



News Nautique®

January/February 2004

Alameda • Channel Islands • Marina del Rey • Newport Beach • San Mateo • Sausalito

From the Helm

by Don Durant

I imagine you're as pleased as I am with the economic news being reported of late. After nearly three years of gloom and doom, it's refreshing, not to mention encouraging, to open up a paper or turn on the news and hear upbeat reports. The boat business lags the economy, so I hope our fourth quarter results add to your optimism — as this is written, we're in the process of wrapping up the best quarter we've had in over three years and our best fourth quarter ever!

What this means to Club Nautique members is the flow of some exciting new boats into the fleets. In southern California you will soon be enjoying sailing a new Dufour 40, the 2003 Boat of the Year in France, and a new Dufour 38. Hopefully we'll see a *Fleet Notebook* report on both of these boats in the near future (that's a hint, you scribes in the land of LA).

Northern California fleets will be joined by a number of new boats: Coyote Point is receiving a new Hunter 306 and Hunter 36; Sausalito is receiving two new Hunter 36s, and Alameda is getting a new Gib'Sea 43, courtesy of Keith and Marlene Dines (see story to the right and the Fleet Notebook on page 9). By the way, Sausalito has an opening for a new Hunter 33 or Jeanneau 32 and Alameda is in desperate need of a Mainship Pilot 30II, 390 Trawler and a Hunter 3-cabin 466. "Desperate need" translates into guaranteed income sufficient to make the loan payments for the first three years of charter service, so if you've been considering charter boat ownership, you

— continued on page 5 —

A Day On The Bay

Story & photos by Keith Dines



Marlene and I went sailing recently with our friends Tom and Carol and we had another memorable day on the bay. Like our Tall Ships sailing adventure, sailing south of the Bay Bridge had the aura of sailing on a mountain lake in the summertime, hot, sunny and calm. We sailed in a light breeze of less than 10 knots, drinking delicious Bloody Marys with celery sticks, courtesy of Tom. I told him NO BEER, because we don't have a full size head, only a portapotty. We became unexpected spectators to a sailboat race just south of Pacific Bell Park and they were just "mo-

seying along" rounding the buoys in the light air. We watched the "slow dance" for a while and then sailed on, slowly heading north towards the Bay Bridge.

When we crossed under the Bay Bridge, the wind steadily picked up, building to around 20 knots in the "Slot." Within 15 minutes we were transformed from a lazy sail to a broad-reach like a "bat-out-of-hell!" *Second Verse*, our Colgate 26, buried its leeward rail in the water during the gusts, while the calm water "morphed" into moder-

— continued on page 4 —

Inside This Issue

- | | |
|---------------------------------|-----------------------------------|
| 2 Seminars & Cruises | 11 Events Calendar |
| 2 Online Store | 11 Sea Stories Wanted |
| 4 Instructor Development Clinic | 12 CharterShare News |
| 5 Open House | 13 Charter Chatter |
| 6 News From The Bases | 14 Are You Missing Out? |
| 8 Fleet Notebook: Hunter 306 | 15 The Starting Line |
| 9 Fleet Notebook: Gib'Sea 43 | 16 Southern California Fleet News |

Seminars & Cruises

On-The-Water Anchoring Clinic

Headed for the Med, Caribbean, South Pacific, or Southern California for a little charter getaway? Better have those anchoring techniques down. If you've got questions about anchoring, or your technique is a little rusty, we've got you covered in this one day on-the-water clinic. Single or multiple, Bahamian or Mediterranean, short scope or long, here's your chance to gain some first hand experience at some of the more useful, yet rarely practiced anchoring techniques. In fact you might say that this is an *in-depth* clinic that covers the full *scope* of anchoring. This is a one day clinic and reservations are limited to six people, so don't DRAG your feet. Pick the phone up off the HOOK, and call 800-343-7245 to reserve your spot today. See you there!

Details: 0900-1700, April 3rd, Sausalito, members \$220, non members \$295. Standard cancellation policy applies.

Night Sail Out The Gate

If you've never sailed outside the Gate and returned at night (or even if you have), you're in for a treat. The sight of the Gate at night with the City and East Bay hills as a backdrop is spectacular. Don't miss the chance to participate in this truly unusual sail. No certification is required, just a desire to discover the delights of sailing beyond the bay at night.

Depart Sausalito at 1300 hours with a Club Nautique instructor as your guide, head out the Gate and depending on conditions, sail north up Bonita Channel or west toward the San Francisco Sea Buoy. Return to the dock at 2100, after experiencing an exhilarating sail under the Golden Gate at night.

Due to regulations beyond our control we must limit the number of crew to six. However, if there is enough demand we will try to accommodate everyone by adding another boat.

One last thing, a PFD and a har-

ness with tether are mandatory for this cruise. Please make sure you bring them with you.

Details: 1300-2100, January 17 & April 17th, 2004, Sausalito, members \$145, nonmembers \$195. Standard cancellation policy applies.

Who's Feeling Knotty?

Have you ever wanted to tie up your friend or lover... Oh, wait, wrong publication. Have you ever seen a dragon bowline, or wondered what a flying bowline is? Find out in this six hour presentation. We will cover the six essential knots of sailing as well as some of the more esoteric knots we think you should know. We'll also dive into the more intricate worlds of splicing and whipping. Get intimate with such basic materials as nylon, dacron, polypropylene. Plus, meet the exotics; spectra, vectran, technora, and carbon fiber/Kevlar. The seminar includes the text *Knots and Splices*, plus enough line to get, dare we say it, all tied up in knots. To find out more you'll have to attend. But hurry, we only have room for ten.

Details: Members \$30, nonmembers \$40. February 14th, 0900-1600, Alameda. Call the club to reserve.

Charter Orientation

This 2 1/2 hour workshop is designed to help you charter here on San Francisco Bay. We dissect the spreadsheet that is our charter rate sheet and make sure that you know all of the rules that will help you have a more enjoyable charter. We pull out several charts of the Bay area and cover places to go, things to do, and things not to do. This workshop is free to members and graduating students and is offered each month in each location. For current dates, see the events calendar in this newsletter.

Diesel Engine Seminar

For those of you who missed last season, this is your first chance this year to explore the mysteries of the diesel engine. Check it out!

There are few moments more unnerving during the course of a charter than when you push that magic button to start your engine and nothing happens. Having a working knowledge of diesel engines can help to minimize the effects of that moment, get you home on schedule, and make you look like a sailing god to your guests.

Instead of calling "Pan-Pan," Vessel Assist, the Coast Guard, or the club there are some basic things you can do to trace the causes of most problems and save the day. This presentation includes a simple explanation of how a diesel works utilizing handouts, witty repartee, a slide presentation, and a trip to the boats for a hands-on look at these wily beasts.

Details: 1000-1330, February 7th, Alameda, members \$15, nonmembers \$25, (Ultimate members - no charge). Call us at 1-800-343-7245 to enroll.

Motoring Clinic

Just the sound of this clinic really gets the old blood pumping! Makes you want to jump right up and reserve a spot for everyone you know. Sure, right, even I'm trying to stay awake and I'm promoting this affair. But hey, have you ever tried to dock *Siena* our Hunter 37 in Sausalito in a 10 knot crosswind and a raging ebb... now that really does get the old blood pumping!

Listen, years of experience tells me the most harrowing and expensive moments of the day for most sailors comes when approaching or leaving a dock or mooring. Especially if you're in a crowded anchorage or marina with little or no room to maneuver. Those are the moments when the most gelcoat damage is done. We've all been there. Hell I've been there! You need forward, no reverse, wait left rudder, no right, give it throttle (oops too much), I need reverse (oh wait I'm in reverse), oh hell get out the boat hook and start fending off! It can be an awful experience and let's face it, it's not a fun way to start or

end the day.

Well, with some instruction and a little practice you can change all that. Let us help you build your confidence in and around the docks. During this one day clinic we will show you how to confidently dock a boat in crosswinds and adverse currents. We'll review pulling in and out of slips, parallel docking, use of spring lines, backing into a slip, and more.

Take this one day clinic! It may sound boring, but after you've completed it, you will be a motoring god or goddess as the case may be. All kidding aside, once you've learned to control your boat under power, your sailing day will be much more enjoyable.

Details: 0900-1700, January 24th, Sausalito, members \$220, non members \$295, (Ultimate members - no charge). Standard cancellation policy applies.

Night Sails

This event/seminar is designed to help orient you to night sailing and understanding San Francisco Bay at night. It will expand the scope of your sailing abilities, and allow you to experience the exhilaration of sailing after dark.

Some of the topics we'll cover are: keeping warm, familiarity with the boat i.e. rigging and cabin layout, flashlights, keeping a lookout, acquiring (and losing) night vision, identifying aids to navigation, identifying other vessels at night, identifying channel and harbor entrances, and safety equipment.

By the way, we only run these sails during the winter because it gets dark too late during the rest of the year. Here's the schedule for this season's first two winter's sails. Check 'em out, they're fun!

Details: 1730-2130, January 10th Alameda, February 7th Alameda, March 27th San Mateo; members \$60, nonmembers \$80, (Ultimate members - no charge). Call 1-800-343-7245 for reservations. Standard cancellation policy applies.

Poke Your Nose Out The Gate

We've been running this one day sail since forever, and it's still one of

the most popular trips we offer. So here we go again with another PYNOTG! This day sail was originally established to give folks a chance to sail outside the gate without having to get involved in the offshore program. It's a terrific way to spend a day sailing the blue Pacific with a Club Nautique instructor aboard. No certification is required, just a desire to discover the delights of sailing beyond the bay.

Board your boat in Sausalito at 0830, sail out the Gate and around the San Francisco sea buoy (if possible), located 11 miles west of Mile Rock and return early that evening (depending on tides and currents).

Call us at 800-343-7245 for information or to register. Due to regulations beyond our control we must limit the number of crew to six. However, if there is enough demand we will try to accommodate by adding another boat.

One last thing, a PFD and a harness with tether are mandatory. Please make sure you bring them with you.

Details: 0830 - 1700, January 31st and March 13th, Sausalito, members \$145, nonmembers \$195. Standard cancellation policy applies.

Radar Clinic

Ask any experienced navigator which instrument they value most, GPS or radar, and almost universally the answer will be radar. It is the most powerful electronic navigation tool on most boats and few of us really know how to use it. Here's your chance to learn.

This one day clinic is designed to introduce you to the proper use of radar. We will start in the classroom reviewing the various functions of the radar and how to apply them. Then we'll go out on *Mokulani*, our 39' trawler and apply those theories through practical experience. You will discover how to navigate with radar using one, two and three bearing fixes. You will learn how to discern buoys from vessels and track vessels to determine if you are on a collision course.

Details: 0900 - April 10th, Alameda, members \$175.00, nonmem-

bers 220, (Ultimate members - no charge). Standard cancellation policy applies.

Small Boat Seamanship Seminar

This two day seminar is designed take you to a new level of sailing proficiency. It's an exciting and challenging course that begins with advanced sail trim and then incorporates advanced sailing techniques. The seminar is held on our new Colgate 26s. On Saturday we use this dynamic boat to allow us to demonstrate backstay, boom vang, cunningham, outhaul, and traveler controls and how each relates to sail trim in heavy and light air conditions. Sunday is spent working on different maneuvers under sail such as picking up a mooring, anchoring, leaving under sail, getting out of irons, sailing backwards, and steering with sails. You will also practice single-handing around buoys as well as single-handed overboard recoveries. We guarantee that you'll enjoy this course and be a better sailor at the end of the weekend. Call us at 800-343-7245 to enroll for the class.

Details: 0900-1700, March 20-21 Alameda, members \$275, non members \$345 (Ultimate members - no charge). Standard cancellation policy applies.



Online Store Now Open

Club Nautique's online store is open for business. Check us out at <http://clubnautique.net/cgi-bin/ccp5/cp-app.cgi>. Or just go to the Northern California home page and click on the link. You can purchase lessons, books, and gift certificates with (hats, seabags, and other gear soon to follow). If there is a specific item you think we should stock drop us a line at jdahle@clubnautique.net.

A Day On The Bay

continued from page 1



ate white caps. *Second Verse* just loves wind in the 10 to 25 knot range. We continued on our broad reach, following the west shore of Yerba Buena and Treasure Island and in the process we “walked away” from much larger boats in the stiff breeze.

Being novice San Francisco Bay sailors, we were all dressed in shorts and tee shirts, which was quite appropriate for the first half of our afternoon sail. Soon we had an occasional wave breaking over the bow and a cold fog-induced wind chilling us down. We were suddenly freezing! Tom, who sat closest to the cabin, learned the hard way that the “first position” is often times the “worst position.” Tom caught most of the spray from the waves. Like a good offensive guard, very little made it past Tom. Carol, Marlene and I couldn’t help but laugh each time Tom howled at the cold water soaking his shirt, but we were very thankful that it wasn’t one of us.

We rounded the northern end of Treasure Island, then gibed across the breakwater. *Second Verse* loves to surf too, and for a short time we ran downwind, sliding down the swells headed towards Emeryville. We gibed again to sail southward on the leeward side of the island in a nice comfortable 10 knot breeze. At the southern end of Yerba Buena, the large mound in



Earn \$\$\$ While Sailing!



Club Nautique and other leading sailing schools offering US SAILING Keelboat Certifications need qualified, professional, sailing instructors and have part-time and full-time openings available now. If you would like to train to become a sailing instructor, sign up today for our 3 day

Instructor Development Course

March 23-25, 2004

You will learn:

- How to become a professional sailing instructor
- How to teach on the water
- How to make a classroom presentation
- How to earn your US Coast Guard captain’s license
- How to earn your US SAILING instructor certification
- About current and future job opportunities
- Risk management and safety procedures

The course fee is \$495 and includes the US SAILING Instructor Manual, the US SAILING Basic Keelboat textbook and all other necessary materials. For more information and details on eligibility, please call David Forbes at 1-800-343-7245 today and learn how you can earn money while sailing!



Club Nautique

1-800-343-SAIL

1150 Ballena Blvd., Alameda, CA 94501

www.clubnautique.net



the middle of the bay, we ended up becalmed. We started our little 6 hp outboard to motor back to Alameda. Luckily, shortly after we crossed underneath the Bay Bridge again, we emerged from the wind shadow of the mound. Since we never dropped the sails, we tightened up the sheets to capture the swirling breeze. We were blessed with just enough wind to sail home to Ballena Bay without our motor.

Tom was soaked, and the rest of us were a little wet, but we warmed up by the time we reached the marina. After docking and cleaning the boat, we drove immediately to Chevy's on the Oakland Estuary to quaff a pitcher of their famous Cuervo Gold margaritas and stuff ourselves with fajitas and tacos. I think we can do this every weekend!

From The Helm

continued from page 1

just might want to give me a call at Cruising Specialists for all the details as guaranteed income is not Club Nautique's normal policy.

Winter time is when we prepare for the coming season and this winter is no different. The maintenance staff is busily getting the fleets ready for the Open Houses and the marketing and sales people are preparing for upcoming boat shows. We'll be at the Northern California Boat Show, the huge new show at the Alameda County Fairgrounds in Pleasanton, January 30th — February 8th and we hope you'll stop by and say hello. You'll receive discount tickets with the next issue of *Cruising Specialists Reports*, or even better, come to the Boat Show Preview, January 16-18 and we'll give you some FREE tickets. Happy New Year!



Don't Miss Club Nautique's Annual Open House & Charter Boat Show

FREE!

Sailboat Rides, CharterShare Meetings, Vacation Charter Info, Charter Boat Ownership Info & Refreshments

The Club Nautique fleet of charter yachts will be open and on display. Take a firsthand look at the largest and newest fleet of charter yachts in northern California. Pick out your favorites for this year's charter dates. Network with other sailors to share charter expenses. In Alameda, visit the docks at Cruising Specialists and check out the new lines of Hunter, Jeanneau, Caliber sailing yachts and Mainship Trawlers.

Alameda: Ballena Isle Marina, 1150 Ballena Blvd. Saturday, February 28.

San Mateo: Coyote Point Marina, 1966 Coyote Point Dr. Saturday, March 13.

Sausalito: Kappas Marina, 100 Gate Six Road. Saturday, March 27.

Schedule of Events

- | | |
|------------|---|
| 1100-1700: | Boats open for viewing |
| 1200-1600: | Free sailboat rides |
| 1300-1400: | CharterShare & Events meeting. Network with other sailors & Margaret Spencer, our CharterShare and events director. |
| 1400-1530: | Charter Boat Ownership Info — Learn how to own a new sailboat or trawler & use charter income tax savings to help pay for it. |

Guests Welcome!

**Bring your friends who are interested in sailboats and trawlers.
Special savings on memberships & classes!**

For more information or to reserve space in a seminar, please call:

Alameda: 1-800-343-SAIL

San Mateo: 1-888-693-SAIL

Sausalito: 1-800-559-CLUB

News From The Bases

Newport News by Capt. Bob Duck

“Pumpkin Tack-About” Regatta changes its name!

Dawn broke on Saturday, November 15, 2003 with gray skies and the smell of rain on the wind. Nevertheless, a group of eight stalwart sailors showed up for the second regatta of the season at our Newport Beach base. The turnout was smaller than usual for this event, apparently due to the coming holiday season, which has scattered our club members in many different directions. Originally planned as the “Pumpkin Tack-About” Regatta, the weather conditions dictated that we change the name of this one to the “Drip-Dry” Regatta — and so it was done!

The event involved only small boats this time — namely the Colgate 26, *Windtalker*, and the Pearson 23, *Happy Dolphin*. Our eight participants were divided into two teams as follows:

Team Alpha (The River Pirates): Heinz Rose, Greg Satchwell, Norma Shipp, Rich Shipp.

Team Bravo (The Scalawags): Ron Beach, Sharon Delury, Art Gage, Harry Pearce.

The game plan was to have each team sail each boat in three races by switching boats after each race. This resulted in each team having sailed three races in the Colgate and three races in the Pearson. Various courses were used in the harbor and the results were measured on elapsed time for each boat. Final standings were based on the best, average elapsed time for the team sailing the Colgate, and for the team sailing the Pearson.

Naturally, this format forced the participants to “beat the clock” and led to an action-packed day on the water sailing the small boats. There is nothing like sailing these craft once in a while, because it sharpens your reactions and understanding of how slight adjustments of sail trim and weight dis-

tribution can significantly improve boat speed.

After some coffee and breakfast on the docks and after the skippers’ meeting, the crews manned their respective craft and set off on the day’s adventure. Weather conditions were not the best, as the winds were light and variable with scattered rain showers thrown in to make life interesting. Nevertheless, both teams went at it with a vengeance in pursuit of victory.

At one point, after the first two heats were completed and everyone was taking a short break for lunch (as well as drying out), the “Great Equalizer” decided to take the wind away, leaving the racecourse without a breath of air. All eyes turned to the race committee with a look that said, “What do we do now, Coach?” Not to be undone, the race committee announced the next race of the day would be a “Sculling Race.” Eyebrows raised and jaws dropped as the crews listened intently to the instructions put before them.

There was a red ball anchored in the water a short distance from the dock. Each team was to board the Colgate in their respective turn, and at a signal, start sculling the boat (under bare poles) out to the red marker, round it to starboard and use paddles on the way back. Each team mustered their maximum creativity to see who could do this faster. Team B came out on top with a winning margin of five minutes over Team A. Since this particular race was a no sailing race, a separate prize was awarded at the evening festivities. Team B was awarded one dollar per minute for their victory, which means that members of Team B receive a \$5.00 discount off the entry price of the next regatta. Their victory was attributed to their expertise in “torpedo paddling”. (To find out what that is all about, you have to join us at the next regatta).

In spite of the weather, both teams had a great day of testing each other. The last race finished at 1700 hours and

all hands proceeded to the Newport Beach Yacht Club for Happy Hour and another grand awards dinner. These evenings are really fun and full of chatter, sea stories, and even a few nautical nuggets which are designed to further our knowledge about things great and small in the maritime world. In particular, the nugget discussed this time was, “Where are the Horse Latitudes and how did they get their name?”

Final standings were announced as follows:

Winner of the best average elapsed time on the Colgate 26 was Team B (The Scalawags) with a winning margin of 68 seconds!

Winner of the best average elapsed time on the Pearson 23 was Team A (The River Pirates) with a winning margin of 18 seconds!

The margins were close and each team asked themselves – “Where did I lose 68 or 18 seconds respectively?” Our next regattas are scheduled as follows:

Saturday, January 31, 2004 – Winter “Muck-About” Regatta

Saturday, February 28, 2004 – “Mallard Mystery” Regatta

Saturday, March 27, 2004 – “Spring Blast” Regatta

Get ready for the summer season! Come join us and keep your skills sharp!

Sausalito Slop by Chris Warden

One day a certain instructor and I were talking about Club Nautique and how each location has its own distinct style. Here is what we came up with. Keep in mind the title of this column is Sausalito Slop, so please don’t take this too seriously.

Alameda, as the corporate headquarters, is very businesslike. I’m not saying anybody there shows up to work wearing a dress shirt and a tie, but the vibe is no nonsense and efficient. Things are generally done by the book

and on time, which is what you would expect when people have their boss nearby. I have a soft spot in my heart for Alameda because its address is printed at the top of my paycheck.

Coyote Point is like the wilderness outpost with Burt as the dependable ranger. The staff at Coyote Point are out there on their own with no modern conveniences nearby. They have learned to become self-sufficient. I have heard that they even hunt and gather their own lunches midday. They often get confused and frightened by the jets landing at nearby SFO mistaking them for large birds of prey or winged gods.

Sausalito, on the other hand, is on island time. It is sometimes all we can do to find dependable "natives" who will show up on time and work on the boats (present crew excepted). Back in the '60s Marin County was a close second to Haight Ashbury as the mecca of the hippie scene. In the '70s and '80s we evolved into the misguided hot tubber, peacock feather worshipping, proto yuppie Disneyland that you know and love today. The resulting culture has some unfortunate side effects and a strong work ethic is not one of them. I'm not saying that Marin County is too laid back, but sometimes it's hard to tell if you're dealing with someone who is awake or asleep.

Hopefully this is not what you, the customer, experiences when you come into Club Nautique, Sausalito to charter or take a class. It is OK to have a relaxed attitude, but when you go down to your yacht, you want to know that it has been cleaned and checked by qualified, knowledgeable dock staff. If you do have a problem, you want someone who knows what he is doing to get on the job and take care of you. All fun and kidding aside, I am confident you will notice an improvement this coming year in Sausalito.

Latitude 34°

Congratulations to the Club Nautique crew in the 2004 Baja Ha Ha Ha for placing 2nd in their division. Our Hunter HC-50 crew not only beat out

the Santa Cruz 52, but also much larger boats (up to 68 feet) in their division.

Club Nautique's participation in its third Baja Ha-Ha began as anything but normal. Everyone had arrived Saturday night in San Diego. The crew was anxious to provision and make all of the final preparations to get the HC-50 *Fast Reorg*, ready for Monday morning's starting gun. Our crew consisted of Tom Dameron (instructor), Charles Thatcher (owner of *Swept Away*), Gary Lee (member), Katie Dameron (member) and Bob Shaal (nonmember).

When the crew woke up Sunday morning, the first thing that didn't quite look right was the fact that everything was grey. The sky, the docks, the boats were covered with grey ash. You probably read about all of the fires near San Diego at the end of October. The result was like nuclear winter fallout. It would stay with us until we were south of Ensenada, Mexico. For the next two days, when the sun rose, it was a red ball you could look directly at all day. Pretty eerie.

Monday morning was a rolling start since there was no wind at the appointed starting time. But, not to worry, in about an hour we had wind and the race was on. Suddenly there were 124 spinnakers popping open at once. Quite a sight to behold!

Most of the boats headed along the coast SE, but we elected to go outside Los Coronados Islands searching for more wind. We spent the afternoon on a beam reach with our Code One as we pretty much left everyone behind. Right before sunset, the wind started veering north just as we got west of the islands, so we gybed and headed SE. This didn't last long and the wind kept shifting forward until it was pretty much coming straight out of the south (not expected). We found ourselves close reaching with a slowly dying wind and working the Code Zero screecher for every bit of power we could get out of her. We didn't feel too unlucky yet, as we had the boat cooking along at 6 knots in only 7-8 knots of breeze. However, as good as this boat is in light air, it can't perform

miracles. The wind kept dying until by 1530 on the second day, there was only 1-2 knots of wind and we were tacking back and forth on 4-5 hour tacks and only gaining 3-4 miles down our rhumb line. As night fell, Gary served a wonderful curry chicken and rice dish he had prepared and put in the freezer the day before. At this point, Gary was about to be elected cook for the entire trip. We didn't know yet that the competition for "Captain Cook" was going to get pretty stiff before the end of our adventure.

The rest of the fleet had finally given up around midnight the night before, so we finally decided to join them and start motoring, making the dreaded but necessary entry in the ship's log. We entered Bahia de Tortugas around noon of the 3rd day and dropped anchor. The next two days were spent enjoying the small town by the bay and getting to know some of the other Ha-Ha racers. Talk about a small world; we even ran into another Club instructor, Gordon Hanson, who was crewing on another boat. We also spent some time ashore getting to know some of the locals.

Tortugas is a sleepy little town where none of the roads are paved and the people are friendly. They appreciate the boom in business that 100+ boats showing up all at once brings to their little local economy and they really go out of their way to smile and let us know we're welcome. The kids are all extremely polite and well mannered, and take all of your trash away for a dollar.

The last night there was Halloween and we had brought along a pumpkin. We carved it, put a candle in it and hung it above the foredeck. Soon some of the kids from other Ha-Ha boats and a few locals were showing up in dinghies and kayaks at our transom for the treats we'd brought along. Some were even wearing masks and make shift costumes. What a kick! After partying for two days and doing our wind dance on the beach, the Grand Poobah announced that leg one of the race was being

— continued on page 10 —

Fleet Notebook

by Don Durant

Hunter 306 — *Mama C*

We're pleased to have the backbone of the Basic Cruising training fleet join the Coyote Point fleet, and once you've had the pleasure of sailing her, we're sure you'll share our feelings.

The Hunter 306 has always impressed us, as the company didn't skimp on this pocket cruiser. Often the bean counters have their way with smaller models and the result is a stripped out boat without much personality. In the case of the 306, you'll find just about all the amenities found on larger Hunters, just on a smaller scale. For example, the interior woodwork is varnished teak, the cabin sole is varnished teak and holly, the counter tops are Corian®, the keel is lead, the rig is the easy-to-manage B&R design, spars are by Selden, the hull has Kevlar® reinforcing in the laminate forward, etc. Heck, she even has a chart table!

From the floor plan below, you can see there are private staterooms forward and aft and an enclosed head, which is fitted with a hot water shower. The galley is L-shaped and includes a gimballed, two-burner, propane stove with oven.

Again, no



skimping here — this is a Force 10® stove with sealed burners. The stainless steel sink is nice and deep and there's a large, well-insulated ice box.

The saloon is large and comfy with thickly upholstered seats around the dining table and opposite at the settee. The leaf on the table allows the entire crew to eat together.

The staterooms are both good size and the bunk aft is huge!

Up on deck, you'll find Hunter's trade mark stainless steel arch so the mainsheet traveler is both aft, at the end of the boom where it belongs and out of harm's way. The steering console has the instruments right in it for easy viewing and the controls are readily at hand. And of course, you'll find the favorite, "best seats in the house" integrated into the pushpit.

Dropping the hook is easy thanks to the bow roller and under deck anchor well. Under sail, the 306 is classic Hunter — she doesn't want to be over canvased and will blow by pretty much everything her size upwind thanks to the tight sheeting angles of the Bergstrom and Ridder rig. Try not to gloat too much as you humble the race boats with Kevlar® sails as you sail right through their lee and climb to weather of them. They aren't bad sailors; it's just that there's nothing they can do to stop you.

Mama C is also fitted with an AM/FM/CD Stereo system, so you'll be able to enjoy your favorite tunes while enjoying San Francisco Bay. To paraphrase Chicago's infamous mayor, book early and often!



Specifications

LOA	29' 11"	Headroom	6' 2"	Power • Yanmar Diesel	18 hp.
LWL	26' 11"	Displacement	7,150 lbs.	Staterooms	2
Beam	10' 9"	Fuel Capacity	20 gal.	Sleeps	4
Draft	5' 4"	Water Capacity	40 gal.	Design	Hunter Design Team
Ballast (lead)	2,550 lbs.	Sail Area	400 ft ²	Certification	B (Coastal)

Fleet Notebook

by Don Durant

Gib'Sea 43

Members and Colgate 26 owners, Keith and Marlene, have graced the Alameda fleet with a new boat we know will be extremely popular with our off-shore sailors. This new 43 footer, which is built in France by Dufour, won Boat of the Year honors from *Cruising World Magazine's* panel of experts. The yacht was designed with charter service in mind — in fact, the first two dozen built went to The Moorings, where it's known as a Moorings 433.

Enough background; let's take a tour. Boarding via the stern swim step, you'll first notice the twin helms, which allow for easy entry and ease of steering whether you prefer sitting on the high side, or perching on the leeward side (my favorite) and focusing on the luff of the jib. The cockpit is quite large, with the requisite table, beverage cooler, and plentiful cup holders. The halyard winches are on the coachroof where everything is led except for the jib sheets, which lead aft to primary self-tailing winches which can be reached from the helm if necessary.

Moving forward over broad side decks, we find an electric anchor windlass in its own well with plenty of room for chain and rode. The Delta anchor stows securely in the "dolphin nose" bow, a Gib'Sea trademark. Both the main and jib furl, so the 43 is an easy



yacht to sail shorthanded.

Below decks, you'll be impressed by the brightness of the varnished plantation teak interior. Dufour owns a cabinet making company which builds all their interiors and the quality is excellent! The cabin sole is a plastic laminate which looks like teak and holly, but wears like iron. No need to worry about scratching the varnish on these decks.

The most unusual feature of the Gib'Sea 43 is illustrated in the floor plan below — the convertible forward suite. As shown to the left you see a master suite with large V-berth, settee, ensuite head, and large couch to starboard. In a minute or two, by simply moving a bi-fold door into place and shifting the saloon door forward, you have another cabin complete with upper and lower

berths and a large hanging locker — great for offshore classes and cruises with a large crew aboard.

The U-shaped galley is well thought out and the dinette is huge with plenty of room for the whole crew at one seating. An ample chart table completes the starboard side of the saloon, although we suspect the dining table will prove more popular for cruise planning chores. To port is a second head with shower and aft port and starboard staterooms with "queen" sized berths and ample stowage. Each of these cabins has a transom opening port, which makes for the best flow-through ventilation we've seen yet.

The new Gib'Sea 43 will be joining the Alameda fleet in January



Specifications

LOA	42' 1"	Headroom	6' 4"	Power • Yanmar Diesel	56 hp.
LWL	35' 9"	Displacement	22,712lbs.	Staterooms	4 (convertible to 3)
Beam	14' 0"	Fuel Capacity	69 gal.	Sleeps	10
Draft	5' 7"	Water Capacity	157 gal.	Design	J&J Design
Ballast	6,174 lbs.	Sail Area	968 ft ²	Certification	A (Ocean)

From The Bases

continued from page 7

thrown out due to such a large amount of motoring by everyone. A wise decision indeed.

On the morning of Day 6, the wind gods answered and we started Leg Two at 0800 with 10 knots of wind. Again we elected to go outside hoping to catch more wind. We waited until 0105, in the wee hours of Day 7, to make our one and only gybe and found ourselves 240 miles farther south at the end of Leg Two, 37 hours later. Katie prepared one of the meals she had frozen ahead of time, a delicious Cajun dish of rice, shrimp, keilbasa, corn and other stuff. Gary's nomination for "Captain Cook" was in serious jeopardy. The moon was up most of the night and we decided to keep the kite up. After the gybe, the reflection of the moonlight off the water was like a highway paved in front of us. It stayed that way for a couple of hours. It is so absolutely awesome and peaceful when the moon's reflection and the boat's course coincide to produce this unique effect. I always get the sense that someone up there is sort of laying a path to guide me on.

Having just finished Bob's dinner of Dinty Moore stew (Bob was not a contender for the "Captain Cook" trophy), we found ourselves approaching the second leg finish line and zipping along at 9.5 knots in 17 knots of wind. We came into the bay as one of the first boats and dropped our hook in the dark. Then we shut down the systems and got a good night's sleep. The wind was really starting to build.

Next morning we arose to a howling wind, though it didn't affect us much in the protection of Bahia Santa Maria. White caps were everywhere and the wind machine was reading 27 knots with gust to 35 knots. At the 0700 roll call, we could hear over the SSB that many of the boats that had still not finished with this leg were getting a little more weather than they wanted. One boat reported 40 knot winds and 19 foot seas. Well, they probably looked 19 feet

anyway. Later that night at anchor, Charles surprised us with a feast of steak cooked on the barbecue grill and lobster with sautéed new potatoes and salad. On one of our trips ashore, he had purchased seven lobsters from a local fisherman for a dollar a piece. Charles was moving into the lead for the "Captain Cook" award.

The next two days were very relaxed at anchor and the beach party went 'til late at night with a live band, lobster, tacos and rice provided by a local group from out of nowhere, in the middle of nowhere. Quite extraordinary actually, because the only things at Bahia Santa Maria beside the white sandy beaches and warm blue water is five or six little shacks grouped together where a population of about 25 people eke out a living on fishing and lobstering. Someone down there knew we were coming and was very ingenious in his entrepreneurial spirit.

So now we come to Leg 3 of the race and the wind is back to a nice 13 knot breeze. It would build to 20 by afternoon. The Code 4 is launched and we're headed for Cabo San Lucas. The straight line is 170 miles to the finish line, but our course outside equaled 190 miles. We kept the spinnaker up all night and only had to drop it about 59 minutes from the finish as the wind died.

While we were trying to decide what to do out in the middle of the ocean with no wind, Charles suddenly came bounding up on deck and dived overboard. He had decided that as long as we weren't moving, it was time for a swim. (We had put out a trailing line and float before letting him go below to change into his swim trunks.) We covered the last leg in just a little over 24 hours.

We didn't know how well we had done until the awards ceremony two days later. We were pleasantly surprised to discover we had come in 2nd in our division. Our crew did a great job and each one should be commended for their part. But the bigger picture is the experience an event like this leaves with each of us, memories and stories that

range from nervous moments to hilarious situations. Unfortunately, space here is too limited for the book each of us could write about this experience. And if you are wondering if Club Nautique expects to continue the experience again next year, the answer is yes!

The Starting Line

continued from page 15

the details should be available by the time this newsletter reaches you.

CharterShare Racing

Join Club Nautique in the Corinthian Midwinter Regatta Series, two full weekends of racing fun, parties and awards. Hosted by the Corinthian Yacht Club, races take place the weekends of January 17 and 18, and February 14 and 15, with live music and a buffet on Saturday nights, daily trophies and series trophies, Sunday chalk talks, and more! Yes, you can sign on for only one weekend if space is available, but both are more fun.

The Summer Sunset Series returns, starting April, 2004. This popular series of evening races includes the Corinthian Yacht Club series every Friday night from April to September and the Sausalito Yacht Club series on two Tuesday evenings per month. Sign on for the full series or for selected races. The Jazz Cup race from Treasure Island to Benicia zooms on September 4, 2004; in 2003 we started on the line just behind the big boats like *Wasabi* and the J 105s — this one is a real thrill. We race on Saturday, stay for the awards and party at Benicia Yacht Club and cruise back on Sunday. The Corinthian Yacht Club will host Angel Island Cup this summer and other race dates are currently being added to the calendar. Stay tuned for some real surprises!

While your mind is in fast-forward, why not check out the Club Race Clinic in April? See the article at the beginning of this column. Sign on for some training, and then join us on the water in competition!

Club Nautique Events Calendar

January

3 Charter Orientation - M
 6 Full Moon Sail - A
 10 Night Sailing Seminar - A
 17 Offshore Night Sail - S
 17 Radar/GPS - M
 17-18 CYC Midwinter Races - S
 24 Motoring Clinic - S
 24 Newport Cup 4 - N
 27 Women on Water - S
 31 Poke Your Nose Out The Gate - S
 31 Motoring & Docking Clinic - M
 30-2/8 NCMA Boat Show - Pleasanton

February

5 Full Moon Sail - C
 7 Diesel Seminar - A
 7 Night Sailing Seminar - A
 7 Saturday Sail - M
 14 Knots for Sailors - A
 14 Boat Systems Seminar - M
 14-15 CYC Midwinter Races - S
 28 Open House - A
 28 Newport Cup 5 - N
 29 WOW - A

March

8 Saturday Sail - M
 6-7 Spinnaker Clinic - M
 13 Open House - C
 13 Poke Your Nose Out The Gate - S
 14 Nav Rally - A
 20 Saturday Sail - M
 20-21 Seamanship Seminar - A
 23-25 Instructor Development Clinic - A
 27 Open House - S
 27 Night Sailing Seminar - C
 27 Newport Cup 6 - N
 28 WOW - A

April

3 Anchoring Clinic - S
 10 Radar Clinic - A

14-18 Pacific Sail Expo - Oakland
 14 Offshore Night Sail - S
 22 Newport/Ensenada Race - M
 22-25 Pacific Power Boat Expo - Oakland
 23-25 Race Clinic - A
 25 Opening Day On The Bay
 28 First Hump Day - A
 TBD Summer Sunset Series - Tues & Fri Races - S

May

1 Motoring Clinic - S
 5 Hump Day - C
 8 Heavy Weather Sailing - A
 12 Hump Day - S
 14-16 Spinnaker Clinic - A
 15 Overboard Recovery Seminar - A
 19 Hump Day - A
 26 Hump Day - C
 27-31 Monterey Bay Cruise

June

2 Hump Day - S
 9 Hump Day - A
 16 Hump Day - C
 21 Summer Sailstice
 23 Hump Day - S
 30 Hump Day - A

July

1 Pacific Cup - M
 4 Fireworks Sail - S
 7 Hump Day - C
 9-11 Spinnaker Clinic - A
 14 Hump Day - S
 21 Hump Day - A
 28 Hump Day - C
 31 Blue Moon Sail

August

4 Hump Day - S
 7 Overboard Recovery Seminar - A

11 Hump Day - A
 15-21 Offshore Passagemaking Class
 18 Hump Day - C
 25 Hump Day - S

September

1 Hump Day - A
 4-5 Jazz Cup
 8 Hump Day - C
 9-12 St. Francis YC Big Boat Series
 11-19 Fall Boat Show - Oakland
 15 Hump Day - S
 22 Hump Day - A
 29 Hump Day - C

October

6 Hump Day - S
 8-10 Fleet Week (Blue Angels?)
 13 Hump Day - A
 20 Hump Day - C
 27 Last Hump Day - S
 30 Great Pumpkin Chase
 31 Pumpkin Bob - A
 TBA Catalina Jazz Festival

November

15 Winter Rates Begin
 17 Club Closed Wednesdays
 25 Thanksgiving - Closed

December

22-30 Closed for Christmas Holiday

A = Alameda
 C = Coyote Point
 M = Marina del Rey
 N = Newport Beach
 S = Sausalito

(CS) = CharterShare available

Subject to change. Call Club or check website www.clubnautique.net for details.

Sea Stories Wanted!

News Nautique is published bi-monthly by Club Nautique, Inc. and delivered via First Class Mail to members. Forward editorial submissions to:

Editor, News Nautique

1150 Ballena Blvd., Suite 161
 Alameda, CA 94501
 fax (510) 865-3851
rnicastr@clubnautique.net

Preferred format is MS Word for Mac.

Photographs should be identified for proper credit. Authors of published submissions will receive Club Nautique Boating Bucks good towards charter, services and merchandise from the club.

CharterShare News

by Margaret Spencer



Welcome to the exciting world of Club Nautique Sailing Events 2004. Our program has been a great success, giving us all fun, exciting sailing and creating new friends and CharterShare groups to sail together! We have a full menu of exciting dates planned for the coming year. Here you will find just a small sampling. Pick what sounds good, have a taste and enjoy.

Want to add something to the menu, or find out about other offerings? Come to a Club Nautique Open House this year for free sailboat rides and an events and CharterShare meeting to hear about new events, meet other sailors, and input your own ideas for fun on the water. Many of our events came from meetings such as this, so check us out February 28 at Alameda, March 13 at Coyote Point, or March 27 at Sausalito. Contact Margaret for details on these and other events.

WOW (Women on the Water), Racers-Racers program, Catalina Jazz Festival, Farallones Sail, Pacific Northwest Flotilla, Bodega Bay Trip, Half Moon Bay, Nav Rally, and other events all return this year! We kick off the season in January with moonlight sails, midwinter racing, and a WOW evening sail.

Moonlight becomes you! Join us for a barbecue and Full Moon Sail January 6, from Alameda or February 5 from Coyote Point. Or, enjoy dinner out and an evening on the bay on one of our Cuisine Tours. Racers — first up on your calendar is the Corinthian Midwinter

Series, January 17 and 18, and February 14 and 15. Racing, trophies, food, fun and parties! Check “Race Mark 2004” article in The Starting Line.

WOW will be hosting regular monthly events, beginning in January, so get on board with your sailing sisters for fun and skill development (see article this issue). We have added a WOW night sail this winter, the evening of January 27th. Pull on your woolies, shake off the holiday and join us after work for an evening on the Bay!

The Nav Rally games return on March 14. Opening Day on the Bay is April 25, and Sunset Series Racing begins on Tuesday and Friday evenings in April. Summer Sailstice, the longest day of the year, brings sailing and prizes on June 21. And of course, sparkle with us on the 4th of July sail to watch the fireworks. BluMoon sail is new on July



31, and for those fans of the “Big Blu Boat,” we are planning more special days on the Jeanneau 52.

Get out the gate! During the spring-summer-fall plan on joining us for a weekend trip to Bodega Bay or to Half Moon Bay and day sailing to the Farallon Islands.

Sail with us again this summer in the Pacific Northwest, this time in the Canadian San Juans! Curious about Martha’s Vineyard or the coast of Maine? Sign on for our flotilla this summer in the northeast. And if you have a fascination for faraway places, we are offering Tonga and considering sailing in the Seychelles. May brings a surprise

trip — have you been to the Grenadines in the Caribbean, or Sea of Cortez? Where would you like to go?

Fall brings beautiful weather, and overnight trips to Angel Island and Santa Cruz /Monterey town. Watch the Big Boats battle it out on the bay from spectator boats in September, then jazz it up with us at the Catalina Jazz Festival, sailing in October for 5 days of fun on the water and Catalina island. October brings a visit from Great Pumpkin Bob and a chance to sail in the South Pacific. Santa takes us to the Lighted Ships Parades in December. There is more sailing fun to come!

To get the latest news on events and fun, be sure to add your email to our broadcast list. Open our website www.clubnautique.net, choose Northern California, then click on “Broadcast email” for all the prompts you need to get on the list. Check out the Events Calendar on the website to stay up to date. Or contact me at 1-800-865-4700 ext 24 or mspencer@clubnautique.net.

All club events are individually priced. Please remember cancellations are accepted for single-day events 7 days in advance of the event without penalty. Multi-day events and events out of the San Francisco area may require more notification for cancellation. Cancellations made after the designated time period will be assessed a fee. As always, if we can fill your spot there will be no fee.

Don’t be left on the dock! Let’s go sailing!



Charter Chatter

by Rebecca Carpenter

Last issue of *Charter Chatter* David Forbes and I teamed up to bring a mini-picture of Croatia to you. I was happily surprised and flattered when a week or so after the issue went in the mail, I had three members walking through the Alameda clubhouse doors, chart of Croatian waters in one hand and notebooks in the other. It seems the article we wrote actually did exactly what it was supposed to... generate charters in the featured destination.

I say "generate charters" in the least aggressive marketing tone possible because there isn't any real profit motive from you booking through Club Nautique (and far be it for me to endorse any one charter company). The biggest benefit I have of you going on vacation is when you come back and (hopefully) tell me all about your trip. What a horribly selfish hidden motive!??!

Keeping in that train of thought, I have a favor to ask... will someone please go to the Balearics for me? In my two years sitting at the Vacation Charter desk, I have yet to put together a trip for anyone going to the Balearics. Especially because this past year seemed to generate a lot of Mediterranean charters (preemptive to the Olympics in Greece '04?), I think it's time for someone to make the plunge and explore an amazing and unique group of islands off the eastern coast of Spain. The group of four main islands and a



few smaller ones cover some 180 nautical miles. Unlike other areas of the Western Mediterranean, the Balearics are generally a less crowded destination and offer spectacular scenery, clear water and scores of historical sites. Each of the islands has a distinct landscape and unique qualities. Known for its superb beaches, but even more so its lively night life, you may want to leave the kids at home on this trip!

Mallorca, the largest of the Balearics and starting off point for charters, taunts the sailor with countless scenic anchorages, dazzling caves to explore and of course, beautiful beaches. Palma, capital to the chain of islands, houses one of the biggest marinas in the Mediterranean. Walk around town to admire the magnificent Gothic Cathedral, Bellver Castle, Cloister of St. Francis and the Miro Art Museum. After leaving Palma, sail around Mallorca experiencing 250 miles of coastline with more than two dozen sport harbors and yacht clubs, as well as a landscape that changes from dramatic mountains to gently terraced hillsides and fertile valleys. Other parts of the island offer the opportunity to explore quaint villages, the medieval Capuchin Monastery, Roman ruins and much more.

North of Mallorca is Menorca. With a much more relaxed atmosphere in Menorca, you can go ashore for hiking, where at almost every turn you find prehistoric remains. Look out for megalithic sites, stone towers, burial tombs

and wonderful T-shaped stone monuments with an unmistakable air of a time long ago. If shopping is your exercise, you'll get your workout in Mahon, the capital of Menorca. Whether you sweat it out on the hills or in the shops, you'll want to feast your appetite in Fornells, on the northern coast, where the cuisine, especially lobster, is rumored to be of the gods.

At the southern end of the Balearics lies Ibiza and Formentera. Ibiza boasts legendary night life, centering in San Antonio. If you can lead the double life, the narrow streets of Ibiza's waterfront district are packed with shops, clubs, restaurants and markets. Pointatx is said to have some of the greatest snorkeling spots for the island chain.



Formentera, only accessible by boat, is neighbor to both Ibiza and the smallest Balearic, Cabrera. Cabrera is a national preserve and can be visited only by special permit. Formentera is known for its laid back pace and tranquil atmosphere. The island's topography is as diverse as the rest of the Balearics. The center of the island spreads out in a long narrow depression that runs northward and ends in salt pans and two large lakes. The entire coastline is fine white sand beaches.

June through September are the best months to go with winds prevailing from the southeast to 15 knots. Plan a trip in September and attend Nuestra Señora de Garcia in Menorca, one of Spain's most colorful horse festivals.



Are You Missing Out?

Everyday I'm either in the Marina del Rey or Newport Beach marinas and I'm always amazed at the number of sleeping ships. Ripples of wind on the water lap at the hulls as if to say, "Can't you feel the wind? Let's go!" I ask myself, "Why aren't people out on a day like today? It's beautiful."

Okay, there are a lot of reasons not to get out on the water. The weather is cooler now, the holidays are here, your job has you really busy, it's so far to the marina, etc. These are some of the same excuses I've used to not go workout at health clubs I joined. But there is a health benefit to taking some time out for ourselves. Mental health included! We have to relax too. And a day on the water is just the ticket. Exercise, sunshine and fresh air and your problems seem to shrink like the shore at your stern.

We forget sometimes that we have what most people only dream of, memberships in a great sailing club that supplies everything necessary to bring fantasies to reality; a charter fleet, instruction, activities, camaraderie, and community.

Sailing... No Workout Required — The fact of the matter is California is one the most beautiful sailing grounds in the world. A place where you can sail all year! And you are involved in one of the most pleasurable and thrilling activities available. Sailing! It's even more affordable with the Winter Rates. You save 20%. And you have six locations to choose from. And look for your additional 10% charter discount coupons if you haven't received them already.

Catalina doesn't float away in October and return in March. It is there and waiting all year with all its splendor and beauty. All it takes is a wonderful sail to its bristling shores. The island can be every bit as beautiful in the winter months as it is on the Fourth of July. In fact, it can be even more beautiful because you won't have to wrestle your fellow sailors for a mooring. Fa-

cilities and personnel are completely available all year round at Avalon, Catalina Harbor and Isthmus Harbor. In fact you'll find these folks who are close to mental breakdown at the end of August, are glad to take some time for you in the off season to fill you in on everything from the Catalina Island history to the latest local gossip. They'll actually go out of they're way for you just to get a smile.

Into the holidays and beyond — celebrate the holidays with a refreshing sail. A weekend, even an afternoon out on the water is a wonderful way to spend some time off during the holidays. Take friends and visiting family out to experience the beauty the ocean holds. A lot of people who don't live here have not even seen a dolphin or a pilot whale away from their TV. And after the family returns home to whatever, non-California ice box they live in, you can think about them as you stow your dock lines and fenders.

Club activities are excuses to sail. Saturday Sails don't take a lot of preparation or expense. Just show up and go out and enjoy a barbecue afterwards. BCs to Catalina provide the tools to help you prepare for your Bareboat Certification, along with a fun trip to Catalina Island. Clinics, seminars and other special events, like our Holiday Sail and Dinner, are all at Club Nautique for you to take advantage of. Our Regattas In Newport are not only a lot of fun, but they are great for experience in fine sail trim, boat handling, and a taste of what racing is all about. And our Flotillas to Catalina and Channel Islands are a great get away and a chance to meet more people who love to sail.

Be all that you can be... from the basics to Bareboat, Coastal Navigation, Celestial Navigation, Coastal Passage Making, and Offshore Passage Making, it is all available to you through our US SAILING certified instruction. Increase your abilities to the level you choose. Our instructors ensure your confidence

and knowledge while making your learning experience completely enjoyable.

Like sand through an hour glass... it's all here waiting for you, year round; great sailing grounds, access to a beautiful charter fleet, US SAILING instruction, and activities. All with member discounts that present strong value that makes this sport completely affordable. Per hour, sailing is a greater sporting value than even bowling! Do the math. And you get to wear your own shoes. Don't kick yourself any longer. Seize the day, enjoy the water and increase your abilities to make it your friend.

Web Site Update

The procedure for logging into the **Members-Only Area** on the club web site has been simplified. Now you may register using the new web sign-up at http://clubnautique.net/northern_cal/home/members_only.html. The form allows you to choose your own username and password and it only needs to be filled out once.

When you submit the form, you will receive an email confirming the name and password you submitted. The email also states your membership must be verified and to allow up to 24 hours for approval. Generally the verification period will be much shorter.

You will receive an email when your membership has been verified. Then you only need to log in using the name and password you have chosen.

Also, we simplified the procedure for using the forums. Guests can now view and reply to postings. You do not need to register as a Forum Member, although this has many benefits when communicating with other members.

If you have any questions please email: mis@clubnautique.net.

The Starting Line

2004 Race Clinic

Whether you want to race this season or not, this is one event you don't want to miss. It's not just about learning how to race. This clinic is about sailing safe, smart, and fast, and learning something about the rules of the road that govern racers on the Bay. You've probably encountered a race boat or two if you've sailed the Bay on a Saturday or Sunday.

We start with an evening presentation on Friday. Saturday and Sunday are spent on the water working on sailing skills and tactics. The presentation consists of a discussion of the race course and its component parts, an introduction to racing rules, and an introduction to racing tactics. Saturday we work on "ducking drills" (avoiding boats on opposite tack), mark roundings, and starts. If there's time we'll throw in a practice race or two. Sunday morning we start with an open protest meeting for practical knowledge. We then review on the water lessons from Saturday, and finally put those lessons into practice. In other words, we race.

By the end of the weekend you will have a solid foundation of racing knowledge and skills, improved your driving and sail trim skills, and if you pass will be permitted to skipper Club boats in non-spinnaker races. Even if racing is not your ultimate goal, your personal skills and understanding of sailing will increase dramatically. Not only that, it's fun!

This clinic is the perfect vehicle for gaining an introduction to racing. For those of you with some race experience, it can serve as an excellent refresher course. There is nothing like the exhilaration of racing, so if you have ever wanted to see what it's like to mix it up on the starting line, give us a call. We promise you will not be disappointed!

The course includes the book "Performance Racing Tactics" by Bill Gladstone, an excellent text for clearly explaining the sometimes confusing

rules and techniques of racing.

Setting up this clinic takes quite a bit of advanced preparation (booking boats, getting instructors, appointing volunteers to man the committee boat, etc.). To make this worth your while we like to run the clinic with four boats, so if you are interested let us know as soon as you can.

Prerequisites: If you are Basic Cruising certified and have at least five days of chartering on boats 28' in length or greater, you are qualified to sign up.

Details: April 23-25. Friday presentation 1900-2200, Sat.-Sun. 0900-1700, Alameda, members \$431, nonmembers \$575. For more information or to register for the clinic, call Alameda 800-343-7245. Standard cancellation policy applies.

Race Mark 2004

Racers, get on the fast track! In 2004 we are adding more races to our calendar, racing in the Midwinter series, the Summer Sunset series, the Jazz Cup and the Angel Island Cup, and more individual races and yacht club series. You need no experience to join the team, just a love of sailing and fun. A Club coach will be on board for each race. Sign on for selected races or for a full series. It's great opportunity to practice your sailing, have fun and acquire new skills. On some of our races we will be making sail changes to a new "rocket fast" set of race sails and we are always working on sail trim and making the boat go fast to maximize performance.

Jeanneau 35 Race Program

Club Nautique is excited to announce a new racing class aboard the all-new Jeanneau Sun Fast 35, *Free At Last*.

The course will be taught and skippered by the boat's owner, Jerry Nassoiiy, who has a proven track record for winning! Anyone who has sailed with Jerry in the past will attest that his every move aboard a sailing yacht is to

make it move at optimum efficiency whether it's blowing a gale or he's making his own wind using whatever boat speed he has.

That said, from the course you can expect to become an excellent sailor. You'll learn how to fly a tri-radial spinnaker, properly trim sails, and make head sail changes on the fly, without losing speed or going "bareheaded." You'll also learn what it takes to master the starting line, take advantage of currents, read lifts and headers, and other racing techniques.

The course will run over the course of three months and will include five practice sessions, two YRA two-day races, plus some informal "Beer Can" races in the Alameda Estuary which will be done a voluntary basis.

If you're interested in learning the "art of sail," then here is your chance. The prerequisites are BC certification and a strong desire to compete.

Practice dates are April 2nd, April 22nd, May 20th, June 10th, and June 19th. Race dates are May 1st and 2nd, Vallejo Race and June 25th and 26th, South Tower Race. The price for the three-month series is \$1,350 for members and \$1,685 for nonmembers and includes the boat and the skipper. The full amount for the series must be paid by the time the program begins. For more information contact: John Dahle at 415-531-0657 or jdahle@clubnautique.net

Pacific Cup 2004

Club Nautique would like to enter the Pacific Cup again this year. As you can imagine, space is limited. If you have an interest, call the Marina del Rey base at (310) 822-4478 as soon as possible for all of the details. Practice days for the race are included in the cost and will begin in late March or early April. The start date for the race is July 01, 2004. Not that far away, actually. All of

— continued on page 10 —



Club Nautique

1150 Ballena Blvd., Suite 161
Alameda, California 94501 USA

First Class Mail

Forward & Address Correction

Southern California Fleet News



Club Nautique welcomes the new Dufour 40, *Quiver*, to the fleet. This beauty clearly defines comfort and performance and was voted 2003 Boat Of The Year in France, where they're very particular about their sailing yachts!

Another new Dufour will be coming to the Newport Beach base in just a few weeks. This Classic 38 is elegant both inside and out. She's a fabulous sailor and the teak decks always gets looks from around the marina. With three cabins and two heads, this boat will surely be a comfortable cruiser for six to eight people.

"Avalon Harbor? We need a mooring!"



