



# News Nautique<sup>®</sup>

March/April 2004

## From the Helm

by Don Durant

For years I have functioned as the editor of *News Nautique*. I do this personally for a couple of reasons: it helps me to stay in touch with what's going on — we view communications as vital to the club's health — and it's a core ingredient of our marketing efforts and marketing is one of my hands-on responsibilities. So if you didn't know already, now you know who to blame when you find a typo or other errors.

I mention this because as I was putting this issue together, a sense of excitement came over me (a sense that's been somewhere between absent and weak for the last two years). Like everyone else who runs a business, I look for signs of what the economy has in store for us. Most of my daily responsibilities revolve around the operations of our yacht sales division, Cruising Specialists, and I'm happy to report since November, we've seen nothing but positive signs. We had our best fourth quarter ever and just concluded the boat show at Pleasanton, where our sales were up 400% over last year!

On the Club Nautique front, new membership sales were very strong last year. Charters usually follow memberships (new members join, take lessons, get certified, and then charter), so we're expecting charters to be back to normal in 2004 after a two year decline.

The excitement is due to solid good news on the economic front coupled with a full menu of activities in store for Club members in 2004 — everything from spinnaker clinics on the bay to flotilla chartering in the Seychelles is available. All you have to do is sign up and join in the fun!

Hope to see you on the water.

## Sailing to Hawaii

story and photos by Gary Scheier



This article is a living testament to what can happen when you get bitten by the sailing bug. My wife, Colleen, and I originally took lessons from the Club because they had the best and newest inventory of charter boats, and they were maintained in much better condition than their competitors. Although I had done a substantial amount of sailing in small boats at Folsom Lake east of Sacramento, sailing in the cold Bay Area waters and sometimes raging currents was a much greater challenge.

We completed the courses through

Basic Cruising and I went on to complete Bareboat Cruising and take the Coastal Navigation class. Additionally, I took a few one-day courses, such as the radar clinic. We then purchased a used Hunter 28 from Cruising Specialists and took her home to our house in San Rafael, which is located on the Canal where we are fortunate enough to have our own dock. We continued to polish our sailing skills by sailing in the bay and going up the Delta.

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## Seminars & Cruises

### Heavy Weather Sailing Seminar

Mark May 8th on your calendar with a note to attend our one day seminar in Alameda on heavy weather sailing. During this all day seminar we talk a little about how to avoid heavy weather, more on how to recognize when it is coming your way, and a lot on what to do to minimize its negative effects on the boat and the crew. There is a classroom presentation in the morning, with a hands-on demonstration in the afternoon that includes among other things, setting a sea-anchor. Maximum of 6 students, so reserve early to guarantee your seat.

CPM instructor, Kay-John Kavanaugh, who despite his misleading Irish name, is a sailor from Germany with a broad range of experience sailing the North, Baltic, and Mediterranean Seas, as well as Florida, the Bahamas, and West Coast of the US. He is a German Sailing Association certified sailing instructor and German Government licensed boat captain. Some of the heavy weather boat preparation and boat handling tactics covered in this clinic come from his first hand experience while sailing the Baltic and North Seas in heavy weather conditions.

Details: 0900-1700, May 8th, Alameda, members \$160, nonmember \$200. Standard cancellation policy applies.

### Hump Day Sails for 2004

Well yes, and here we go again. Hard as it is to believe, spring is just around the corner and with it the return of Hump Day Sails. For our new members and those of you who just haven't been paying attention, Hump Day Sails are a terrific way to get your sailing fix and avoid cooking dinner - at the same time. It's an invigorating two hour sail followed by dinner and dessert, all for the low price of \$20 per person. It's held every week from April through October at one of our northern California locations. The first Hump

Day Sail is in Alameda on April 28th. For the complete schedule, check out the Events Calendar in the newsletter. With that, let's review the costs, times, and the inevitable rules and regulations associated with events of this magnitude.

Reservations may be made up to two weeks in advance and they are required. Within that framework, the sooner you make them the better. We ask that members limit the number of guests they bring to each Hump Day to two guests per membership. This is merely a function of how popular this event has become. We want to insure that members have access to this event. Price for Hump Day sails is \$20 for members and their guests.

It is not unusual for Hump Day sails to sell out. This means, if you wait until Monday evening or Tuesday, you will most likely wind up on standby. Which brings me to cancellations; if you or your guests can't make it, please call us as soon as possible to allow us to fill your spot. It's really a shame to see reservations go unused when we have a standby list full of people who would like to attend.

Because of boat availability, and clubhouse space, participation is limited to 60 people in Alameda, 50 in Sausalito, and 30 in Coyote Point. By exceeding that number we risk overcrowding both the boats and clubhouse, running short of food, and generally making the evening a little less pleasant for everyone involved.

Our goal is to get everyone sailing by 1800 and back to the docks by 2000. Now we appreciate that the rest of the world has not (as yet) synchronized their watches to ours, and that Bay Area traffic can at times be congested, so flexibility has always been the watchword. But if you show up at 1820, there is a good chance everyone will already be on the water. Conversely, it's easy to see how someone could get sidetracked and get back to the docks a little

late, but 2045, 2100, 2130... well that's getting pretty late, and you run risk of the barbecue being shut down.

As always, if you have any questions, comments, or ideas on how we can improve on what we are doing send them our way. We're the first to admit that our perspective becomes a little myopic every now and then. We'll see you there.

### Jury Rigging/Boat Troubles or What could possibly go wrong?

Join us on March 6th for a loosely structured seminar/discussion on avoiding and overcoming trouble on the water. The seminar covers how to deal with the real problems that can and have occurred while underway. But more than that, we'll review the basic boat systems and how to reduce the risk of trouble before you leave the harbor. Using slides, props, and witty repartee, we'll look at the engine, plumbing, steering, and rig with an eye to preventing problems as well as solving them.

Come join what promises to be a fun learning experience that will increase your repertoire of sailing remedies. Or just come to share some war stories. And don't forget to bring your questions, it's an interactive afternoon.

Details: 1300-1700, Alameda, March 6th, Alameda, members \$15, non members \$25. Call us at 800-343-7245 to enroll.

### Crew Overboard Clinic

Our in-the-water Crew Overboard Clinic is an excellent format to both brush up on your sailing skills and have the chance to recover actual people in a controlled environment. The day begins at 1000 in the Alameda Clubhouse with a discussion on the pros and cons of various methods of return and actual pickup. We rig the boats at 1100, and leave the dock at 1130. Each boat will have an instructor and a wet-suited diver/swimmer aboard. After practicing different types of returns and recover-

ies, we will come back in at 1700 and then have a round table discussion of the day.

Details: May 15, 1000-1800, Alameda, members \$243, nonmembers \$345. Standard cancellation policy applies.

### **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 con-

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

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

### **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.

### **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, 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, 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 an-

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## **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](mailto:jdahle@clubnautique.net).

## Sailing to Hawaii

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### Going Offshore

The club put together a cruise to Hawaii in July on one of their charter boats. Since I had been working approximately 70 hours a week for a leverage buyout firm and was starting to feel very burned out, Colleen encouraged me to quit and go on this cruise. After thinking about it from January through March, I decided to do it! We had a six man crew, including club employees Will McLaughlin and Jay Riddlesberger and the boat we would be taking over was a 43 foot Gib'Sea, which turned out to be really stout and stable. It had been outfitted with several offshore amenities (single sideband radio, a storm jib and consolidation of tanks to free up stowage). We took it out and shook it down over a 48 hour period by sailing out the Golden Gate in 35 knot winds, back in to the bay and then continuously between Vallejo and the San Francisco airport over night.

During the next couple of weeks, we put together our provisions, which consisted of each of the crew freezing two pre-prepared entrees. By hard freezing them, we used them as cooling packs for the other perishables. This would work out well to minimize refrigeration and power management issues. Proper provisioning required that each of us put together a general malady kit for over-the-counter type ailments, as well as a contingent regiment of antibiotics in case of infection. In addition to that, one of the crew, Peter Wexler, had some experience in the medical profession, and put together a comprehensive first aid kit. He also arranged for a ship to shore connection to an appointed attending physician, who could be contacted on a 24/7 basis the case of a medical emergency.

With all provisions loaded, including full water and diesel fuel tanks, we departed Ballena Isle Marina in Alameda at 1530 hours on July 8, 2003.



As we were heading under the Bay Bridge, we celebrated with a small snort of Canadian whiskey and then observed a “no alcohol” rule until the half way point, at which time the six of us shared one bottle of Champagne. The rest of the whiskey was for fishing (more on that later).

We then donned the long underwear and foul weather gear we anticipated living in for about three days until the weather started to warm up. For safety reasons, we observed the common sense rule of wearing life jackets and were tethered to the boat at all times when on deck or in the cockpit. It was comforting from a homeland security point of view that we were stopped by the Coast Guard as we headed toward the Golden Gate Bridge. This was because we had several reserve jugs of diesel fuel lashed to the boat. After telling them that we were outbound for Hawaii, they wished us a great voyage. We went out the Gate at about 1800 hours and for the next several hours, we saw the bridge get smaller against the reflection of the setting sun. As the evening came on, we were passed by a cruise ship and an oil tanker. After a dinner of the skipper’s pot roast, I tried to get some sleep before my 0100 watch began.

Due to the thirty knot winds on the starboard beam, it was hard to get ac-

climated to being down below in the dark. Accordingly, I opted to sleep in the cockpit in my foul weather gear. After occasionally being awakened by salt spray, I was nudged and informed that it was my watch. The watches consisted of four hours on and four hours off, whereby we each spent an hour and twenty minutes at the beginning standing watch, an hour and twenty minutes driving the boat, and the final hour and twenty minutes standing watch. Each crew member “rotated” through the watch cycle and went back down for sleep.

When it was my turn to drive the boat at about 0220, I found it very difficult at first to steer a compass course at night. There was no horizon reference to steer by, which caused the driver to either round the boat up or down. Sometimes, it seemed like I was spinning a complete circle trying to steer the compass course. This did not help the sea sickness issue. Later, I figured out that it was helpful to use the moon or a star cluster as a road map to help keep on course. During the course of the trip, we started out with the moon waxing at half full, then totally full, and then waning. It was spectacular out at sea.

### Out at Sea

After a couple of days at sea, most

who were battling sea sickness became acclimated. We were about 500 miles out when the Pacific high pressure system was forced down on us. It yielded light winds and forced us to fire up the iron genoa. We then cut due south to get out of the Pacific high. Since we were outfitted with a single sideband radio, we were able to receive weather faxes on the computer. This helped us change course and maximize our speed.

We were visited by a pod of dolphins, which was really neat. They frolicked and played in our bow wake and jumped out of the water (sometimes spinning in the air). I went out on the bow to take pictures of them. When I had the camera aimed, one of them jumped out of the water, cocked his head to the side to look me over, shot some water at me from his blowhole (hitting me squarely I might add), and then swam away. Although it surprised me, I was able to get his picture after he hit the water again.

After sailing due south for a couple of days, we turned west around the bottom of the Pacific high at about 27° north latitude. Now we were in the trade winds with about 25-30 knot winds behind us. We rigged the boat "wing on wing" and started making 170 miles a day.

This was some of the most beautiful sailing of the trip with warm winds and great days. We marveled at the tropical sunsets. At this point, we deployed the fishing tackle, which consisted of some nylon cord, a dock line snubber and a purple and black lure. It didn't take long before we were dining on fresh Mahi Mahi. They seemed to want to bite when we were sailing in excess of seven knots. We pulled them in over the transom and euthanized them with the Canadian whiskey by pouring it over their gills. They come out of the water sporting a pretty blue and yellow coloring, which starts changing to black within two minutes after they succumb.



*Will models head rebuild attire*

After catching three in two days, we had to stop fishing, because we had too much fish.

People seem to think that we could not bathe or shave for the full sixteen days, but this was not the case. Since we could not take showers, every couple of days we took a salt water bucket bath with Prell shampoo and camping body soap, as these soaps worked well in salt water. We followed up with a fresh water teapot rinse. All in all, this was just as good as a shower. In the interim,



we took baby wipe baths, which were great for removing the salt film before turning in.

Since we were in the trade wind latitudes, the sun and sea were pleasantly warm and we could hang out in shorts and t-shirts during the day, with a little more covering in the night. The star constellations and the Milky Way were incredible at night. Another interesting phenomenon was the little

glow-in-the dark microscopic critters that produced a pretty green glow when the boat cut through the water and agitated them. The further we got into the tropics, the greater number of these little green glowing guys we encountered.

### Reaching the Islands

On day fifteen, we were finally able to see land. In the afternoon, the clouds cleared enough to see Molokai and Maui way off in the distance. We seemed to traverse Molokai for most of the day (it is a long island). At this point, we estimated that we would sail along Diamond Head, Waikiki and Honolulu very early the next morning, and make our port at Ko Olina marina on the south west tip of Oahu at sunrise.

At 2100 I went below to sleep and was awakened by my "hot bunk" crew mate Peter at 0100. I awoke to one of the most beautiful sailing sights I have seen. We were between Oahu and Molokai just off Kaneohe. The winds were 25 knots and the lights from both islands were just magnificent. I took the helm and had the pleasure of sailing it all the way to Diamond Head before changing drivers. At this point, I stayed up after my watch was over, since we would be docking in about another three hours. We sailed past Waikiki beach, Pearl Harbor and Honolulu. There was another sailing vessel that came in behind us after rounding Diamond Head. This boat paced us all the way to Ko Olina.

The sun came up as we were approaching our destination. Ko Olina is located on the leeward side of the island, which is dryer and scruffier than the rest of the island. At this point, we could see the boat which came in behind us. It was a huge sailing vessel (about 100 feet long) and flew the flag of Great Britain. They were going to the same port as we were, but we won

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## News From The Bases

### Sausalito Slop

by Chris Warden

One of the big issues we deal with here in Sausalito is boats being tied to the dock improperly. This is definitely one area that separates the real sailors from the posers, especially from our point of view, dockside. We may not see how well you can control a jibe off the city front, or even how well you dock, but we always see how well the boat is tied to the dock.

Improper dock line use is especially bad form here in our marina because each boat shares a slip with its neighbor. So if you do not get your boat nice and snug to your side of the slip you are encroaching on your neighbor's half and that can make for a very difficult landing for them. Besides being too far from the side of the slip many boats are left tied too far forward into the slip or with no spring line to hold the bow off the dock. The result is usually way too much contact with the dock box and a bow pulpit hanging over the dock — a real headache! If you only remember one thing from this whole serving o' slop: "Shorten the stern!"

The improper way, and I have found dozens of boats tied up just like this, is the stern line tied way too slack. The first thing I do when I find a boat tied up like this is slack the bow line and spring line so that I can pull in the stern line and get the stern as close to the dock as possible. Then lead the spring line aft instead of forward. Lastly, take most of the slack out of the bowlines. The reason we like aft leading springers; short slips/long boats. Here at Richardson Bay Marina (formerly Kappas) most of the boats are just a wee bit longer than the ideal for that size slip. It's not usually a problem unless one ties the boat up wrong — letting the bow give passers by head concussions.

I realize that sometimes it's your crew's fault that the boat is poorly made up. However, as skipper you cannot afford to be timid when it comes to the misuse of dock lines. OK. I guess forty lashes is no longer politically correct so try to find a way to correct their mistakes without hurting their feelings (or causing blood loss). Remember a sailboat is NOT a democracy. The captain's word is law.

So remember — leave your boat properly tied to the dock. If you're not sure about the procedure, please let us know and we'll be happy to give you a demonstration. The "headache" you save, may be your own.

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## 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



# Club Nautique

## Memorial Day Madness Cruise to Monterey Bay May 27-31, 2004

Join us for our annual Memorial Day Madness Cruise to Monterey, for four days of fun, sun and lots of sailing! Skipper your own boat (if qualified), or sign on aboard a professionally skippered Club CharterShare (no certifications required).

Allowing some room for artistic expression, the itinerary will go something like this:

- |                  |  |
|------------------|--|
| Thursday, May 27 | 1700 - Board boats and settle in.<br>1900 - Depart for a night sail to Monterey.   |
| Friday, May 28   | 0800 - Estimated time of arrival in Monterey. Spend the day on the beach, visit the Aquarium, play a round of golf at Pebble Beach, or go power shopping. Dinner plans up to each individual boat and crew.  |
| Saturday, May 29 | 0900 - Depart for Santa Cruz. Afternoon sun, cocktails aboard & boat hopping<br>1600-1800. Dinner plans up to each boat. Boardwalk after dinner.   |
| Sunday, May 30   | 0800 - Sail to half Moon Bay where we will berth for the night. Dinner ashore at the Shore Bird restaurant. Dancing for those in the mood.   |
| Monday, May 31   | 0700 - Set sail for home port to arrive refreshed and ready for work(right!).  |
| Options & Costs: | <ol style="list-style-type: none"><li>1. Charter a boat &amp; join in the fun (must have an ACC or CPM certification). Cost is your charter costs and berthing fees along the way.</li><li>2. CharterShare aboard a Club organized boat with a Club captain. Cost is \$225 per person plus your share of the charter fee and expenses. Should be approximately another \$250, or a total of about \$485 per person members and their guests, \$565 for nonmembers. Please note that the estimated cost does not reflect the cost of food and provisioning.</li></ol> |

## Cajun Wind in the Winward Islands

by Bill Knight

How can you have a Cajun Wind in the Windward Islands you ask? Well it just so happens the name of the Lagoon 410 we chartered in the Grenadines was named *Cajun Wind II*. Apparently the owner is of Cajun descent or lives somewhere in the US where there is Cajun Wind. Anyway *Cajun Wind II* was a fine vessel chartered from TMM, St. Vincent for my second trip to the Grenadines with my favorite sailing buddies Ed and Tricia Thornton. We had the boat booked for a full 20 days in late November to early December. This is a great time of year as Hurricane season is over and the peak chartering season in the Grenadines hasn't started yet, so it's not so expensive.

We arrived in St. Vincent and checked into our hotel for the first night. I highly recommend staying at least one night at the beginning and one night at the end of your trip in a hotel. This gives you a chance to relax, take long showers, lay around and either get acclimated to the Caribbean vibe or get yourself ready to face the real world again.

Once checked in, I quickly changed into my Official Grenadines Uniform, bathing suit and t-shirt, then rushed down to the pool and jumped into cool off as the temperature is in the mid 80s. I spent the day lying around the pool working on my tan and just taking in the awesome beauty of the southern Caribbean.

That night we had a nice dinner in the hotel restaurant and the next day we picked up our vessel. Ed does the pre-cruise while Tricia and I go to the grocery store to buy our provisions for the first half of our trip. One of the things I've learned is it is always better to over buy on your first provisioning trip than

on your second provisioning trip. If you over buy on the second provisioning trip, it means you will probably have food left over.

After stowing all of our provisions we were ready to head out. With the music playing and a cool drink in my hand we raised the sails, stowed the fenders and dock lines and we were off on our voyage of sailing, swimming, snorkeling, sight-seeing, meeting many great local people, and just taking in all the beauty of the Grenadine Islands.

Our first day was just a short 3 or 4 hour trip to a nice anchorage on the island of Bequia. This is a great way to



start the trip. Not too long of a sail since, we didn't leave the docks until the afternoon. Plus, it's a nice sail to an anchorage where there are mooring balls, so you don't have to jump too quickly into all the seamanship stuff, you know, like anchoring. There's a nice waterside town on Bequia where you can go ashore for cocktails or dinner if you want. We chose to stay on the boat and cook which is what we do most of the time. Our crew prides itself on our cooking, plus it's much more economical to cook on the boat than to go ashore to eat.

With 20 days on the boat in paradise there is just too much to write about. So I'll just try to cover some of

the highlights of the trip.

One of the great things about sailing trips with Ed and Tricia is they are very good at making friends with the locals. You get to meet some really great people and when you come back everyone remembers you. It's always fun to meet old friends, plus this helps you get much better deals when shopping. One of the things the locals say happens frequently is that when they go up to a boat to try to sell something or provide some service, they get a negative response from the charters. True there are a lot of boat vendors selling different things, but these guys are just trying to make a

buck and tourism is their main source of revenue. All you have to do is be polite and say, "no thanks," and that will serve you a lot better than thinking of the boat vendors as intrusive. Every year we make more friends and this really makes coming back much more interesting and you get to learn a lot more about the local life-style and traditions.

The highlight of this trip would have to be enjoying a beautiful full moon while anchored in the Tobago Cays. The Tobago Cays is a national treasure in the Grenadines. It's a huge reef with great sandy anchorages. As usual we anchored as far away from the everyone as possible. So we were up as close to the reef as you can get without damaging it. All the locals that came up to our boat were very impressed with our anchoring expertise and our concern to make sure we anchored in an area that would not damage the reef. So here we are anchored in this crystal clear water. The wind is very light, the air temperature is in the high 70s and the water is al-

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# Fleet Notebook

by Don Durant

## Hunter 33

We suspect you're going to be seeing a lot of the new Hunter 33s. It's an instant hit. Eleven were sold at the Toronto Boat Show in January. Cruising Specialists sold four in the first four weeks after receiving its first one. And for good reason. It's larger, faster, and costs less money than the Hunter 326 it replaced — a sure prescription for success.

From the photograph you can see it's attractive. Let's take a tour and investigate some of the details:

For starters, the new 33 is solidly built and is Hunter's smallest model to receive the International Marine Certification Institute's A or "Ocean" rating — the highest certification which denotes approval for open ocean sailing. Additionally, the 33 has four layers of Kevlar® laminated into the hull from the bow to the keel, below the waterline. This provides superior impact resistance should you encounter an USO (unidentified submerged object).

The cockpit has been reorganized for easier single-handed sailing with the addition of an additional set of jib tracks mounted on deck leading aft to self-tailing sheet winches on either side of the helm. The cockpit table folds down within a stainless steel support bar, strong enough to take crew member's feet braced against it, opening up the cockpit and allowing for easier movement from side to side.

Other on-deck features remain true to Hunter's emphasis



on functionality and safety including the highly regarded B&R Rig with its small, easy to handle headsail and large mainsail. The spars are Selden: the best available.

Below decks, the first thing one notices is how long this boat seems for a 33 footer. There is simply a lot of wide open space, most obvious in the dinette, which appears to be at least eight feet long and of course, converts to a double berth.

To port, the galley is decked out in Corian®, a Hunter standard now and is U-shaped. The Force 10 2-burner propane stove is fitted with an oven and broiler, there's an ample stainless steel sink, refrigeration and ample cupboard

space.

Opposite the galley is a large head with a marine toilet, basin and shower. It's designed to be easy to clean: a must.

The master stateroom is aft and surprisingly, there's about four feet of floor space between the berth and the cabin door which allows plenty of room for dressing and access to the hanging locker and built in bureau. A nice touch is a cockpit hatch over the head of the berth which can be opened up to offer a view of the stars from the comfort of your berth.

The guest stateroom forward is quite long and again is about three feet from the cabin door, allowing for dressing space. There is a seat to port and a hanging locker to starboard.

Opposite the dinette is the settee, which can be used as the seventh berth. At the aft end is a nice navigation table with built-in chart stowage, something we don't always see on a 33 footer.

The Hunter 33 is nicely trimmed out in varnished teak with an imitation teak and holly laminated cabin sole, which should prove considerably more durable than varnished veneer.

Given this is one of the largest boats in the fleet requiring only a Basic Cruising certification, we suspect the size and sailing performance of the 33 will make it an immediate hit with charterers, just as it already is with

boat buyers. Our first Hunter 33 will join the Sausalito fleet in March and we suspect we'll see many more join the fleet in the future.



		Specifications			
LOA	33' 6"			Sail Area	625 ft <sup>2</sup>
LOD	33' 1"	Headroom	6' 4"	Power • Yanmar Diesel	27 hp.
LWL	29' 5"	Displacement	11,016 lbs.	Staterooms	2
Beam	11' 6"	Fuel Capacity	25 gal.	Sleeps	7
Draft	5' 6"	Water Capacity	50 gal.	Design	G. Henderson/Hunter Design
Ballast (lead)	3,459 lbs.	Holding Tank	25 gal.	Certification	A (Ocean)

## Windward Islands

*continued from page 7*

most as warm. The full moon is out and it is so bright and clear you can see the bottom. We stay up all night swimming in the moonlight and just having an awesome time. There isn't a cloud in the sky. It is the most beautiful night I have ever spent on a boat anywhere at anytime. Usually we are all in bed by 10 pm at the latest. But this night is just so beautiful no one gets tired or wants to miss a minute of the full moon night.

I guess the opposite of the full moon party at the Tobago Cays would have to be the Night Of A Million Mosquitoes. On our last trip to the Grenadines we anchored in a very small harbor off an uninhabited island called Isla Quarta. We were very proud of ourselves as the cruising guide and the chart both said it was a very small harbor and very difficult to get into. Last time we anchored in that little harbor it was great. We were the only boat there and didn't see another person or boat all day and night. The only problem we had was some very big and scary hornets that came to the boat in the morning. We thought this was because we had anchored a little too close to shore. We had our stern tied to a tree on the beach to prevent any swinging into coral heads on our port and starboard. So this time we thought we would anchor farther from the beach.

We navigated our way into the harbor with someone on the bow calling out coral heads and our very able skipper Ed behind the wheel. We came into the harbor, set the anchor, then put out a stern anchor to prevent us from swinging into coral heads. There we were, all proud of ourselves for navigating into this secluded and difficult harbor when what do we see coming straight at us, but one very big day-sailor party boat. This boat had to be at least 60 feet long and have at least 40 people or more on it. We watched, and to our amazement and disappointment, they came into the harbor at full speed, turned around with out looking for any coral heads and set

their anchor right next to us. They had to be anchored about 40 feet away. Our whole crew is just watching this with complete disbelief. The skipper with his French accent saw us all staring at him and says they would only be staying for a couple of hours.

Well, we were relieved to hear this and enjoyed watching all the tourists jump off the boat and swim to shore. We watched as they walked around on the beach and did normal tourist stuff and didn't think anything of it. After a couple of hours they pulled up their anchor and left. We were all very glad to have our own little secluded harbor back to ourselves again. We watched a nice sunset and had a nice dinner.

Later, as we were lounging in the rear of the boat we began to notice some mosquitoes. We went to get the bug spray to coat ourselves and came to realize that we had no bug spray. By now everyone was starting to get kind of attacked. So we said hey let's go up on the trampoline in the breeze. Maybe the breeze will keep the mosquitoes off of us. We ran up to the bow and guess what, there was a nice breeze. Unfortunately it just wasn't strong enough to keep the mosquitoes off of us. By now it was getting pretty annoying, so everyone decided to go to bed. Unfortunately the mosquitoes had infested the entire inside of the boat. You could lie in your bunk and hear about a thousand just buzzing around in your cabin. We tried to cover ourselves with sheets but they bit through that and plus it was just too hot to cover up with a blanket or sheet. I decided to come up on deck and lie on the trampoline with some of the other people who were trying the same thing. I wrapped myself in my blanket, but I could still hear them buzzing around my ears and I could feel the little buggers biting right through the blanket. After about 15 minutes of this I said to hell with this, and went into my little berth and closed all the hatches. I decided I would rather sweat to death than be eaten alive by a million mosquitoes.

*— continued on page 14 —*

## Seminars & Cruises

*continued from page 3*

swer 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 a 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, nonmembers 220, (Ultimate members, no charge). Standard cancellation policy applies.

### Small Boat Seamanship Seminar

This two day seminar is designed to 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.

## Club Nautique Events Calendar

### March

7 Charter Orientation - A  
 7 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

2 Jeanneau 35 Race - A  
 3 Anchoring Clinic - S  
 10 Radar Clinic - A  
 14-18 Pacific Sail Expo - Oakland  
 17 Offshore Night Sail - S  
 22 Jeanneau 35 Race - A  
 22 Newport/Ensenada Race - M  
 22-25 Pacific Power Expo - Oakland  
 25-25 Race Clinic - A  
 24 WOW - S  
 25 Opening Day On The Bay  
 28 First Hump Day - A  
 TBA Summer Sunset Series - Tues & Fri Races - S

### May

1 Jeanneau 35 Race - A  
 1 Motoring Clinic - S  
 5 Hump Day - C  
 8 Heavy Weather Sailing - A  
 8-16 Grenadines Caribbean Flotilla  
 12 Hump Day - S  
 14-16 Spinnaker Clinic - A  
 15 Overboard Recovery Seminar - A  
 19 Hump Day - A  
 20 Jeanneau 35 Race - A  
 22 KFOG Kaboom  
 26 Hump Day - C

31-31 Monterey Bay Cruise  
 TBA Summer Sunset Series - Tues & Fri Races - S

### June

2 Hump Day - S  
 9 Hump Day - A  
 10 Jeanneau 35 Race - A  
 11-13 Bodega Bay Cruise  
 12-13 Seamanship Seminar - S  
 16 Hump Day - C  
 19 Jeanneau 35 Race - A  
 19 Radar Clinic - S  
 21 Summer Sailstice  
 23 Hump Day - S  
 25 Jeanneau 35 Race - A  
 26 Explore The Bay - S  
 30 Hump Day - A  
 TBA Summer Sunset Series - Tues & Fri Races - S

### July

1 Pacific Cup - M  
 4 Fireworks Sail - S  
 7 Hump Day - C  
 11-11 Spinnaker Clinic - A  
 14 Hump Day - S  
 21 Hump Day - A  
 28 Hump Day - C  
 31 Blue Moon Sail  
 TBA Canadian San Juans Flotilla  
 TBA Summer Sunset Series - Tues & Fri Races - S

### August

4 Hump Day - S  
 6-8 Half Moon Bay Cruise  
 7 Overboard Recovery Seminar - A  
 11 Hump Day - A  
 15-21 Offshore Passage Making Class - A  
 18 Hump Day - C  
 25 Hump Day - S  
 TBA Eastern Seaboard Flotilla

TBA Summer Sunset Series - Tues & Fri Races - 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  
 TBA Summer Sunset Series - Tues & Fri Races - S

### 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  
 TBA Seychelles Islands Flotilla

### November

TBA Seychelles Islands Flotilla  
 15 Winter Rates begin  
 17 Club closed Wednesdays until March  
 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 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  
 rnicastro@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

Spring and summer sailing — hooray! Here come the winds! Club Nautique Sailing Events give us all exciting sailing, fun and festivities, and a chance to create new friendships and new CharterShare sailing buddies. We've planned an exciting calendar of events this year and look forward to sailing with you. Here is a sample of what's coming up:



Let the games begin.

The **Nav Rally** games return this year on March 14th. It's a fun and light-hearted team competition. You don't have to be an experienced navigator or have taken Coastal Navigation to join us for sailing fun navigating San Francisco Bay. Join our Club CharterShare boat, charter a boat and bring your own team, or sign up and we will help make up the teams. Each boat will be given a sealed series of envelopes to be opened at waypoints and at the end of the rally we will raft up at the secret destination for party and awards.

Racers! We have a full calendar of events planned for 2004. Starting in April, the **Summer Sunset Series** CYC every Friday night, and SYC alternate Tuesdays. Sign up for the full series or selected races. The **Jazz Cup**, from Treasure Island to Benicia is a two day race that begins on September 4th - race there and cruise back. The **Angel Island Cup** and other club races are being added to the calendar. Many races include chalk talks and parties at the yacht club. All races have a Club coach on board. No experience is required. Sign on to go fast and have fun!

Come out and play with Club Nautique on **Opening Day on the Bay**, April 25. On the opening day of the sailing season, hundreds of yachts parade down the city front. You will see all sizes and types of boats, beautiful clas-

sics as well as the latest in race boats, and often yachts that you won't regularly see on the bay. Sign up to sail with us on the Club skippered boat or charter a boat of your own and we will provide you with all the details.

**WOW — Women on the Water!** We are holding regular sailing events all year, at least one a month, daysails and practices, overnights and night sails, and no experience is necessary. Jump on the boat with your sailing sisters for fun and skill development. On March 28th we sail from Alameda and on April 24th, Sausalito. Sail on the Club skippered boat or if you have your certifications and are ready to practice your skippering skills, this is a great opportunity to charter your own boat.

**KABOOM!** May 22nd is the annual fireworks sky concert. Charter a boat or sign up for the CharterShare skippered boat to watch this amazing display from the best seat in the house - on the water.

**Summer Sailstice** is a wonderful excuse for day or weekend of sailing, and a chance to win great prizes. Log on to the Summer Sailstice website for details, sign up and get out on the water on June 20th. Club Nautique will be holding a 2 day event on that weekend. Join us sailing for both days on the skippered CharterShare boat or charter a boat of your own and join us on the bay

for raft up and parties.

Get out the Gate! Spring, summer and fall join the club for trips to Bodega Bay, Half Moon Bay, and the Farallon Islands. No experience is necessary. If you are a CPM certified skipper you can charter a boat and join us sailing the coast.

Sparkle plenty on **July 4th!** Fireworks surround us as we sail the central bay. Sail on the

Club Skippered boat, or charter a boat of your own and we will help you plan for the best views.

**Blue Moon** on July 31st is new this year, surprises are in store. Full Moon sails and Cuisine Tours continue, and for fans of the "Big Blue Boat" we plan some special sailing dates on the Jeanneau 52.2.

Check out the Events Calendar in the newsletter or on the Club Nautique website for more events, dates and details. To get the latest updates, add your name to the Broadcast Email on the website.

Got a new event idea? Is there a sailing event, trip or fun day you have been thinking about? Something you would like to do? If you have a great idea, contact Margaret by email at [mspencer@clubnautique.net](mailto:mspencer@clubnautique.net) or call 800-343-7245 extension 24 for event details.

All Club events are individually priced. Cancellations for single day events are accepted 7 days in advance without penalty. Multi-day events and events out of the San Francisco area may require more notice for cancellation without penalty. Cancellations made after the designated time period will be assessed a fee, unless we can fill your spot.

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

## Charter Chatter

by Rebecca Carpenter

"All good things must come to an end," struck me as an appropriate theme for what will effectively be my last *News Nautique* article. For the past three years, writing the "Charter Chatter" column has not been looked upon as my most favored task. Today, I have the perspective that those previous 20 or so articles were nothing in technical difficulty compared to this singular emotional one. I will definitely miss the Club Nautique family.

I came to Club Nautique nearly four years ago with not one clue about sailing. Since then, the club — both coworkers and members — has been an integral part of my personal growth. I have learned not only to sail, but also respect for an aspect of nature I only had a peripheral knowledge of before. I hesitantly moved to the Vacation Desk with only a minimal knowledge of what I was doing and now after three years, am reluctant to go.

I mention most of this for two rea-

sons. First, I am trying to convey (somewhat poorly, I feel), how much Club Nautique has come to mean to me. I carry a fondness for the members, the club, sailing, and all the memories that will be with me for the rest of my years; and I want to thank you for that. Second, it ties in perfectly with vacations.

I recently received a "Vacation Tip Sheet" (a survey I send to people when they return from their trips to rate how everything went) from a member who had returned from his first bareboat vacation to the British Virgin Islands. Among the personally written four-page response he wrote out as a guide to other first timers, I residually heard one thing; "All good things must come to an end." But I heard it with an almost childish reluctance, the "that's not fair" voice. Far from being unappreciative of his trip, it made me realize I hear this silent voice a lot at the vacation desk. I now know that is why I see the same faces again and again, year after year

booking vacations worldwide.

These trips are not only about soaking up the sun WHILE sailing (as us San Francisco Bay sailors are typically lacking), or just traveling to another country to be a tourist. No, it's about an experience you get simply SAILING with friends and family and being away from it all, even if you're in the thick of it. We let go.

I urge you to continue to let go. I say, "It isn't fair!" The lesson being, take each day as it comes and don't rush your time. Sometimes "sailing" is synonymous to "moored" or "anchored." "All good things must come to an end" doesn't mean that we can't enjoy that time to the fullest while we're still living it! Keep coming back for more next year, whether here on the bay or in a tropical location! I know I will be.

Best wishes and happy sailing to you all!

## Flotilla Fun

by Margaret Spencer

The sailing adventure of a lifetime! This year Club Nautique is hosting more domestic and overseas flotillas.

Just dying to get out of the cold and into the tropics? Join us in the **Grenadines**, sailing for a week in the warm waters of the Caribbean from May 9th through 15th. French cuisine, small island towns, wonderful beaches, and coral reefs are all part of the adventure as we sail the island groups, the Tobago Cays, Canouan, Carriacou, Union Island and more. Snorkel, swim, kayak, feast on island food, or just relax on deck or on the beautiful beaches.

A thousand miles east of Africa and four degrees south of the equator, lie the Seychelle Islands in the Indian Ocean. Pristine and untouched for thousands of years, yachts have only recently visited these islands. Powdery white sand beaches and lush forest peaks are surrounded by fantastic coral reefs, home to giant tortoises and exotic fish. Adventure unspoiled is paramount here in this archipelago, a true paradise for sailors and divers. Pack up your gear and sail,



dive, or kayak with us through these beautiful islands as we live aboard our catamarans (38 and 40 foot cruising cats) for 10 days. Book now, as we depart end of October to the first part of November, 2004 and space is limited.

Orcas, Indian villages, pine forests, and mountain peaks await our sailors in the San Juan Islands in the Pacific Northwest. Sign on to sail, kayak, hike

and explore with us this July for 7 days, .

The Eastern seaboard of the United States is a very different cruising area from the Pacific coast. Sail for 7 days this August, gunkholing and exploring the bays and islands of our Atlantic side.

Do you have a destination in mind we have not listed? If you have somewhere you are excited to sail, contact Margaret at [mspencer@clubnautique.net](mailto:mspencer@clubnautique.net) and let's talk!

For dates and details on all trips, contact Margaret at 510-865-4700 extension 24 or email. And be sure to check the events calendar on the Club Nautique website for updates.

## The Starting Line

### Spinnaker Clinic

Set your calendar for the weekend of May 14-16 and come learn the art and science of flying a spinnaker. The Friday evening lecture consists of discussions on up wind performance, an overview of spinnakers, and the details of how to rig, hoist, trim, gybe, and drop the spinnaker. Potential problems that may occur will also be discussed. We round out the evening by learning how to pack the spinnaker.

Saturday it's down to the boat to rig and fly the spinnaker at the dock to ensure that everyone understands the concepts before heading out. After leaving the docks, the real fun starts, making as many spinnaker runs as the day will allow, rotating each student through every position.

By Sunday afternoon you will have gained a thorough understanding of all facets of small boat spinnaker flying, and the skills to put it into practice. At the end of the weekend you and your instructor will evaluate your progress and determine whether you are ready to take out a boat with spinnaker, and under what conditions.

Details: May 14-16, 1900 Friday evening then 0900-1700 on Saturday and Sunday, Alameda, members \$394, nonmembers \$525, boat Santana 525. Standard cancellation policy applies.

## Front Row Seats

On May 22nd KFOG will host their annual KaBoom! It's a spectacular fireworks display set to music simulcast on 104.5 FM KFOG.

Onshore festivities begin at 1600 south of the bridge. The fireworks begin after dark... say 2100 hours or so. Last year we sold out weeks before this event, so finding a boat at the last minute may prove difficult. Mark your calendar for May 22nd and give us a call to reserve your boat. It's always a great party on the water.

## Windward Islands

*continued from page 10*

So after closing the hatch and locking myself in my bunk I had to spend about 45 minutes on a search and destroy mission to find every mosquito in my berth. In the beginning it was easy to kill them. There were so many of them all I had to do was just have grab a towel and wipe the overhead or bulkhead. But once I thought I had them all killed, turned off the light, and lay down, I could hear them buzzing around my ears. So real quick I turned on the light to find the little bugger and kill him. Then off with the light and the process was repeated for about 30 minutes. Light off, listen for buzzing, light on, search and destroy. Finally I lay still for about 15 minutes and I heard no more buzzing. By now I was very hot but I didn't dare open the hatch. Luckily I didn't have to go to the head, otherwise I would have had to do the whole process over again. Eventually I was able to fall off to sleep.

The next morning I woke up fairly well rested to find out the other crew members had got absolutely no sleep, had bite marks all over them, and were very unhappy. The only other people to think of locking themselves in their cabin were Ed and Tricia. They had a similar story to mine, but their cabin was larger so it took them a little longer than me, but they eventually got their cabin pretty much mosquito free. Ed said he came very close to just pulling up the anchor in the middle of the night and motoring to another harbor to get away from the mosquitoes. He didn't, and we all suffered through a very long and painful night.

We didn't understand why there were so many mosquitoes this time and none on our last trip. Eventually we decided it was the party boat. When all those tourists went to shore, just about every mosquito on the island must have gotten the scent of fresh meat and came a running. Since their boat was right next to ours and they were gone, we were left behind for them to feast on.

The big lesson we learned from this was to always make sure you have plenty of bug spray. And if a party boat comes in next to you and anchors, then everyone goes ashore on an uninhabited island, when the party boat leaves, you leave right behind them. Or, have a boat with air conditioning so you can lock yourself in your boat with out having to kill a million mosquitoes.

After spending 20 days on a 40 foot boat and only having one bad experience, I can safely say I had a great trip. It's really kind of hard to not have a good time any time you're in a place with great sailing, and awesome weather. That's why every day I consider myself very lucky to live in the Bay Area and be able to get out sailing in the of the finest conditions in the world.

## 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](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](mailto:mis@clubnautique.net).

## Tides & Currents

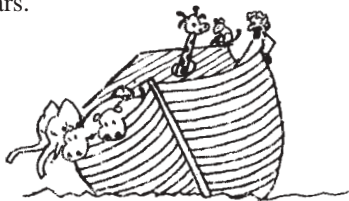
For the past 4 or 5 years no one from our staff has felt the urge to move on and pursue other employment opportunities, so it's been awhile since we've had to write a "Tides and Currents" article. And as far as we're concerned that's a good thing. We think we have a great group of people here at the club and we hate to see anyone leave.

**Rebecca Carpenter** (nee Flipppo), office assistant and vacation charter coordinator in Alameda, has left us to turn her hobby of photography into an avocation. We wish her the best in her new venture and hope she'll pop in from time to time to say howdy and to keep her sailing skills up.

**Heidi Hinshaw** joins the club taking over for Rebecca both at the front desk and vacation charters. Heidi is a graduate of UC Davis with a degree in theatre — somehow that seems appropriate. She has acted (ha, ha) as a deckhand aboard her parents' motorboat in the San Juans and has a real love for the water. We look forward to having her as part of our Club Nautique family.

Assistant Sailing School Director, **Will McLaughlin**, has also moved on. He's going to try his hand at yacht sales. But Will's not going all the way away. He'll still be around the club picking up the odd dollar teaching sailing.

We welcome **Jamie Wasson** into the position of Assistant School Director. Jamie became a member of the club in 1996 and sailed extensively. In 2000 she took a position working in the Alameda maintenance department. She began teaching sailing that same year, and has since earned her US SAILING Cruising Instructor Certification. Prior to her move into the world of sailing, Jamie had her own business for 16 years.



## Base News

*continued from page 6*

### Coyote Pointers by Brent Cyca,

I have sailed from Club Nautique's Coyote Point Marina base nearly a dozen times in the past 18 months. Perhaps the most important aspect about sailing from this location is a very predictable factor: the tide. In short, if you have a favorable tide, you can easily reach the Bay Bridge, Treasure Island, and the Central Bay. If you are sailing against the tide, you will spend your time sailing in the South Bay, and probably never reach the Bay Bridge. The strongest current I have experienced (and taken advantage of) in the South Bay is three knots, which can nearly double (or halve) your speed through the water compared to your speed over the bottom.

I spent two consecutive Sundays sailing from Coyote Point last year, both times leaving the dock around 1000 and returning around 1700. On the first day, high tide was around noon, hence sailing north from Coyote Point against a flood and returning against an ebb. Admittedly the winds were also light. We did not make it past Hunter's Point, but it was a beautiful, warm, sunny, day; we were with friends, and the food, drinks and company made for a very enjoyable day. One week later, on the same Hunter 290 (*Matilda J*), with stronger winds, low tide was around noon, hence the tide was ebbing, assisting our northward journey in the morning and a flood increased our speed over the bottom when we were returning southbound to Coyote Point. We sailed around Alcatraz that day, twice the distance as the previous week.

Of course, you can also sail into the evening, extending your range further. Again with a favorable tidal current, I sailed a total of 37 miles, round trip. That day, starting from Coyote Point, we sailed to Treasure Island and enjoyed lunch at anchor, sailed north

and west of Angel Island to Tiburon, and enjoyed a light dinner at Sam's Anchor Café in Tiburon, then back at Coyote Point around 2100, just as the sky was turning dark. Tip #1: the Coyote Point Yacht Club has a yellow flashing light at the top of its building, which you can see a few miles away. Tip#2: when entering the channel into Coyote Point Marina, align two flashing green lights vertically to stay in the center of the channel.

I don't always sail from Coyote Point, but the convenience of its South Bay location to my home means I spend one less hour driving and one more hour sailing on a given day. And there are other benefits, such as the 10% discount on charter rates, nine boats from 26 to 40 feet in length, and a small and friendly staff (who know many of their regulars by name). Also, if the 20-25 knot winds, risk of fog and cool summer temperatures in the Central Bay are not to your liking, the lighter winds and warmer temperatures of the South Bay might suit you better.

Another benefit is that anyone who charters from Coyote Point in a given month gets their name in a drawing for a free charter next month! I didn't know of this promotion until I was the winner for the month of May, entitling me to a free charter in June. I promptly organized six of my good friends, and sailed the Hunter 356, *Storm Front*, to Treasure Island for a potluck dinner, and saw the sun set over the Marin Headlands, the San Francisco skyline glow in the dusk, and an evening sail back to Coyote Point (with a favorable tide, of course!)

Happy sailing.





## Club Nautique

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First Class Mail

### Forward & Address Correction

## Sailing To Hawaii

*continued from page 5*

the race. We fired up the engine and dropped the sails. I went forward to tend the bow line as we were about to dock. I had to kick the flying fish carcasses over the side. We saw many of them out at sea, but I had no idea that they accumulated on the deck during the night.

I was the first to jump off and tie up the bow line. It was freaky to be on land again. It was especially strange to go to the Marriott and have breakfast while our brains were still bouncing around the waves inside our heads. After a nice breakfast and unloading our gear, we all went our separate ways. It took a mere four and one-half hours to fly back to San Francisco after sixteen days to get there.

Although the trip seemed long, I was a little sad it was over. I really enjoyed my first excursion offshore. When the weather is good and wind cooperates, it is very peaceful to be out at sea. You do not think about problems, but



instead, just take in the beautiful ocean and let your mind go blank. I enjoyed the trip so much that in October I helped deliver a boat to Ensenada, Mexico, which Cruising Specialists sold to an Arizona resident. It was different, but

brought back the wonderful state of mind as in the first trip. If you ever have the inclination to try an offshore passage, I encourage you to do it. It is demanding, but very rewarding in lots of ways.