



News Nautique[®]

July/August 2004

Alameda • San Mateo • Sausalito • South San Francisco

From the Helm

by Don Durant

Our masthead seems to be in a state of change lately. You'll notice this issue has added South San Francisco to the list of bases. By the time you read this, Club Nautique will have several boats stationed at Oyster Point Marina. We actually considered moving the entire Coyote Point operation there, but found the gears of government turn much more slowly than those of private enterprise. Maybe that's a good thing in this case, as Coyote Point seems to be experiencing an increase in demand. More on that subject in a minute.

Locating some boats at Oyster Point gives a chance to do a real life test of member demand for the location. If being close to the central bay is important, Oyster Point is about an hour closer. The water is also deeper, an advantage for larger sailboats. Candidly, the marina is not the garden spot of the Peninsula, but the marina staff is aware of that fact and is working to upgrade facilities. They and we believe Club Nautique can be an important contribution to the improvement program.

Coyote Point base manager, Bill Knight, will be overseeing the Oyster Point experiment, which will be treated as a satellite of Coyote Point for this season. Please give Bill, David Forbes, or me your feedback and ideas. Our goal is to develop Club facilities to serve your needs, so don't be bashful with your input!

Moving back to our discussion of Coyote Point, the marina management would like Club Nautique to stay and we would like to stay if member demand supports staying. This is one of

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Cruise To Old Towne Petaluma

Story & photos by Don Durant



Elsewhere in this issue of *News Nautique*, you'll find information on a "mini-cruise" up the Petaluma River. Judy and I took a similar cruise aboard our trawler, *In The Mood*, in mid-May, so it seemed appropriate to give you a preview in this issue.

Since we got our trawler, we've done a fair amount of river cruising, including the Napa, San Joaquin, Sacramento, and Mokelumne. Somehow,

we'd overlooked the Petaluma River, but it was on our short list of future destinations. When the club set up a cruise there, we decided it was time to explore it for ourselves.

The plan was to rendezvous with the other boats on the cruise at buoy #2 at the mouth of the river at noon on Friday, but when we arrived there wasn't

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Seminars & Cruises

Crew Overboard Clinic

Our in-the-water Overboard Recovery 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 club house 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 swimmer aboard. After practicing different types of returns and recoveries, we will come back in at 1700 and have a round table debrief of the day.

Details: August 7th, 1000-1800, Alameda, members \$243, nonmember \$345. Standard cancellation policy.

Picnic Sails to Angel Island

We figure any excuse to go boating is a good one, but joining your Club compatriots for a cruise to Angel Island for a picnic is a great excuse to get "away from it all" for a day. As with many other Club events, you may sign up on the club's instructor-skipped boat or sign up on one of the club CharterShare boats we've reserved at Alameda and Sausalito, or simply charter a boat with your family and friends and join us at Ayala Cove about 1300 hours.

The picnic will either be onshore at Ayala Cove's picnic benches or on board a raft-up of Club boats. Each boat's crew should coordinate their feast. After chow, there will be time to explore the island, by hiking, biking or kicking back on the trolley. The club skippered boat will return to its dock at about 1700. CharterShare and privately-chartered boats may return whenever they choose (per the expiration of the charter).

Details: Saturday, July 10 and Sunday, August 1. Boats depart: 1000. Rendezvous at Ayala Cove: 1300. Cost on Club skippered boat: members - \$125, nonmembers - \$155. Or, simply split the rental fee on a CharterShare boat or charter your own boat with family and friends. Call any clubhouse to make your reservations.

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 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 you'll enjoy this course and be a better sailor at the end of the weekend. Call us at 1-800-343-7245 to enroll for the class.

Details: Alameda, 0900-1700, August 21 & 22, members - \$275, nonmembers - \$345 (Ultimate members - no charge). Standard cancellation policy.

Weekend Petaluma River Mini-Cruise

Been working hard? Having trouble getting away for a "real" sailing vacation to your favorite spot in paradise? Been sailing the heart of San Francisco Bay for a while, but wondering what other fantastic venues the Greater Bay Area has to offer we boaters?

Well, we've got the cure! Join your club for a Weekend Mini-Cruise under the guidance of our lead boat with a professional instructor on board.

Our inaugural cruise is slated for a leisurely trip up the Petaluma River to the charming anchorage at Old Town Petaluma. Enjoy a pleasant run through the North Bay and into San Pablo Bay in company with other club boats. Board the boats Friday evening so we can provision and stow all our gear. We will depart Sausalito early Saturday morning to ensure we get some sailing in and still make it up river on the rising afternoon tide. That evening you may choose to prepare dinner aboard or dine at one of the restaurants along the waterfront. Either way, we will organize a shore party later in the evening to partake in some libations at one of the nightclubs with live music.

Sleep in Sunday morning, or take a tour of the town. The flotilla will weigh anchor noonish to motor back down the scenic river to San Pablo Bay. Then we'll hoist sail for the invigorating beat back to the central bay. We should have plenty of time to frolic in the whitecaps (or bake in the sunny lee side of Angel Island) before dropping the boats back off Sunday evening.

Join us one of three ways: First, you may sign up as crew aboard the lead boat. Costs will be divided. Second, the club is setting aside several sailboats for Char-



terSharing. Simply sign on and split the charter fee with your crew mates. Third, reserve a full boat yourself for family and friends and get the discounted Weekender charter rate.

However you choose to go, the important thing is simply to go! You deserve it and what better way to discover new parts of this amazing resource that lies right outside of our docks than by sailing in company with your club?

Details: Friday evening, August 13th through Sunday, August 15. Costs depend on number signing up, boat(s) used, etc. Contact Margaret Spencer at 1-800-343-SAIL (7245) for complete details. And, see the story on page 1 for more information about cruising the Petaluma River.

Caribbean Bareboat Certification

Sail and learn in tropical waters with Club Nautique in this very special class, sailing for six days from Le Marin on the French island of Martinique in early December '04. The Windward Islands of St. Lucia and Martinique are the French soul of the Caribbean. The waters are home to a diversity of marine life and the islands boast secluded anchorages and small villages as well as cosmopolitan French cuisine and Creole fare ashore. St. Lucia's twin peaks rise 2,000 feet and at Reduit orchids and ferns surround beach natural pools and waterfalls.

Our six day class will introduce you to the skills you need for bareboat cruising and offer US SAILING certification, as well as give you experience actually chartering in those areas you want to visit. Price includes all boat charter fees, provisions, instructor, and hotel on arrival and departure. Airline quotes are available. This is a live-aboard course. Come sail with instructor and event co-coordinator, Margaret Spencer, who has sailed and worked throughout the Caribbean. Space on this course is limited to 6 students on the boat, so sign on quick!

For details and course outline or to sign up, contact Margaret Spencer mspencer@clubnautique.net or 1-510-865-4700 ext. 24.

The Starting Line

Spinnaker Clinic

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: July 9-11 or August 6-8, 1900-2200 Friday evening then 0900-1700 on Saturday and Sunday, Alameda, members \$394, nonmembers \$525, boat Santana 525. Standard cancellation policy applies.

Racers!

Come have fun, learn, and put to use the skills you learned in class, former races, or the Club Nautique Race Clinic! Join us for some very special races. The first new race coming up is the **Silver Eagle**, a 60 mile flight around San Francisco Bay. On July 17th the starting gun goes off at the San Francisco City Front; the course then takes us toward the Golden Gate, back to Harding Rock and on toward the San Mateo Bridge. Then it's up to Vallejo and back to the City Front to finish.

This race is open to either Bareboat Certified, Spinnaker Certified, or Race

Clinic Certified sailors. Practice will be held on a selected day before the race date. The cost for the Silver Eagle includes the day of practice, the race, and the rest of Sunday needed to finish and come home. We will be flying the spinnaker if we have adequately trained crew on board. Get some thrills and take it to the next level! To apply, contact Margaret at (510) 865-4700 ext. 24 or email mspencer@clubnautique.net.

Jazz Cup

Sail with us in the **Jazz Cup Race** to Benicia on Saturday, September 4th, then cruise back on Sunday, September 5th. The race start is off Treasure Island Saturday morning, we sail fast downwind (we hope!) to Benicia and finish in Benicia in the afternoon at the yacht club for barbecue and awards. We will spend the night on the boat, then make an exciting sail back to the bay on Sunday. This race is open to Basic Cruising sailors and higher certification levels, and if we have adequately trained crew on board we will fly the spinnaker. A practice day will be added if we fly our chute. To apply, contact Margaret Spencer.

Sunset Series!

The Friday night Corinthian Series and the Sausalito Yacht Club Tuesday night races continue! No experience is necessary to sign on for these races with a coach on board! Sign up for selected races, or the whole series. Contact Margaret for more details, or any Club Nautique location to sign up for the dates you want to race. This is a great time to get a taste of racing!

Our new **Jeanneau Sunfast Race** Program is now scheduled to race the second half of the YRA-HDA Series, beginning July 31 and August 1 with the opening race. Two practice days are required before each race. Have fun and put those skills to work! For details or to sign up, contact Jerry Nassoioy at 510-521-5544 ext. 34.

Petaluma River

continued from page 1

another boat in sight. We tried hailing the others on the VHF radio, but had no success, so we decided we could certainly find our way to Petaluma on our own.

If you haven't cruised rivers and sloughs before, there's a basic rule of thumb — swing wide through the turns. In other words, you want to always be to the outside of a curve in the river, because that's the way the water flows. The momentum of the water scours the outside bank of a turn, while the silt deposits tend to build up on the inside of the turns, causing shallows.

Some other cautions for river cruising: GPS is not a substitute for a Mark I eyeball. When we cruised the Napa River, our GPS plotter had us 50 yards up onto the bank of the river, which says to me the charts (yes, we applied the right datum correction) are off just a bit. Another tip is to move on a rising tide. Our preference is to be at our destination well before high tide. That way, if you stick your keel in the mud, you have only to wait for 15 minutes or so for the tide to lift you off the bottom. If the tide is ebbing, you'd better get off quickly, or you're going to be there for awhile!

From the mouth of the river to the turning basin in downtown Petaluma is



This fixed highway bridge limits Petaluma River traffic to 70' mast height.

about 14 miles, so at six knots, it took us about two and a half hours to get to Petaluma. This is important because the D Street Bridge is a Bascule bridge and must be opened to get into the turning basin and public anchorage downtown. We called ahead and were told call again when we passed under the Highway 101 Bridge, about ten minutes downstream. We did and the bridge tender had the bridge open when we arrived.

The cruise up the river was most interesting, ranging from salt marsh to rolling hills with perfectly manicured

vineyards. Along the way we saw derelict vessels, broken down "marinas," a new riverfront estate and vineyard, and of course, several different types of bridges.

Speaking of bridges, if you plan to cruise the Petaluma River in a sailboat, ensure the total mast height including antennas is less than 70 feet. The highway bridge at the mouth of the river and one of the overhead cables are authorized at 70 feet. Hitting either one of them could ruin your whole cruise!

Once we cleared the D Street



This riverfront villa has beautifully manicured vineyards and its own dock. What more could one ask for?

Bridge and made it into the turning basin, we turned towards the Petaluma Yacht Club on the south side and found a spot, stern to the dock alongside our fellow cruisers. Most of the perimeter of the basin is lined with guest docking, available on a first-come, first-served basis. The dock we moored to had sufficient 30 amp power outlets for everyone. Water was available on the dock, so it's possible to fill tanks, but there aren't enough faucets to allow for boats desiring to shift to a shoreside water connection.

Supposedly there is a charge for the berthing, but the folks at the yacht club told us the harbormaster collects it. He never showed up. The scuttlebutt is, the last harbormaster was shot by an irate boat owner who apparently had his boat towed and the city hasn't yet been able to find a replacement. Sometimes things are just weird!

Our group had cocktails and dinner at the Petaluma Yacht Club, which is right next to the south dock. By the way, their website is very helpful with photos, directions, and local knowledge useful for planning your cruise.

On Saturday, we explored the town, which is long on historic buildings and Victorian architecture. There are enough antique shops to keep an ardent collector occupied for days and plenty of interesting restaurants scattered between to provide proper nourishment. A couple of blocks away on Kentucky Street, there's a bicycle shop which rents bikes if you want to tour on wheels. For exploring the waterfront up close and personal, kayaks are available for rent on the north side of the turning basin, next to The Girl And The Fig Restaurant. By the way, our group had dinner there Saturday night and it was quite good.

Sunday morning we had fizzes on the dock along with some light breakfast and cast off for home port in time to open the D Street Bridge at 1000. After a leisurely cruise south, we were back to Ballena Bay by mid-afternoon. One of the beauties of cruising to Petaluma is it can be easily done on a weekend, especially if you play hooky on Friday or Monday.

If you're planning your own cruise to Petaluma, be sure to contact the Petaluma Visitor Center at (707) 769-0429. A comprehensive "Boaters' Packet" with nautical, contact, and visitor information will be sent to you immediately. Or, call Club Nautique and sign up for the club cruise!



News From The Bases

Ballena Banter *by Erik Digma*

I think I love sailing because it's just like life. I've always tried to be a student of life and when life got too boring, I started sailing. So for the last nine years I've been a student of sailing and vis-à-vis life. Just as in life, in sailing you get set on a tack and start cruising towards a destination. It can either be smooth and steady, or rough and tumble. If you've really got your heart set on that particular destination, you have to try and tough it out or you can just say to heck with it and change course to make life easier. But then again just as in sailing and life, the easiest route is not always what you think it might be. There are infinite obstacles and surprises that await you around every bend (or island as the case may be). So again just as in sailing as life, all you can ever do is what you think is right at the time with the priorities at hand.

Sometimes after work I go sailing. Today there wasn't much wind so I decided to row around the island. That's Ballena Island, not Alameda! It's a chore, but not too bad. It gives me an up close and personal feeling of the power of the current, and a chance to relax with nothing but the lapping water and the San Francisco Bay before me. So there I am floating alone thinking about the path I've been on and the path before me (still a little hung over from Rick's going away party). Things are changing around here at Club Nautique, for the better I'm sure, but the eternal pessimist in me tells me different. Steady as she goes has been my motto lately. It's always the most hectic time when you're changing course, with a new skipper at the helm. Lets hope we sail away into the sunset.

Summer wind patterns have been the norm lately; calm in the morning, kicking up in the afternoon, and mel-

lowing out once the sun goes down. A perfect time of the year to call a few friends, take the afternoon off and pick up a boat at the half-day rate. You can reserve a half-day on any weekday in advance. If you're short on friends that like to sail try the Forum, in the members only area of our website.

Sausalito Slop *by Chris Warden*

The subject of this issue's "Slop" is sailing with children. Now I don't have any kids so I may not be the world's utmost authority on this. I have, however, been sailing since I was an infant and I often sail with my friends and their kids. I'll try to skip over the painfully obvious like, "Don't make it a traumatizing experience," and "Keep it fun." Here are a few tips you may *not* have thought of:

The First Time — Whatever you do, don't make it a traumatic exp... oh wait. I wasn't going to say that. Start with a little chalk talk. Even a kid who is only five or six will understand the concept of a fixed keel preventing the wind from capsizing the boat. This will come in handy later when they feel the boat "tipping over" on a close reach.

Speaking of reaching, try to do as much downwind sailing as possible. You might also want to stay in the lee of the Tiburon peninsula, south of the Bay Bridge, or other parts of the bay that are typically warmer and friendlier. Come to think of it, that isn't bad advice for whenever you bring fist time sailors.

Steering — If there is one thing kids love, it's feeling like they are in control of a moving vehicle (vessel). And what better chance than a day of sailing to let them feel like they are in charge, at least for a little while. The best way to do this is to point out a highly visible landmark on the horizon and show them that turning the wheel (or tiller) one way aims the boat to one

side of the object and the other way to the other side of the object. Then just tell them to keep the boat pointed at the object. Here is also another good reason to be in a less populated part of the bay. We'd hate to blame Junior for that terrible collision with a tanker!

Seriously, every time I've let a kid, five or older, steer the boat with proper instruction and supervision, he has done fine — often better than an inexperienced adult.

Swimming — Yes, swimming. In San Francisco Bay or even better, the Delta. OK, last week when I jumped in at China Cove it was still too early in the season (May) and it was a flood tide. I was back in the boat very quickly. But on a hot day in June through September, on an ebb tide at Angel Island the kids will flip, (literally) for a quick dip in the drink. Of course you want to be well inside of Ayala Cove and also have the swimmers wear a properly fitting life vest. Not only do all of the Club Nautique boats have swim ladders, but it is a little known fact that all of the Hunters in the fleet are equipped with hot water cockpit showers. And the water heater need not be turned on because running the engine automatically heats the water in the water heater's tank. If you can't find the nozzle, or don't believe me, just ask and I'll show you where it is.

Games and Activities — Well, I said I wasn't going to state the obvious, but don't forget the Game Boy, board games, deck of cards, yo-yo, rubber ducky on a string, kite, Barbie, favorite CD, and books. One thing that has puzzled me in the past is when a member tells me she can't come sailing because of the kids. Hopefully these tips will inspire you to bring the little ones and let them experience sailing for themselves.

See you in Sausalito.

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Adios Amigos

by Rick Nicastro

I've been trying to lash this thing together for the past week or so now but have always managed to find some reason to put it off. So I sit here now on my last day at Club Nautique feeling the need to get this thing done — as usual at the last minute. Nothing has changed since high school!

The real problem with this (apart from sloth) is that I just don't know what to say. After nearly 20 years of work, I find I don't know how to say good-bye. So I figure what the hell, just wing it and see what happens. After all, it's how I ended up here in the first place. It could not have been less planned.

I took a part time job with the club in 1985. I had been laid up for a few months because of an accident — quit my job as an x-ray tech, and took the job with Club Nautique because I needed a little break from reality. Who knew? Twenty years later, I'm wrapping up what in my mind is a career. Some part time job!

I got into this to a large degree because I wanted to sail. And for the first few years that's just what I did. Between teaching, doing events, sailing offshore, racing, and cruising I think I

spent the lion's share of my time on the water. The club provided the opportunity for me to sail the bay, California Coast, Mexico, to Hawaii, Fiji, and the Caribbean — mostly while getting paid. I was in heaven. Unfortunately my talent for management was somehow recognized and I was moved into the office. I won't bore you with the details — but after quitting twice to pursue different paths, I was coaxed back and given the lofty title of Vice President. I've been described as self-deprecating (guilty as charged) and so even now I wonder what ever possessed Don to offer me the job, or how I managed to hold it for so long.

I can't begin to describe what it has meant to me to work here and be a part of Club Nautique. It has been a job — and at times difficult. But mostly it has been like being part of a family. My experiences with both members and staff have left me with rich and wonderful memories. I don't think I can express on paper the depth of feeling I have for the people I've had the privilege of knowing. I'm not that eloquent. But I do feel it.

I've had the opportunity to be part of the growth of a company I truly

loved being with and that I believed in. I don't know how many people can say that.

My guess is, not many. So I feel lucky and blessed. I don't think you can do any better than that.

Here comes the commercial part of this announcement. My wife Sandi and I are moving (have moved) to Costa Rica. RPM Services is our company and we manage vacation rentals on the west coast of the peninsula in the town of Tamarindo. If you're ever in the area — you know — just passing by, look us up. Or if you're thinking of vacationing there — really look us up! Our website address is tulin.com/costarica. You can email us at ottomoto@racs.co.cr. Or give us a call a 011-506-653-0738.

I wish I had some clever way to wrap this up, but I don't. Thank you all for the experience. It was quite a ride!

See you in Costa Rica.



Front Row Seats

Fireworks Around The Bay

Here are just a few of the fireworks displays that can be viewed from a boat. All are on July 4th unless otherwise noted and begin after dark:

- San Francisco — Pier 39/ Fishermans' Wharf. Sometimes the fireworks get lost in the fog here.

- Oakland Estuary — Jack London Square. Anchoring is somewhat easier here and fog is less likely to be an issue. This year's display will be synchronized with an Oakland Pops concert.

- Sausalito — Gabrielson Park.
- San Joaquin River — Mandeville Tip at Hilton Lodge. Our favorite; warm, clear weather almost guaranteed, plenty of space to anchor (come early) and a great display up close and personal. Warning: it's a zoo after the show is over with hundreds of boats heading home in the dark.

- Monterey — Display synchronized with music broadcast on KWAV 97FM.

- Benicia — Benicia Park

Fleet Week

It's certainly not too early to book your favorite boat for the Blue Angels Airshow, October 9 & 10. Historically this has been a sell out day, so make your plans now!



CharterShare News

by Margaret Spencer

Start your summer off with a BANG! Sunny days of summer are some of the best times of our life on San Francisco Bay. Just itching to get out on the water, but need some sailing friends? Join in on our events! Meet up with old sailing friends. Sign on to sail on new and bigger boats. Get out on the bay or get outside the Golden Gate. Summer in San Francisco Bay is an exciting



coastal passage makers, novices and salts, we have a great time sailing the bay and beyond. Want to learn? Want to practice your skills? Want to skipper or just hang out? We do it all.

Cruise The Coast

— Get outside the Golden Gate, sail with us and explore the coast of California from a different point of view. Imagine the excitement of passing out-bound under the Golden

Gate Bridge headed to a new port. No

or try the south bay, your ticket for an all around view. Pick your boat and your spot, or join us on the Club Nautique skippered boat - sail the Bay to celebrate the 4th and get the best view in town!

Sailing at night can be a truly magical experience. On July 31st we celebrate the **BLUMOON**; it's a celestial event in the sky and on the water. Sail with us on the Hunter 36, *Blue Moon*, on San Francisco bay for the afternoon, stop for dinner on the water then sail under the stars and the big beautiful Blue Full Moon. Sign on to sail with us or charter a boat of your own and meet us for dinner. What could be more romantic? Don't let that old Blue Moon catch you standing alone!

WOW — Women on the Water

Sailing sisters out for fun, check out our events this summer! New sailors,



time for sailors, so don't miss out! Wear your shorts, but bring your fleece and get set for an E ticket ride.

BANG! Fourth of July Fireworks turn up the heat, and what better way to watch these amazing displays than from the deck of a boat in the bay! Take a ringside seat in the central SF Bay where you can see both the Sausalito and San Francisco fabulous pyrotechnics, perhaps choose the Oakland Estuary for an up close and personal show,



experience is necessary to sail on our adventures to the deeper water on our Club skippered boat. Sail with us to **Half Moon Bay** in August, a weekend adventure! Join us on the boat Friday evening, then Saturday we set sail down the coast to Pillar Point Harbor, where we will have dinner ashore and explore, spending the night aboard. On Sunday it's a rousing sail back to San Francisco Bay and home. Half Moon Bay is home to a commercial fishing

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Fleet Notebook

by Don Durant

Jeanneau Sun Fast 35 • *Mon Desir*

Unfortunately, this month's featured boat is a bit of a tease. That's because while you can sign up to race on her, she's not available for bareboat charters. *Mon Desir* is owned by Jerry Nassoioy, the sales manager at Cruising Specialists, who besides being an accomplished yacht salesperson, is an accomplished sailor and US SAILING certified instructor with many racing wins under his belt.

Jeanneau offers several of their hulls in two or three configurations. The most popular line is Sun Odyssey. These are dual purpose racer/cruisers or cruiser/racers, somewhat depending on how they're outfitted. The Sun Fast series employs the exact same hull as the Sun Odyssey series with equipment tweaks included. For example, the Sun Fast 35 as compared to the Sun Odyssey 35 has a taller mast; sails are not standard (so you can order custom racing sails to suit the winds in your sailing area); the mast is keel stepped allowing for the use of a lighter extru-



sion; the traveler is longer and runs across the cockpit, shinbuster style; the traveler controls have more purchase; the keel is deeper and more exotically shaped; a backstay adjuster is standard; headsail track controls are standard; a removable jib furling drum with a dual slotted headfoil is standard; and so on.

The wisdom of using the same hull for both Sun Odyssey and Sun Fast versions is evident. Buyers of the Odyssey series get a comfortable and fast cruising boat, suitable for club racing. Fast buyers get a full on racing boat with outstanding creature comforts and at a much lower price, thanks to the economies of scale due to the combined unit volume.

As you can see from the floor plan below, *Mon Desir* has two private staterooms, with a huge bunk aft. There's a large head which has one of my favorite features — an enclosed shower stall. The galley is L-shaped with a double sink and two burner propane stove with oven. There's a splash guard between the counter and the dinette seats.

One clever feature is the sliding chart table. It moves forward to allow for forward facing chart work and slides aft to the bulkhead to open up the settee for seating or sleeping — a nice touch.

The forward stateroom is a conventional V-berth with a hanging locker and ample stowage.

Jerry has been racing the boat and says it's quite fast, although he hasn't collected any first place trophies yet. In my experience it often takes most of a season of racing to get used to a new boat and to get the crew dialed in. If you're interested in racing on *Mon Desir*, give Jerry a call at Cruising Specialists.



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|---------|------------|-----------------------|-------------|-----------------------|-----------------------|
| LOA | 35' 3" | Specifications | | Sail Area | 733 ft ² |
| LOD | 34' 3" | | | Power • Yanmar Diesel | 27 hp. |
| LWL | 31' 11" | Headroom | 6' 3" | Staterooms | 2 |
| Beam | 11' 5" | Displacement | 12,203 lbs. | Sleeps | 7 |
| Draft | 7' 0" | Fuel Capacity | 26 gal. | Design | Marc Lombard/Jeanneau |
| Ballast | 3,219 lbs. | Water Capacity | 182 gal. | Certification | A (Ocean) |

Base News

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Coyote Pointers by Bill Knight

Want to get away from it all? Well I have just the way to get away. Chartering a Club Nautique boat for a weekend with a free Friday evening boarding and extending your charter to a half day on Monday can make a very nice little vacation with out having to drive hours and deal with the traffic issues we see on a regular basis. And, with the current price of gas who wants to drive anywhere anyway? All three of our bay area locations have boats ready to go. If you order your groceries online from Safeway or Albertson's and have them delivered to the Coyote Point location I will be glad to sign for them and put them on the boat for you at no charge. I will turn on the refrigeration and make sure your boat is totally ready to go with full water and fuel, empty holding tank and plenty of propane.

Chartering a Club Nautique boat for a weekend is a great little vacation. With proper provisioning you don't have to step on land until the end of your charter. Two of Club Nautique's long time and very experienced members Ed and Tricia Thornton have been chartering with Club Nautique for quite a few years. These guys have the weekend getaway on a Club Nautique boat down to a science. Ed is a very thorough skipper. He keeps excel spreadsheets with complete lists of everything he needs to bring for a very comfortable trip. I have gotten Ed to give me his provisioning sheets and he has agreed to share his experience and information with the members of Club Nautique by allowing me to give them to anyone who asks. So if you're planning a weekend getaway and aren't sure what you'll need, just give me a call or send me an email and I will be more than happy to forward you the provisioning information Ed has acquired from his years of chartering with Club Nautique.

Speaking of chartering, I recently chartered our new Hunter 36, *Delight*, for a weekend and boy, what a comfortable boat. With the furling main and jib we always had the boat perfectly balanced and were always able to maintain a very pleasant seven knots of boat speed. A lot of Club boats are coming with furling mains and jibs and I'll tell you, if you work the system correctly, they sure are nice and easy to use.

I would think a most important issue with furling mainsails is to make sure when furling the sail back into the mast, you do it very neatly so it doesn't get jammed. Furling the sail too loosely could cause it to jam in the mast either while it is partially furled or totally furled. I have unjammed a couple and it is very difficult to do and not good for the sail.

When furling the sail you also want to make sure you don't furl it too tightly as this could stretch the sail and wear it out prematurely. Just like most things on a sail boat when worked correctly and with all the crew working as a well oiled machine everything should go in and or out very smoothly.

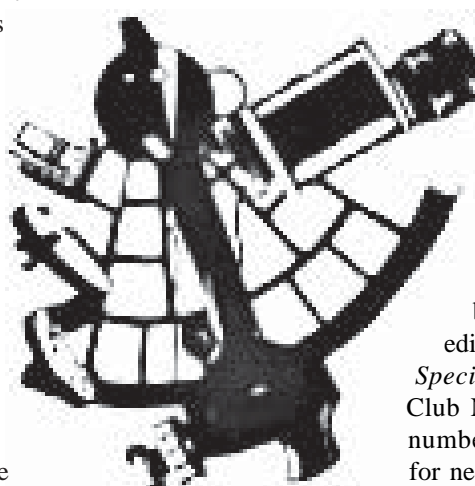
From The Helm

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those cases where you vote with your wallet. In other words, operating income needs to be in the black and the way we get there is when members take classes and charter out of the Coyote Point base.

Earlier today I was speaking with John Sandstrom, owner of the new Jeanneau 43, *Radiance*. He had his boat at Cruising Specialists in Ballena Bay for some work and pointed out that it took

him about an hour and a half to bring the boat from Coyote Point to Ballena Bay. He said if there's traffic, it takes him nearly that to drive here from the Peninsula, so he didn't understand why Peninsula members would want to drive to Alameda to charter vs. San Mateo. I guess old habits die hard, because what he says makes sense to me. I'd much rather spend the time on the water instead of on the highway!



We try not to get too commercial in *News Nautique*, but in case you missed the recent special charter boat ownership edition of *Cruising Specialists Reports*, Club Nautique has a number of openings for new boats to join the charter fleet. Lead-

ing off the hit parade is Alameda which has the most open slots, especially for a Mainship Pilot 30 and either a Mainship 39 or 40 Trawler. A three-stateroom sailboat is also much needed, along with some low to mid-30s size boats to fill vacancies created by retiring boats. Sausalito is nearly full, but there are openings for two sailboats. San Mateo and South San Francisco can use a variety of boats. Demand seems to finally be building there, so if you live on the Peninsula, you may want to consider one of these bases.

Rather than recovering old ground here, if you're interested and didn't see the recent charter edition of Reports, call me at 1-888-789-2248 x36 or email me at ddurant@clubnautique.net and I'll gladly send you a copy. Or, even better, let's set an appointment and I can provide you with complete details on how charter boat ownership can work for you.

See you on the water!

Club Nautique Events Calendar

July

2 Friday Night Race - S
 4 Fireworks Sail - S
 7 Hump Day - C
 9 Friday Night Race - S
 12 Orientation - C
 13 Coyote Pt Crew Clinic - C
 11 Orientation - S
 14 Hump Day - S
 16 Friday Night Race - S
 17 Silver Eagle Race - A
 18 Motoring Clinic - S
 18 Orientation - A
 21 Hump Day - A
 23 Friday Night Race - S
 27 Tuesday Night Race - S
 28 Hump Day - C
 30 Friday Night Race - S
 31 Blue Moon Sail
 31 Jeanneau 35 Racing

August

1 Jeanneau 35 Racing
 1 Coyote Pt Crew Clinic - C
 4 Hump Day - S
 8-8 Half Moon Bay Cruise
 6-8 Spinnaker Clinic - A
 6 Friday Night Race - S
 7 Overboard Recovery Seminar - A
 10 Tuesday Night Race - S
 11 Hump Day - A
 14 Friday Night Race - S
 14 Jeanneau 35 Racing
 15-21 Offshore Passagemaking - A
 18 Hump Day - C
 20 Friday Night Race - S
 21-22 Seamanship Clinic - A
 21 Jeanneau 35 Racing

24 Tuesday Night Race - S
 25 Hump Day - S
 27 Friday Night Race - S
 29 Radar/GPS - S

September

1 Hump Day - A
 2 Jeanneau 35 Racing
 3 Friday Night Race - S
 4-5 Jazz Cup
 7 Tuesday Night Race - S
 8 Hump Day - C
 16-19 St. Francis Big Boat Series
 13 Friday Night Race - S
 10-12 Spinnaker Clinic - A
 11 Jeanneau 35 Racing
 11-19 Fall Boat Show - Oakland
 12 Coyote Pt Crew Clinic - C
 15 Hump Day - S
 19 Motoring Clinic - S
 21 Tuesday Night Race - S
 22 Hump Day - A
 25 Jeanneau 35 Racing
 29 Hump Day - C
 TBA Summer Sunset Series - Tues Races - S

October

6 Hump Day - S
 8-10 Fleet Week
 20 Hump Day - A
 16 Radar/GPS Clinic - S
 20 Hump Day - C
 24-24 Seamanship Clinic - A
 24 Big Boat Motoring Clinic - A
 27 Last Hump Day - S
 30 Great Pumpkin Chase
 31 Pumpkin Bob - A
 TBA Catalina Jazz Festival

November

4-14 Seychelles Islands Flotilla
 15 Winter Rates Begin
 17 Club closed Wednesdays until the ides of March
 21 Motoring Clinic - S
 25 Thanksgiving - Closed

December

4 Radar/GPS Clinic - S
 12 Big Boat Motoring Clinic - A
 30-30 Closed for Christmas Holiday
 TBA BBC Caribbean Class

A = Alameda
 C = Coyote Point
 S = Sausalito

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
 dforbes@clubnautique.net

Preferred format is MS Word. Photo-

graphs 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

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fleet and is a wonderful place to explore. Want to see the famous **Farallon Islands**? Sign on for a day trip sailing to the Farallones this summer and fall and watch for some very interesting sea life! We have seen whales, dolphins and schools of migrating jellyfish on some of our trips.

Sail with us this summer and overnight at an **island in the Pacific**. Our Club skippered CharterShare boat will sail the bay on Saturday and moor at **Angel Island** for the evening. Spend the next morning exploring the island, then it's off for more sailing! If you



are Basic Cruising Certified you can charter a boat and sign up to rendezvous with us for an overnight.

Curious about **Monterey Bay** but only have a weekend? The drums beat differently in **Santa Cruz**, where early this fall we will board boats on Friday night to spend Saturday and Sunday sailing Monterey Bay and exploring old Monterey and Capitola.

The Big Dogs are back! The **St. Francis Yacht Club Big Boat Series** racing returns to San Francisco Bay September 16-19 and we will be out



Where's the mainsail furling when you need it?

sailing and watching the battles on our Club spectator boats. Don't forget **Fleet Week** in October and the **Catalina Jazz Festival**, so mark your calendar!

If warm water sailing is luring you, check out our Flotilla Fun article for Overseas Adventure! Sign on to sail with us in the exotic **Seychelles**, or if pine trees and mountains call to you, join us for a different kind of wildlife in the regions of the Pacific Northwest. **Snow capped mountains are the backdrop** for secluded bays and villages, birds fly overhead and dive to

fish, whales feed and frolic, and furry mammals hide in the forest. Pack your shorts and your fleece and get ready to sail for seven days, across the straits and among the islands. Sail, hike the forests and beaches, and kayak in the bays and islets in a different kind of paradise.

For date and details on all trips, contact Margaret at 1-510-865-4700 ext. 24 or mspencer@clubnautique.net.

Come have fun! Sign up early for events, check out the **Club Nautique website events calendar** for more days and dates, and be sure to add your address to the broadcast email list. And if you are a member you can check out the Members Only area of our website for sailing dates and opportunities. Don't know how to navigate the site? Call any club location and we will help you. Let's go sailing!

All Club events are individually priced, cancellations for single day events accepted 7 days in advance without penalty, multi-day events and events out of the SF area require more notice for cancellation without penalty. If we can fill your spot in time, no cancellation fee will be charged.

Do you have somewhere special in mind to sail? A fun day, a trip or destination? Call me and let's make it happen! Contact Margaret at mspencer@clubnautique.net or 510-865-4700 ext. 24.



Charter Chatter

by Heidi Hinshaw

Sometimes throwing your whole body into bareboat sailing excites you to your core. Other times kicking back and letting others shower you with luxury on a fully crewed sailing yacht is more appealing. But don't think these are your only two options! Among our members, we have a significant number of powerboat lovers. The option of power boating is available through Club Nautique on San Francisco Bay and throughout the world via the Club vacation charter desk!

The Moorings and Sunsail both have gorgeous power yachts — including power catamarans in certain locations (check the brochures). Take these out bareboat, or hire a skipper or a skipper and cook. Options abound for every skill level charterer.

What are some of the benefits of power boating?

First, it's often a much drier endeavor and second, the variety of moorings you can pick up is expanded due to much shallower hulls (our 43' Mainship draws 3'8"!). Power cats are highly stable: perfect for people who tend to get nervous or queasy. They also offer speed and lots of room.

Some locations are more appropriate for motoring than sailing: Lake Mead and Lake Powell; the Delta is a terrific place to play; the San Juan/Gulf Islands are excellent for both, but the southwesterly winds can be a bit temperamental and the expanse of space available makes the speed of motoring appealing. For a day entertaining guests, time aboard a trawler opens up the entire San Francisco Bay to your agenda: breakfast in Sausalito, lunch in Berkeley and dinner at Jack London Square! Many sailing skills translate to power boating. At Club Nautique,

an experienced sailor may be able to simply take one of our inexpensive checkout/refresher courses to qualify as a powerboat skipper. If you want more in depth instruction, we are one of few schools in the country to offer trawler courses (on both single and twin screw boats). There are classes for the beginner all the way through Trawler Coastal Passage Making.

F.Y.I.: Sunsail and American Airlines are in partnership currently with a 35% discount on airfare to the Caribbean from August 16th through December 14th —when booking before June 11.

P.S. Had a wonderful charter vacation that you'd like to share, but the idea of writing a whole article seems daunting? I'm looking at doing an interview/feature with a recent charterer. Drop me an email hhinshaw@clubnautique.net or call me and let's chat.



School Scuttlebutt

by Steve Easterbrook

I'm happy to report that the school is overwhelmed with demands for more classes. You will be noticing some new offerings like the Big Boat Motoring Clinic and a two day condensed CoNav-Noon Site combination that we first ran in May for West Marine employees. So with the increased demand, I want to introduce some new and re-recruited instructors to our ranks.

Brad Alvis, a three boat owner, returns to Sausalito. **Sherri Conrad** has been an active Club member for years and just acquired her captain's license. **Richard Deep** just returned from Europe and will reinforce our ranks in Coyote Point. **James Lathe** will teach Basic Keelboat and Basic Cruising classes and do race committee. **Stan Lander** is back to lend a hand anywhere, and he and I go back to early US SAILING training. **Mike Raznek** joins us from various experiences including driving the presidential yacht, *Potomac*. **Jamuel Starkey** is a keen US SAILING instructor who'll keep you trimmed in all our locations. **Bill Teplow** has extensive, published, small boat experience — much of it single-handed. **PJ Panzika** joins us with 12 meter experience and will teach and do special events in all locations. **Mike Vincilione** is back after a short hiatus, and our trawler students will benefit from his real-life commercial experience.

Our popular and unequalled offshore program is in full seasonal gear and we had three vessels out on the May 15th weekend. The two that went north ran into rising winds eventually reaching gale force. Both boats had to deal with crew fatigue (sea sickness) and gear failure. One vessel had a port-hole pop open on the hull in the aft cabin and an alert crew member discovered fire hose velocity water filling the stern quarters. Captain Paul Jones announced, "This is not a drill," as the entire crew rallied to de-water the ship. Unfortunately most of the personal gear

was stored there, but the boat proceeded on to Drakes Bay in rising wind and sea conditions, only to hang on with two anchors in an all-night anchor watch.

The next morning they retrieved their primary anchor and had the bow fall down over their second anchor and entangled the rode around the drive train or rudder. Now lying stern-to, they rigged a snubber out of a spare dock line, with a rolling hitch, and were able to free up the rode and carry on.

Meanwhile tag along vessel skipper, Robin Jones, was having his own adventure. While pounding north, their radar dome catapulted off the mast, and they tore their jib while changing to a smaller headsail. Finally making it to Drake's Bay, they also rode to two anchors in an all night anchor watch. Meanwhile Captain Dick Lanam had a more sedate trip to Half Moon Bay, but only after riding to an all night anchor watch inside Pt. Bonita, just outside the Gate. Anyway, anybody wondering about the quality or the uniqueness of our program should look around. There is no one doing it like us.

Remember, Club Nautique's Coastal and Offshore Passagemaking programs aren't for "panty waists," and you'll have real experience aboard cruising sized vessels, where crew teamwork decides the outcome.

Spotlight On Instructors

We usually only meet a handful of instructors as we go through classes, so this month we're going to highlight one, **Captain Fred Read**, and get up close and personal.

It's hard to tell from Fred's easy-going demeanor that there's about sixty years of experience packed into his young life. When he started boating in Florida in the '50s, recreational boating as we know it was in its infancy. Boating back then was adventurous and one ventured off without a lot of backup. The first time he and a friend

sailed miles offshore into the Gulf Stream on a sixteen foot outboard was crazy, but later watching with allure the skyline of Ft. Lauderdale disappear into the night, witnessing the enchanting glow from a compass of a passing schooner, the hook was set. His destiny on the water became history.

The talent to self teach celestial navigation as a teenager was recognized by the Navy in Vietnam. Fred started on deck, but was soon elevated to the bridge teaching navigation. A Navy friend's farewell gift of a ship's compass became a harbinger of sorts, when it was soon mounted on a 26 foot boat, that was to lead him all over the Bahamas. He and Jane restored and cruised a beloved Alberg 35 for over ten years. They couldn't save her from Hurricane Andrew, but were at least able to salvage all their personal gear and mementos.

They were boatless for all of a month before they found *Merry Dolphin*, a Peterson 44. This boat took them far and wide while doing sail and dive charters around the Caribbean. Being responsible for boat and passengers, while also diving in some very remote areas, is possibly the most demanding boating.

Fred first taught for the club in 1981 when we were still in Mariner's Square. When we taught together here in the early '90s, I became aware of his awesome teaching talents. If one took a quick look at his professional career you'd see him teaching music, astronomy, navigation, sailing and power boating, and he loves it all.

I've been fortunate to sail with Fred and I'd have to say he's a really fine, complete, boatman. He teaches just about everything here, so stop and say hi to this friendly and helpful instructor before he and Jane slip away again, aboard their Cal 46, for yet another cruise — that's also what they do.

The Importance Of Radar

As I sit in my office on some of these heavy marine layer (fog) mornings, I often hear the blasts of ships' whistles coming through the Bay Bridge on their way to Oakland's inner or outer harbors. I'm sure we've all had uncomfortable transits of this and other heavily trafficked shipping lanes. Just the other day, Carol and I were out there in crystal clear visibility and a ship sounded no fewer than four sets of emergency blasts as a small sailboat languished in his lanes.

What often happens is when in restricted visibility you hear the sound signals of a vessel forward of your beam and you rush to your radar screen to plot a CPA (Closest Point of Approach). I would suspect there is a certain level of anxiety as you tune in your target. Depending on your actual experience (Have you been practicing with your radar in clear weather?), you might just want to run into shallow water — a good tactic as the big boys can't follow us there. But if you are in open water and there is a container ship bearing down at 27 knots, you have nowhere and no time to run. This is exactly what happened to a British yachtsman last year in the English Channel.

There are plenty of things out there to intimidate us, but that situation should send chills down anyone's back. The ensuing collision, which officially became classified as radar assisted, provides plenty of fodder for armchair analysis. Several miscalculations were made by both vessels, but since the yachtsman was very experienced they had to give him equal credibility. This collision would have never happened had both vessels proceeded without radar. When we have radar on board, however, the rules mandate that we operate it to full potential. Lack of power to run the set or knowledge of all its functions are not excuses.

If a potential close quarters situation de-

velops, and your target is forward of the beam, you should definitely slow down to assess the situation. Get to bare steerage if necessary, but hold your vessels heading steady as you compute your CPA. The British yacht slowed to a dead stop and his bow blew down, which probably contributed to his making incorrect assumptions. Once you realize your CPA is going to be less than a mile you should drastically alter course, usually to starboard, as should the other vessel, if it

might decrease potential CPA. This would definitely help the ship assess your intentions.

Why was that ship doing 25 knots in dense fog? Unfortunately they are allowed to do so as long as they have sufficient lookout, by radar and otherwise, and they did; but they didn't slow down in a close quarters situation.

How many of us understand there are no right of way rules in restricted visibility? In the old days, before radar, we kept better lookouts.

I've observed crews huddled behind a dodger, relying on instruments, and not sending crew forward to look and listen.

We have excellent radar courses, and I'll add as many classes we have demand for. Everyone who sails on San Francisco Bay should have working radar knowledge. But let's remember to practice using radar in clear visibility. Sometimes we'll have to pore over a radar manual to understand its important functions. You are responsible for using and knowing all tools available for safe transit in limited visibility. By the way, the yacht and the ship did collide. No one was killed, and at the moment of contact the yacht still thought they would clear as their radar said they would pass clear by a few yards.





Club Nautique

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Seychelle Islands Flotilla Charter



Sail with Club Nautique in an Indian Ocean paradise! One of the most exotic destinations in the sailing world, and very new to outsiders are the Seychelles Islands. Very few yachts have visited these untouched islands and until recently you could only get there if you owned the boat. White sand beaches lie in front of low atolls and island peaks, amazing rock formations rise from the sea, and the lush rain forests are protected preserves.



Undersea, the color and life is spectacular, this is a para-



dise for scuba divers and snorkelers known to the elite of the dive world, in the top 5 worldwide. The coral reefs and dense sea life are protected, so don't think about game fishing on your dive site! Rise with photos and memories to the surface, to laze about on your catamaran and sail on to the next island. National geographic tells us that these islands are home to the densest and most diverse variety of sea life in the world.

But all the action isn't under the water – these islands were French, and the cuisine in the port of entry Mahe is a mix of French, Creole and Indian. Sail with us for 10 days November 4-14, extend your stay if you want, or stop over in Paris, London or the continent of Africa. Watch out; you might fall in love with Paradise and stay!