



# News Nautique®

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Winter 2008

## Alameda • Richmond • Sausalito

### From the Helm

by Don Durant

2 0 0 7 was an exciting and event-filled year at Club Nautique. Of course, the really big event was the addition of the Richmond base with a facility that could not have been much more perfect if we had designed it ourselves. Every time I attend an event there I marvel at how fortunate we are to have a clubhouse with such a great combination of features for the enjoyment of our members.



Speaking of events, 2007 also marked the beginning in earnest of Club Nautique / Cruising Yachts' "Cruise Outs," with successful cruises to Petaluma and Half Moon Bay. We had strong attendance for both of these cruises and that's in spite of the fact that the Half Moon Bay voyagers had to

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### Our Month Long Cruise on the Bay

by Ann Dempsey



Ann and Paulo enjoying their month aboard

Metronome. Practice, Practice, Practice...patience. For those of you who don't know where I am headed with this article, a metronome helps a young student of music get into their "groove" for timing when playing a piece of music. Practice is what makes perfect. Patience? Patience is always needed to

achieve a long task or labor. How does this involve sailing you ask? Well.... it takes lots of practice and getting into your groove to be able to sail with confidence and cruise. Patience lets you learn from your mistakes and improve your skills and keep on going.

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## Upcoming Events

### **International Vacation Charter Seminar**

Using maps, visuals, brochures, and also outside sources of information, such as instructors and other club members who have “been there, done that,” we’ll be providing a plethora of information that may help you grasp exactly what it takes to put together the sailing adventure of your dreams. Modeled after the ever-popular Bay Cruising Workshop, our International Vacation Charter Seminar will be a two-hour indoor class at our Richmond location resolving all the mysteries and dissolving all the obstacles that may present themselves in organizing charters in waters all over the world. Recommended if you’re thinking of booking a charter or if even for those who have already booked a vacation, as it could make you aware of aspects you may have over-looked.

Cost: FREE! Snacks provided!  
Sunday, February 10  
11AM - 1PM

### **Jury Rigging**

Jury rigging: “the craft of repairing a boat when at sea with what’s on board”. Learn what to do when equipment breaks and gear fails, and how to make do using something else on the boat. This 4-hour seminar addresses boat emergencies such as dismasting, water on the floorboards and halyard snaps breaking. Most important, it

discusses how to cope. Member \$25 /Non-member \$40  
Saturday, February 16  
10AM - 2PM - Alameda

### **Motoring Clinic:**

No more anxious moments or embarrassing spectacles at the marina! We’ll show you how to confidently dock a boat in crosswinds and adverse currents, and practice parallel docking, use of spring lines, backing into a slip, and more. Off-Season Price: Mem-\$195/Non-Mem- \$275  
Multiple dates, check calendar on page 11. 9AM - 5PM

### **Diesel Troubleshooting Seminar**

This 4-hour presentation includes an explanation of how diesel engines work, a review of the major systems (fuel, electrical, and cooling), and a discussion of how to trouble shoot and repair problems while at sea. Price: Mem-\$45/Non-Mem- \$55  
Saturday, January 12  
Sunday, February 3  
10AM - 2PM

### **Diesel 101 With List Marine**

This class is a special offering from the diesel experts at List Marine Sausalito. Taught in there shop it features a complete demo engine (Yanmar 3GM30F) set up on a test stand so students can get hands-on learning experience and can see and touch parts of the engine that are difficult to access when the engine is installed on the Peter Compton’s book

“Troubleshooting Marine Diesels” is included and will be handed out on the day of the class.

Special Offer Cost:

Member -\$145 (\$30 discount),  
Non-mem \$165 (\$10 discount)  
Location: 69 Liberty Ship Way,  
Sausalito

Space is limited to 10 students so please call early to reserve.

Full/non-refundable payment due upon reservation.

Saturday, January 26  
9AM - 3PM

### **Coast Guard Licensing:**

Have you ever wanted to be paid for sailing? Have you ever wanted to teach sailing? Are you looking for your next certification? Club Nautique is now providing Coast Guard Licensing training and testing. In keeping with our high standards of maritime education we are proud to be in association with Zenith Maritime of Seattle.

These courses are designed to help you gain the knowledge that you need to prepare you to take and pass your licensing exams. Exams are included as a part of the course and you will sit for the examination in our facility on the last day of the course.

Cost: OUPV - \$950

Masters Upgrade - \$300

Towing Endorsement - \$125

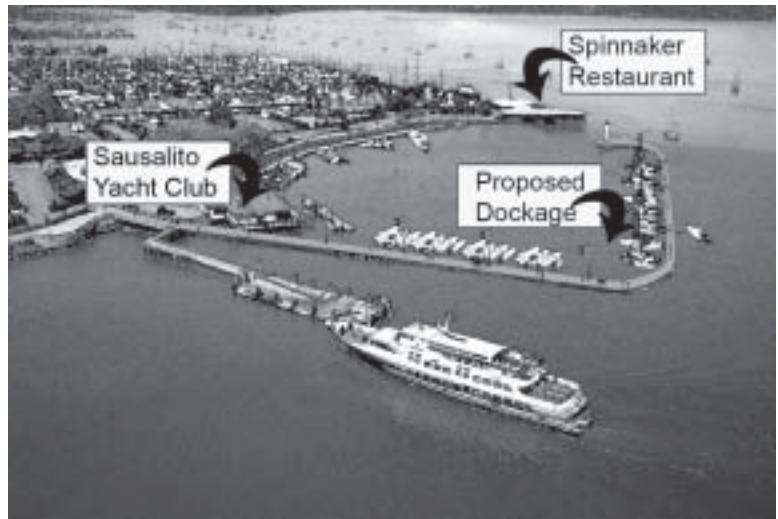
Sailing Endorsement - \$125

First offering of these classes will start on Monday, February 18th.

## Dockage Proposal Needs Your Support!

San Francisco Bay is a great place to sail, but it's sorely lacking in guest docks.

The Sausalito Harbor Improvement Project (SHIP) is spearheading an effort to create a grand public harbor downtown at Sausalito Point. SHIP is a grass roots organization formed by a group of sailors and local residents dedicated to reconnecting the seascape to the town. The project is as much about beatification of the Sausalito waterfront and public access to the shore, as it is about boater access to the town.



The harbor will accommodate 50 to 70 boats with docking facilities along its interior edge, a maritime visitors center with new heads and showers, a concierge center, and even a water taxi service. It will be a great accessible place to come for an afternoon or for a week.

Financial assistance is definitely needed and will be greatly appreciated but SHIP is also requesting that you contact the Sausalito City Council and voice your support for this exciting project!

For more information please visit SHIP's website at [www.sausalitoharbor.org](http://www.sausalitoharbor.org)

## Keeping you Current

- ✳ Winter rates began November 1st and continue through March 31st. Don't forget to take advantage of the 20% discount.
- ✳ Remember to keep your email account current with us so we can send you weekly updates about club activities and special events going on with Club Nautique and around the bay area.
- ✳ Send in your sailing and powerboating adventure pictures to Marianne Armand and we'll put them in the "Caught on Film" section of our weekly emails. Email them to her at: [marmand@clubnautique.net](mailto:marmand@clubnautique.net)
- ✳ Non Members must provide a valid credit card deposit in the amount of the deductible for your charter.
- ✳ Charter Cancellations - Members: There is no charge if the change or cancellation is more than **72 hours** prior to the charter or the length of the term of the charter, whichever is greater. The cancellation charge is 25% of the charter rate. During the winter season there is no cancellation fee for members.
- ✳ Cancellations for inclement weather are at the discretion of the base manager.
- ✳ Members can book on-line

## Cruising The San Juans

— by John Regent —

If you are looking for a cruising ground to step up to more adventurous waters and destinations than SF Bay without full blown coastal or ocean voyages, then the San Juan Islands of Washington State are for you. There's no extended travel, no threat of hurricanes during the summer and no currency exchange! Still, Canada is close enough to make it an international voyage for your log book!

Located north of Puget Sound in Washington State, the San Juan Islands area is twice the size of SF Bay, with 172 islands, more than 300 miles of shoreline and over 80 harbors and moorings. You can be as adventurous as you like, staying closed to land your entire trip or cross the Juan de Fuca Strait at 15 miles wide and 80 miles long. Sea life is often encountered, with porpoises and seals being common, and Orcas (killer whales) frequenting the straits and channels. If you time your voyage right, in some areas you'll be the only one on the water or in your anchorage.

My wife Bert and I spent a week in the San Juans in the middle of last September. We chose this time because Labor Day marks the



John at the helm

end of the summer cruising season, and the area would be less crowded, but still have good weather for cruising.

We chose to charter the 34' Mainship trawler "New Adventure" out of Anacortes Yacht Charters ([www.ayc.com](http://www.ayc.com)). The trawler was a good choice, since everything we had heard about light winds in the islands turned out to be true! We never got more than 10 knots the whole week, and for the most part waters were completely glassy. The charter company exemplified professionalism, and because we had arranged the charter through Club Nautique, we received a 5% discount!

Anchorage and mooring fields abound, but because we didn't know what to expect in terms of conditions and wanted to see the islands, we planned our trip to have legs of 3-4 hours, harbor to harbor, staying in a slip each night. As it turned out, we had plenty of time. The islands are close enough together to pilot by landmarks, but we spent our evenings pouring over charts for the next day anyway, and keeping DR plots underway. We soon discovered a leisurely 6 knots saved on gas and got us to our destination in plenty of time.

Sunday we left Anacortes on a heading to Rosario Resort, Orcas Island. A beautiful mansion/hotel and small harbor greeted us in the rainy weather. The next day we motored over



Bert at Roche Harbor

to busy Friday Harbor, San Juan Island. Fortunately, the rain had limited itself to nights by this point, so we had a chance to walk the town, observe the fascinating ferry embarkation process, do some wine tasting and shop! Day 3 saw us move to the other side of the island, to Disneylandesque Roche Harbor. A picture perfect little vacation stop complete with carillon playing church, aviation community (yes, they taxi down the main street and park the planes in front of their house!) and historical lime kilns.

Wednesday we made the big jump down Haro Strait, made a right into the Strait of Juan De Fuca and around into Victoria Harbor, Victoria, British Columbia! Perfectly flat seas the whole way. First we needed to check into Canadian customs. Dodging the frequent sea planes and mini-ferrys that service Victoria Harbor, we maneuvered the boat to the customs dock. A phone booth really, there are no Customs agents there. After clearing customs we were free to

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## Our Month Long Cruise on the Bay

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All of this is leading up to one of the best months we have experienced sailing in Club Nautique. Why? Well, my husband and I decided to “charter” a boat for a month and to find out if we could actually accomplish several goals we had in mind. We both have taken BK1 & 2, BC 1 & 2, through Club Nautique. One of the main goals was for the 2 of us to take the boat out comfortably, raise sails, live on the boat as if cruising and really put to practice all we have learned in the last few years. Sounds simple, eh? Well, after all is said and done it was more than simple; it was a wonderful experience for us.

Ok, so most of you know how to cook aboard the boat, pump out, check the batteries and actually live aboard. We needed to find out what was in store for us beyond a day charter. Comfortably dock, raise sails and really get to know the boat was what we wanted to accomplish and test our skills at the same time. We felt that we really got a lot accomplished to help us towards our goals, and we did.

None of this could have been possible without the expertise and coaching that came from the staff at Richmond, Club Nautique. Frank and Erin were instrumental in answering ANY of our mundane questions and we learned volumes from them. We really appreciated all of the staff

and got to know them well. Armondo kept us well supplied. Great to know they were always there!

Many of our friends came and helped out and enjoyed getting out there with us. Miguel, CJ, (whose casseroles were to die



*CJ and Wife*

for) David, Sandeep and Ming, and a few we met from the Club Nautique crew space Charles and Chuck. We had a great time and will always remember all the fun and tips. Many other friends joined us and we were so fortunate in our times on the water. Many pointers were given to us on navigation from Charles and even though we were on the bay, we got the chance to put to use what we had learned. DR, fixes and plotting were accomplished and plans were made even in the Bay from our charts.

One of the things we wanted to do was to explore other areas of the bay to which we had not ventured. San Pablo Bay and some of the areas in the South

Bay. We wanted to hit the Delta, but time got the best of us. We got to know these areas, anchored had lunch and found out the Brothers and Sisters really do exist up there. Also, for all of you that think that there is no wind up in San Pablo, Paulo and I screamed home from the Carquinez bridge to our Richmond dock on the 28<sup>th</sup> of September at 6.5 knots and only had to tack 2 times. BEAUTIFUL.

As it usually happens in life, it is the little things that make things so special. What happens when you have a sail cover that gets stuck and prevents you from raising and lowering your sails efficiently? How do you figure out the distance you have traveled without a knot meter? What to do when you check the bilge and it is full of water? How do you clean off your knot meter? How do you check if both batteries are working? Well, we found out. Again, thanks to Frank and Erin for all of their expertise and patience and invaluable assistance.

Practice, practice and patience. Knowing that you are feeling more and more competent and comfortable makes it all worth while. Knowing that the motoring class you took is paying off. Knowing that all of the instructors you have had and all of their own

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## From the Bases

### Ballena Banter

By: Bill Knight



Antigua (pronounced Antee'ga) and Barbuda are located in the middle of the Leeward Islands in the Eastern Caribbean, roughly 17 degrees north of the equator. To the south are the islands of Montserrat and Guadeloupe, and to the north and west are Nevis, St. Kitts, St. Barts, and St. Martin. We chartered a Leopard 4500 Catamaran From Horizons Yacht Charters in Jolly Harbor Antigua. The crew was Ed and Tricia Thornton, my wife Dana and myself. Ed and I co skippered the boat and Tricia and Dana were more than able crew. Antigua, the largest of the English-speaking Leeward Islands, is about 14 miles long and 11 miles wide, encompassing 108 square miles. Its highest point is Boggy Peak (1319 ft.), located in the southwestern corner of the island. Barbuda, a flat coral island with an area of only 68 square miles, lies approximately 30 miles due north. The nation also includes the tiny (0.6 square mile) uninhabited island of Redonda, now a nature preserve.

Antigua and Barbuda are well known for the northeast trade winds that are nearly constant, and miles of beautiful beaches with many great harbors and secluded anchorages.

Our charter yacht from Horizons Yacht Charter was

definitely not new but most everything worked fairly well. There were no navigation electronics aboard so it was a good thing our co Captain and Navigator Ed had his laptop computer with detailed electronic charts for the area and his trusty GPS that can be plugged directly into the computer. This is a very nice piece of equipment and it really makes the navigation easy to have the electronic charts along with a full set of paper charts. Having familiarized ourselves with the paper charts for months before our trip also makes it much easier when you get there. Reading the cruising guide in conjunction with the charts so we can pick your own itinerary of what looks interesting to you is also a very good idea. Ed is a huge fan of doing a lot of research before the trip. This makes it really nice for everyone aboard because he always had a great place to go and was able to give us choices based on what we wanted. Whether that be a secluded anchorage with a great beach or a nice anchorage close to a place where we could easily dinghy ashore if we wanted.

We pre ordered all of our heavy things like drinks, water, beer and mixers. This is a great idea because carrying 14 days of water, beer, drinks and mixers to the boat is a lot of work and sometimes the store will not have

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### Sausalito Slop

By: Mike Johnson



#### REEFING

#### REMINDERS:

**Which of the following statements is true?**

- A) reefing means the boat will go more slowly.
- B) reefing is a clear sign that you're new to sailing.
- C) reefing is another way to keep the boat in balance, and under control when the wind increases.
- D) only wimps reef, and they do it as soon as the wind ruffles their pretty tunics or blouses.

Answer: C

Heeling the boat over and fighting the pull on the helm may feel powerful, but the force of the extra wind only pushes the boat sideways and creates drag on the rudder. You'll sail safer and faster with the boat more upright and the helm more balanced. [US SAILING Basic Cruising Textbook]

So, don't wait until you round-up for the third time, until the rail is buried in the bay, until the passengers are white-knuckling the lifelines or one another, or until they're teary-eyed and whimpering in your face - reef when you want to maintain your cool, and control of the boat. Anytime the winds gets up in the 14-16 knot range, you'll be better off thinking preemptively and get ready to reef, because around here we all

- continued -

## From the Bases

know that the wind speed that comes just after 16 knots is 25 knots!

Be kind to the guests, be kind to the boat, and let us all see you know what you're doing!

### Richmond Ramblings

By: John Dahle



The winter season has arrived. Light winds give calms day of sailing on the Bay, unlike the almost daily summertime 20-30 knots of wind. Vigilance about weather systems that can quickly pass through the Bay area is necessary. However, if you are prepared and flexible



you'll find many great days of sailing. This winter day is one of those fine days.

It is sometimes hard to work in the Richmond clubhouse when you look out and see beautiful views of the marina and Bay. This is especially true on a sunny winter day with big puffy clouds roaming the sky. Looking at the City, the east side of Angel Island, the Tiburon peninsula and down Raccoon Strait all the way to the hills of Sausalito, you get lost in a vision of jumping on a sailboat going for a ride around the Bay, having brunch at Sam's, picking up a mooring at Ayola Cove, or, all of the above. This is one of the many visions the Club can satisfy.

We're sure there is much more that we can offer our members out of the Richmond Clubhouse. As we learn the secrets of Richmond's Marina Bay and what it has to offer, we are generating new ideas to expand your boating experience. We believe we can offer many new and exiting programs and services. As we plan and schedule these happenings, it is your chance to give us your ideas of what the Club can do for you. This is your chance. You should be calling and emailing us with your own ideas. What is your vision?

In '07 you saw the opening of Richmond with all it events, classes, and charters.

There will be much more to come in '08. As we rolled through '07 one thing I noticed is the high quality of the boats in our fleet. It is a great step forward for the Club since my days as Director in Sausalito in days long gone, and a great benefit for our members. The quality of boats in our fleet is vital to all our enjoyment of the Bay. However, it is more than just the quality of the boats, it is also our boat owners. The owners do not simply provide a boat for charter, but they are avid boaters themselves. In Richmond many owners have participated in our events, use their boats regularly, cruise their boat to Mexico, and truly want other members enjoy their boat. It is incumbent upon all of us before we charter a boat to be well prepared through our training and experience, and treat the boats with respect.

Mark Howard, the owner of our new Hunter 41, *Unleashed*, has generously provided us with Unleashed labeled wine to distribute to everyone who chartered his boat. If you chartered his boat in '07 you can claim your bottle at the Richmond front office. And, as long as the supply lasts we will be giving a bottle to everyone who charters his boat in '08. Perhaps Mark will set a new trend.

## 2007 - The Year in Review

by David Forbes

We started off the year with the Pleasanton Boat Show. We heard about the possibility of a site becoming available in Richmond and went to visit. We decided straight away that the clubhouse was built for us. Those of you who have visited the Richmond location know what I mean.



*Richmond Base*

In February, we added a new Hunter 31 *Final Answer* to the fleet, initially in Sausalito, but then moving to Richmond in April.

We added our sixth Colgate to the fleet in March – *Mahoo* in Sausalito. While the weather was much better this



*Mahoo*

March in Northern California, it didn't stop several folks from flying to the Caribbean to take a BBC class.

April was an incredibly busy month at Club Nautique. We started off with the Alameda Open House on the 1<sup>st</sup>, moved 10 boats to Richmond on the 2<sup>nd</sup>, officially opened Richmond for business on the 4<sup>th</sup> and then held our Sausalito Open House on the 8<sup>th</sup>. The second half of the month was, from our perspective, busy with Boat Shows. Somewhere in there, the Hunter 31 *Yara* joined the Sausalito fleet.

In May, we had the usual sellout weekend with the KFOG Kaboom, and accepted two new boats into the Alameda fleet; the Hunter 31 *Yes Dear* and the Hunter 36 *Firefly*. We certified our first students in the new US Powerboating Cruising Powerboat Certification System; in fact, we certified the first students in the country.

We had our Grand Opening/Open House in Richmond on June 9<sup>th</sup>, just allowing time for the newest addition to the fleet, the Hunter 41 *Unleashed*, to arrive. We

started several years ago making the Open Houses charity fundraisers and for the last two years have collected donations for the Leukemia Lymphoma Society. This year, thanks to your generosity, we were able to donate over \$2,000 from the three Open Houses.

In July, we added the Hunter 33 *Swell Dancer* to the Alameda fleet, just in time to be part of the fleet out enjoying the festivities of the Fourth. We enjoyed a successful rendezvous up the Petaluma River for a full weekend of entertainment and fun.

*La Vie en Rose*, a Hunter 36, joined the Sausalito fleet in August.



*Charterers enjoy La Vie En Rose II*



*First US Powerboating Graduating Class with Instructor*

## 2007 - The Year in Review

by David Forbes

We added our seventh Colgate 26 *Vixen* to the Sausalito fleet in September.

This year we had four boats competing in the Leukemia Cup (up from two in 2006) and were able to donate another \$6,500 to the Leukemia & Lymphoma Society.



Gary Walker

We had another fabulous Fleet Week in October. Once again, the US Navy, and specifically the Blue Angels, did us proud. We had a very well attended cruise down to Half Moon Bay and fun was had by all despite challenging seas heading south. We were disappointed to lose Gary Walker



Vixen

as School Director this month (to a Master's program in Educational Leadership in Texas), but were very happy to be able to replace him with Jim Hancock. Gary celebrated his leaving by sending ten boats out in one weekend for CPM and CPM tag-along boats.

November brought us a Jeanneau 36i *Ambiance* for the Alameda fleet, as well as the *Cosco Busan* oil spill. While enough ink has been spilled regarding this, suffice to say that we were very fortunate in being able to move some of our classes and charters from Sausalito and Richmond to Alameda. One of the benefits of having three locations that hadn't fully occurred to us.

December – As I'm writing this, the weather is gorgeous and I'm wishing that I was out on the water instead of sitting at my desk. We are currently expecting three new boats to the fleet; a Hunter 31 for Sausalito to replace the 310 *Gute Fahrt*, a Hunter 33 *Amarantime*, also for Sausalito – and we're excited to announce that a Norseman 40' catamaran will be joining our already well rounded fleet either in Alameda or Richmond.

We'll be sure to keep you



Top: Firefly -Hunter 36  
Bottom: Yes Dear Hunter 31

updated as to the constant changes to the fleet in our weekly "Keeping You Current" emails (assuming, of course, that we have your email address).

We hope that you're enjoying the ride as much as we are! We look forward to many more wonderful adventures to come!



Half Moon Bay Cruisers

## From the Helm

— continued from front page—

endure big winds, rain, and washing machine seas for the trip south.

We're already planning an expanded calendar of cruises for 2008 and will be trying out some new venues and venturing farther out than in 2007. Here's a brief summary of what's in store so far so you can block out dates on your calendar and reserve your favorite boat if you'd like to join us:

### **Memorial Day Weekend - Monterey Bay Cruise -May 22 - 26**

Thu	1800	Depart Bay for Monterey
Fri	0800	Arrive Monterey Yacht Harbor Relax, shop, golf, visit Aquarium, etc.
	1800	Group dinner at Monterey Peninsula YC
Sat	0800	Sail to Stillwater Cove
	1100	Anchor at Stillwater for lunch
	1300	Sail to Santa Cruz
	1700	Moor at Santa Cruz Visit Boardwalk & dinner on your own
Sun	0800	Sail to Half Moon Bay
	1600	Arrive Pillar Pt. Yacht Harbor Cocktails aboard <i>Eureka!</i>
	1800	Dinner at Half Moon Bay YC
Mon	0900	Depart for San Francisco Bay
	1400	Arrive home

### **Annual Rendezvous - Bay Cruise -July 11 - 13**

Fri	Open	Moor at Club Nautique Richmond
	1800	Barbecue dinner on deck
	1900	Surprise guest speaker
	2000	Dance to DJ on deck
Sat	0900	LeMans starts begin for fun race to Benicia
	1400	ETA Benicia Rides on spinnaker equipped boats
	1600	Roaming cocktail party
	1900	Group dinner ashore
Sun	0900	Breakfast
	1000	Depart for home ports

### **Half Moon Bay Cruise - Pumpkin Festival - October 17 - 19**

Fri	0930	Depart SF Bay for Half Moon Bay
	1500	Moor at Pillar Pt. Yacht Harbor
	1800	Cocktails & dinner at Half Moon Bay YC
Sat	Open	Attend Annual Pumpkin Festival
	1600	Cocktails aboard one of our boats
	1800	Dinner your own in Half Moon Bay

We're open to other ideas for this year or in the future. If you email them to me at [dond@cruisingyachts.net](mailto:dond@cruisingyachts.net), I'll be sure to put them in the hopper, pass them on to the right person, or see if we can put something together.

I sure hope you can join us for any or all of the above cruises!

## Cruising San Juan

— continued from page 5—

move to our slip, right in front of the Empress Hotel on the main harbor walk! What a beautiful sight, especially at night with the Parliament Building in lights just outside our windows.

Unfortunately our whirlwind tour was winding down. We had to get the boat back by Friday at 10am, pumped and filled. So rather than try to do all that Friday morning,—we decided to take it easy motoring back-Thursday under a little rain and spend the night in Anacortes. But first, back to US Customs at Friday Harbor. There, not only did we have a phone booth, but a camera and Customs agents up in the Harbor Office with telescopes! They correctly identified Bert by her Club Nautique inflatable PFD. *Note: check customs laws carefully. Trying to consume prohibited items such as meat or potatoes while motoring around (since you can't dock or anchor before clearing customs) provides for a large lunch!*

Back in Anacortes, we were actually sad to leave the boat. Club Nautique's US Powerboating classes gave us the confidence to stretch our sea legs in new and unfamiliar waters in a new boat. The San Juan's gave us the place to do just that and yet have an adventure we'll always remember as our first international cruise. We wholeheartedly recommend you do the same!

## Club Nautique Events Calendar

### JANUARY

1 New Years Day!  
 4-13 NCMA Boat Show  
 6 Big Boat Motoring – R  
 12 Celestial Navigation I  
 12 Diesel Clinic - R  
 13 Radar - A  
 18 Night Sailing – R  
 19 Angel Island CharterShare -R  
 19 1st Aid/CPR\*  
 19 Bay Cruising Workshop - S  
 20 Motoring Clinic - A  
 21 Martin Luther King Jr. Day  
 26 Celestial Navigation II  
 26 Diesel 101 - List Marine  
 26 Bay Cruising Workshop - R

### FEBRUARY

2 Vessel Traffic Center Tour  
 3 Diesel Seminar - R  
 9 CPM Introductory Seminar  
 10 Motoring - R

10 Big Boat Motoring - A  
 10 International Cruising - R  
 14 Happy Valentines Day!  
 16 Bay Cruising Workshop - S  
 16 Jury Rigging  
 17 Jeanneau 54' Certification  
 18 Presidents' Day  
 18-22 Coast Guard OUPV  
 23 Heavy Weather Seminar\*  
 23 Bay Cruising Workshop - R  
 24 Radar/GPS Clinic - A  
 25-28 Coast Guard OUPV  
 29 CPM Season Set to Begin!

### MARCH

1 Bay Model Tour - S\*  
 3-5 Coast Guard Masters  
 8 CPM Introductory Seminar  
 9 Daylight Savings!  
 9 Big Boat Motoring - R  
 15 Bay Cruising Workshop - S  
 15 Anchoring - S

17 Happy St. Patricks Day!  
 21 Full Moon Sail - S  
 22 Spring Tune-Up - A  
 23 Spring Tune-Up - R  
 29 OPEN HOUSE! - S  
 29 Vessel Traffic Center Tour  
 29 Weather Seminar -A  
 29 Radar - A  
 30 Motoring - S

### APRIL

5 OPEN HOUSE! - A  
 6 Big Boat Motoring - A  
 12 Spring Tune-Up - S  
 13 Jeanneau 54' Certification  
 13 Spring Tune-Up - R  
 16-20 Strictly Sail Boat Show  
 20 Motoring Clinic - A  
 23 First Hump Night in A!  
 26 Spring Tune-Up - R  
 27 Spring Tune-Up - S  
 27 Opening Day on the Bay!  
 27 Radar/GPS Clinic - A  
 30 First Hump Night in S!

A - Alameda  
 R - Richmond  
 S - Sausalito

\* Date is tentative



## Sea Stories Wanted

Give us your tall tales, your old yarns and your fish stories! We want to share them with the world! Well, at least your fellow Nautiquers. Authors of published submissions will receive Club Nautique Boating Bucks good towards charter, services and merchandise from the club! Preferred format is MS Word. Photographs should be identified for proper credit.

*A special thanks to contributors to this edition of News Nautique:*

**Ann Dempsey  
 John & Bert Regent  
 Rod Witel**

*We'll make note of your  
 "boating bucks"  
 in our database*

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## Worldwide Vacation Charters

— by D Marroquin —

If any of you are like me—both an avid sailor and a sun-worshiper



you've probably been toying with the idea of going South since the first signs of winter arrived on San Francisco Bay. When the weather here is gloomy, my thoughts wander to lush green islands with exotic birds, friendly turtles, and beachside villages teeming with delectable local food. I also dream of swimming, snorkeling, kayaking, hiking, and exploring new and beautiful lands—things you *can't* do on the bay! You can find all of this plus great sailing and new cultural experiences all over the world, but where do you start?

Planning a bareboat vacation can be nerve-racking and confusing. Not only are you faced with choosing a reliable charter company, you also need the right yacht and the best destination. You need someone who has access to several charter



*Photos courtesy of Rod Witel who just spent 9 days in the B.V.I.*

companies and whose advisors are experienced sailors with firsthand knowledge.

That's where *I* come in! You may already know me if you've visited our Sausalito office, I'm the smiling face that may have booked your charter, enrolled you in a class, or answered questions about almost everything else. Now my duties have expanded, and in my new role at the Club Nautique vacation charter desk I'm available to assist members\* and non-members in taking their sailing experiences to the next level—the adventure of vacation chartering!

If you have ever wondered about international sailing or are experienced but not interested in the planning details, rest assured that I am at your service to help with every step of the process: the right destination, boat, and itinerary—even activity ideas.

Since initiating the planning process is often the hardest part of realizing your ideal vacation, in February 2008 I will be presenting a free International Vacation Charter seminar at our Richmond clubhouse to get you started. Homemade snacks will be provided by yours truly! Even if you've already booked a 2008 vacation with me, show up for the snacks and get all the latest



information about Club Nautique's vacation services since your booking.

But if you just can't wait for the clinic and want to get a jump on planning your next vacation, you can find me at the Sausalito office, by phone at 415-332-8001, or email me at [dmarroquin@clubnautique.net](mailto:dmarroquin@clubnautique.net).

I look forward to hearing from you soon!

*\*Members booking through Club Nautique receive a 5% discount off the cost of their yacht.*



## From the Bases

— continued from page 6 —



enough supplies. So by pre ordering, this saved us having to lug it onto the boat ourselves and made our chances of having everything much better. We did do all of our own provisioning for all of our other food and supplies. This is still a lot of work but luckily there was a very well stocked grocery store very close by.

After a very long flight we arrived late on November 17. Slept aboard Saturday night. Woke up early on Sunday hungry and ready to do the check out and get the provisioning done. We stowed all of our provisions filled up the freezer with ice and we were on our way.

Sailing around Antigua on a catamaran can be somewhat challenging. Catamarans are not well known for going up wind very well and we had a lot of wind and swell since there is no reef to sail behind. The sailing was good but kind of rough. We don't usually have to put in a reef but we had some pretty windy days so putting in the first reef really helped the boat to sail better and I think even sail a little higher then if we had left the full

main up. We had some OK anchorages and some great anchorages. We sailed to Barbuda and spent 3 days there exploring the island, swimming and just relaxing. The sail to Barbuda was upwind and somewhat challenging since you had to keep the boat going up wind but not too high or your speed was greatly reduced and not too low or the side slip of the catamaran would cause us to end up too far from where we wanted to approach the island. Constant updates from our navigator on whether or not we were left, right or right on our track line ensured that we would end up where we wanted to be. But this is one of the things we enjoy about sailing having to constantly be aware of many different things all at the same time. The more we do it the easier it gets and the more things just become second nature.

Having a consistent group of friends to go sailing and bareboat chartering with really makes our enjoyment factor go up. Knowing the people you are going sailing with and being very compatible with them is a very good idea, especially when you are spending a lot of money to go someplace. Doing a lot of research in advance and having all of our own reference material really puts us in a much better frame of

mind and makes it much more relaxing.

Overall Antigua and Barbuda was an excellent trip. There were more than enough places to explore and lots of things to do ashore if you wanted. There were plenty of great anchorages on both Barbuda and Antigua. We always anchored in 7 feet of water and only had to put out 2 anchors once when we anchored behind a reef and we wanted to make sure we did not swing into a coral head on our port or starboard side.

Fourteen days on a catamaran was great. But it was also nice to get off the boat and sleep in a real bed, take a regular shower and brace ourselves for the trip back home.



## Month on a Boat

— continued from page 5—

little tips help you “get it”. It is a life long skill that you are learning and having the privilege of participating in. Paulo and I learned to be patient not only with the weather but with each other. We learned to communicate effectively when anchoring, heaving to and just plain sailing. Not much more needs to be said on that, eh?

I strongly encourage anyone to charter for a period of time, not just a day or two. The uplift you get when you get to the boat and the thrill of being able to get ready for more adventures out of the Gate when we are ready, more than encouraged us. We now know we can go forward and really enjoy ourselves sailing safely. BBC here we come! Leave your gear on the boat and come back. Have dinner on the boat, sleep and go at it in the AM again...does it get any better?

Ok, back to the metronome and practice. To make beautiful music you need to find the tempo and practice. To sail and fulfill your passion you need to find your tempo and practice, practice and practice. It won't happen overnight; it is not meant to. Only from opportunities and “mistakes” do you learn and while we had our share of those, what we learned was invaluable.

Smooth Sailing!

## CPM Corner

The 2007 CPM Season ended with three instructed boats and three tag-along boats going out November 16-18. Our 2008 CPM season starts at the end of February. If you are interested in participating in this challenging program contact Jim Hancock at 510.865.4700 or [jhancock@clubnautique.net](mailto:jhancock@clubnautique.net).

Congratulations to the following members who have graduated from our CPM program since the last Newsletter.



*Barry Tastet -September 9, 2007*



*Tracy Reigelman-September 13, 2007*



*Bill Fitzgerald-October 7, 2007*



*Song Peng-October 23, 2007*



*Charles Chang-October 23, 2007*



*Steve Parnell-November 27, 2007*



*James Beckmeyer-December 9, 2007*



## School Scuttlebutt

— by Jim Hancock —

With this, my first contribution to the Club Nautique Newsletter



since being piped aboard as School Director, I would like to introduce myself and give you an idea of the direction I plan to point Club Nautique's bow. Before I do that I'd like to take a quick look back at my wake.

Prior to coming to Club Nautique I had spent six years cruising with my wife, from San Francisco to Australia. In many ways this was the culmination of a life-long dream, so upon returning to the "unreal" world, I was faced with the question of *What Next?* Among the possibilities, the theme of sharing my passion for sailing stood out.

I did a little writing, but soon navigated my way to a position as a Club Nautique Sailing Instructor. I had never had a job quite like it, where each day on the water I would come back with a huge smile on my face from all of the fun that I had. Over the course of the next twelve months I became more involved with the Club, and now find myself behind the helm.

As School Director I view my responsibilities to be much like the captain of a ship: Beyond simply making sure that all of our operations are flowing smoothly, I must set a course for us to steer. The compass by

which I choose to steer is one of basic principles: Integrity, Responsibility, Fairness, Service, Coaching, and Excellence.

The principle of Excellence stands out, as it embodies all of the other principles. For example, one cannot possibly achieve excellence without first having integrity. In my vision of excellence for Club Nautique I see a national caliber sailing school, leading the industry in instruction and instructional techniques. Our classes must stand above other sailing schools by the quality of the instruction that we provide, the quality and condition of the boats that we sail and the distinguishing accomplishments of our graduates.

In many ways, Club Nautique is already setting these kinds of standards, with our CPM program clearly separating us from other sailing schools across the country. But there is still much that we can do to better ourselves. On November 15th I held a meeting with our Instructor Corps to solicit ideas for improving the quality of our training. That meeting produced a dozen concrete ideas that I have refined and consolidated into what I call our Sail Training Excellence Program (STEP).

The primary focus of STEP is on improving the quality and consistency of the instruction that we provide to our students.

Through this program we will be creating a Training Standards Committee of senior instructors, we will be improving the methods that we use to train new instructors and we will be producing new aids for our instructors to use both on the water and in the classroom. You can expect to hear more about STEP in the weeks and months ahead.

As Director it is exciting to be a part of such a large and thriving organization. There are always new challenges, new ways to grow and new ways to help others to grow. I look forward to the coming year and the possibilities it offers for all of us.

### Instructors' Corner

I want to extend a big Thank You to David Hayward for taking the lead on our Instructor Development program this past summer. David arranged weekly events to increase the training and depth of knowledge of all our instructors. The schedule included such varied events as a clinic on sea anchors, a live crew-overboard practice, a visit to KKMI's rigging shop and a visit to sail maker Pineapple Sails.



David Hayward



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## Who Deserves to Learn to Sail... for FREE!?

We love to sail and believe that it brings a richness and excitement to our lives. We know why we love it, but we want to hear from you. Your stories and enthusiasm inspire us and make our job more fulfilling and an all around joyful experience. Tell us about someone (18 or over) that you think deserves to have sailing be a part of their lives and we will reward the winning nominee with sailing lessons.

Write an essay of no more than 200 words detailing why your nominee should learn to sail for FREE! It could be a friend, a loved one or a co-worker. We will reward the winning writer with a

**FREE Basic Keelboat class**

for their nominee and publish the winning essays in our next newsletter. Five runners-up will receive \$50 off a Basic Keelboat class. Nominations should include the address, daytime phone and email address for their nominee.

Deadline for entries is February 29, 2008

Send your essay to:  
essay@clubnautique.net.  
Happy writing!

