moving sloop at the time.

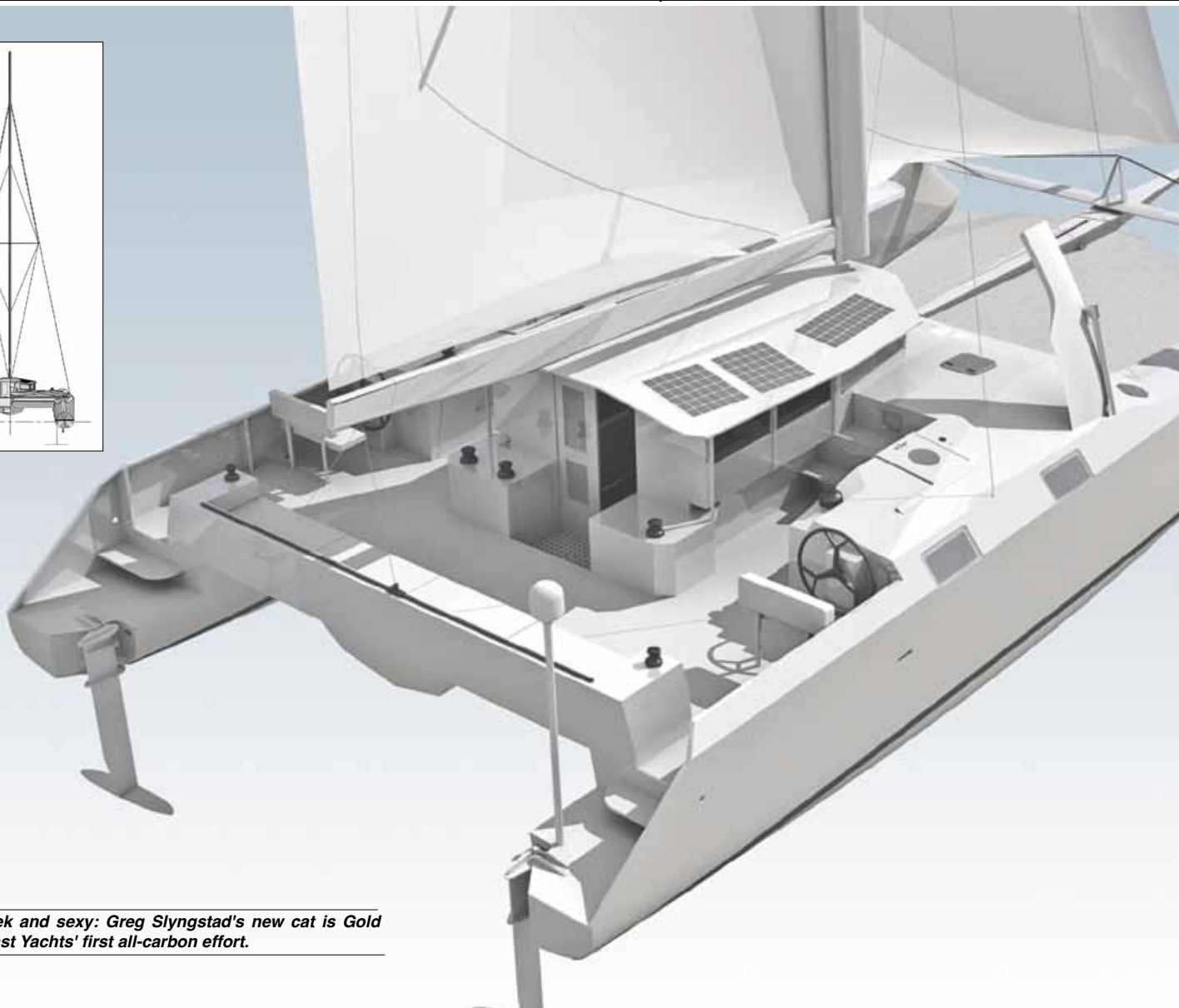
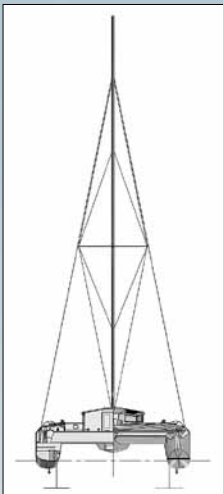
The incident quickly evolved into one of the most highly controversial and widely publicized cases ever within the realm of West Coast boating. Ultimately, Dinius was acquitted of all charges in August 2009 after a protracted legal battle that cost him hundreds of thousands of dollars in legal fees, lost him his job and put tremendous stress on

continued on outside column of next sightings page

important news

Of all the gear you might pack in your seabag when flying off to join a sailing cruise, your PFD is arguably the most important. If you prefer the inflatable variety, read on. Not surprisingly, hand grenades, plastic explosives and fireworks are not permitted in either carry-on or checked airline luggage. This from the Transportation Security Administration (TSA). However, you may be surprised to know that lifejackets fitted with CO2 cartridges are officially permitted in both checked and carry-on bags.

That's good news for sailors in transit, of course, but we suspect not all gate agents and flight attendants know this rule. So we suggest you carry a copy of



Sleek and sexy: Greg Slyngstad's new cat is Gold Coast Yachts' first all-carbon effort.

for fly-in crew

the TSA's brochure on prohibited items, which can be downloaded from this site: www.tsa.gov/sites/default/files/assets/prohibiteditems_brochure.pdf

The exact verbiage is: "Carbon Dioxide Cylinders in a Self-Inflating Life Jacket: Up to two in life vests and two spares. The spares must accompany the life vests and be presented as one unit.

One word of caution though: We have no idea if baggage checkers for flights originating in foreign countries abide by these rules. When in doubt, we suggest using the tried-and-true method of unscrewing the CO2 cartridge, and leaving the whole works in your checked luggage.

— andy



ALL ILLUSTRATIONS COURTESY BIEKER BOATS

bad penny — continued

his family. Later, Perdock was canned by the Sheriff's Office and Jon E. Hopkins, the district attorney who prosecuted Dinius and refused to prosecute Perdock, was not re-elected.

In July 2012 Perdock was appointed to the Lake County Fire Protection District board of directors, even though, according to the Lake County Record-Bee, he had never worked as a volunteer or professional firefighter.

But now Perdock apparently craves more of the limelight, as he is one of seven candidates running for two vacant seats on the Clear Lake City Council, with the election to take place November 4.

— andy

a racer's ideal cruiser

Greg Slyngstad, owner of the Seattle-based J/125 *Hamachi* that won her division in last month's Pacific Cup, and graced the cover of August's *Latitude*, confirms that he's having an all-carbon, Paul Bieker-designed, 53-ft catamaran built at Gold Coast Yachts in St. Croix, US Virgin Islands. Gold Coast has built something like 100 large cats, most of them for the day-charter trade. This will be their first all-carbon effort.

Slyngstad, who grew up in Campbell and is one of the most active racers on the West Coast, describes his new boat as a "super-fast cruising cat." At 53 feet and just 12,000 pounds, she should be a screamer. Check out her step / inverted bow. We've never seen anything quite like it. "The idea behind it is to reduce windage and panel size," Slyngstad told us recently.

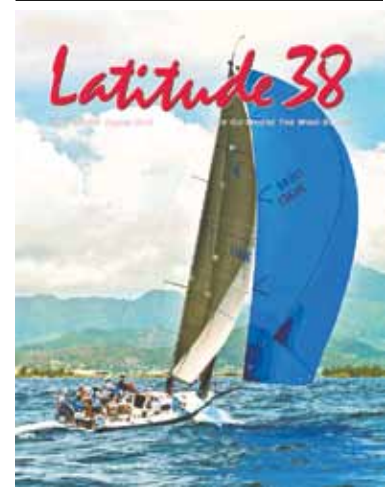
Both Slyngstad and Bieker, who is based in Seattle, are "awesome in their own way," according to Gold Coast cofounder Roger Hatfield. "Greg's life story is the envy of many as a .com creator, and Paul is considered a genius by all who hang out around him. Eric Jolley, working with Paul, has done some incredible design work. We are happy to be involved!"

Hatfield explains that the unique cat will have a very high power-to-weight ratio, and yet be able to sleep up to 8 guests!" Although she may never completely fly a hull, but "the foils that Paul became famous for during the AC72 races [in San Francisco Bay] will help her skim the surface on one hull."

Slyngstad says, "Once the boat is launched, the plan is to keep her in the Caribbean for at least a couple of years. My wife and I have done a lot of sailing in the Caribbean and we love it — and events like the St. Martin Heineken Regatta and Voiles de St. Barth. So we'll be doing both of those and other events for a few years, as well as fast cruising with friends."

The current schedule calls for the boat to be launched in March or April next year. The Heineken is slated for March 5-8, while the Voiles de St. Barth will take place April 13-18. Slyngstad says it would be nice to be able to do both of those events, but he's had enough experience with boats to know that a whole lot of things would have to come together perfectly for that to happen. We wish him luck with the launch date, and the exciting new cat.

— richard & andy



Greg Slyngstad's J/125 'Hamachi' won her Pac Cup division and was chosen as *Latitude's* August cover girl.

LESLIE RICHTER / WWW.ROCKSKIPPER.COM