

# News Nautique<sup>®</sup>

Fall 2004

Alameda • San Mateo • Sausalito • South San Francisco

## From the Helm

by Don Durant

As you read this column, we should be putting the finishing touches on some significant internal changes at Club Nautique, Inc., the owner of Club Nautique and Cruising Specialists, our yacht sales division.

The most visible change is the sale of the Cruising Specialists division to Nautical Enterprises, Inc., owners of H&S Yacht Sales, a chain of yacht dealerships with stores in San Diego, Newport Beach, Marina del Rey, Oxnard, and Alameda; and Southwestern Yacht Sales, a sailboat dealership in San Diego.

Cruising Specialists and H&S Yacht Sales will be merged into one dealership, and will move into an expanded Cruising Specialists facility at Ballena Bay, Alameda. The new company is named H&S Cruising Specialists and will initially represent Caliber, Hunter, Jeanneau and Sabre sailboats and Doral, Mainship, Navigator and Silverton powerboats. Yours truly will head up the combined operations. Nautical Enterprises will also have a minority ownership of Club Nautique.

We expect a number of positive outcomes for the membership of Club Nautique and the staff of Club Nautique and Cruising Specialists. For our members, Nautical brings significant business acumen to the table, which we believe will translate into improved operating efficiencies and better member service. For our staff, we are already seeing an expansion of opportunities as we merge our two operations and plan for future growth. With respect

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## Club Cruise To Petaluma

Story by Margaret Spencer



Club Nautique's in Petaluma

“Up a lazy River” our CN minicruise wound it’s way to **Petaluma!** Six boats and 23 people joined us for a weekend of leisurely fun and sailing to the Petaluma Turning Basin and the charming old town of Petaluma. Saturday morning skippers’ meeting centered around navigation, every boat had their handouts, tides and charts in order, and we departed Sausalito smaller

boats first, in order to reach our rendezvous at the entrance to the Petaluma channel at marker G “3” near the same time. Our two chartershare boats, the Hunter 410s “New Moon” and “Darcenator”, set our sails just past the tip of Tiburon off Raccoon Strait, we could see in the near distance “C # Minor”,

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## Seminars & Events

Beautiful weather, sunny days and great sailing! Fall is back on San Francisco Bay. As the summer fog leaves us, the days dawn sunny and the bay gets warmer - and voila! A day of sailing in shorts instead of fleece! The winds stay with us in October, and then begin to moderate and soon the summer adrenaline of 25 knots and white-caps are replaced by smooth seas and 15 knot winds. Fall and winter sailing is different on the Bay, and we have plenty of fun events and chartershare trips coming up to take advantage of it.



### Radar/GPS Clinic

This one day clinic is designed to introduce you to the proper use of radar. We start in the classroom reviewing the various functions of the radar and how to apply them. In the afternoon we're out on the water aboard one of our 39ft. Mainship trawler out of Sausalito to apply those theories through practical experience. Among other things, you will learn how discern buoys from vessels, track vessels to determine whether you are on a collision course, and navigate with radar using one, two and three bearing fixes. Check Calendar for dates. Cost: Ultimate Members - Free Members - \$244.00 Non-Members - \$325.00

### Seamanship Seminar

This two day seminar is designed take you to a new level of sailing proficiency. It's an exciting and challenging seminar that starts with advanced sail trim and then incorporates advanced sailing techniques. The seminar is held on a Colgate 26 and is open to four students. This dynamic boat will allow us to demonstrate backstay, boomvang, cunningham, outhaul, and traveler controls and how each relates to sail trim in either heavy or light air conditions. We will then move onto different maneuvers under sail such as picking up a mooring, anchoring, and leaving under sail. We'll practice getting out of irons, sailing backwards and steering with sails. We will also practice single-handing around buoys as well as singlehanded overboard recoveries.

While there is no pass/fail for this course, we guarantee that you'll enjoy yourself and be a better sailor at the end of the weekend. Check Calendar for dates. Cost: Ultimate Members - Free Members - \$259.00 Non-Members - \$345.00

### Motoring Clinics

Years of experience tells us that the most harrowing and expensive moments of the day for most sailors comes when approaching or leaving a dock or mooring, especially if you're in a crowded anchorage or marina with little or no room to maneuver. Those are the moments when the most gel coat damage is done. We've all been there. With some instruction and a little practice you can change all that. Let us help you build your confidence in and around the docks. During the day, we will show you how to confidently dock a boat in crosswinds and adverse currents. We'll review pulling in and out of slips, parallel docking, use of spring

lines, backing into a slip, and more. This clinic is limited to six people per boat and reservations are required. Check calendar for dates. Cost: Ultimate Members - Free Members - \$222.00 Non-Members - \$295.00



### October brings tradition - the Great Pumpkin Race and Pumpkin Bob!

Chase and race on this sail around the Bay at the end of October, or charter a boat and join us for Pumpkin Bob on Halloween day- practice your crew overboard skills as you bob for "pumpkins" under sail, - prizes will be awarded!

Get outside - the Golden Gate. Moderate fall weather is a nice time to join a CN skippered chartershare boat for a day trip to the **Farallon Islands** or a quick sail up the coast.

Diners and sailors, check out our fall and winter **Cuisine Tours**, sailing and dinner at a surprise waterfront restaurant.

Cruzen' ? It's a different rhythm in Santa Cruz. The **Santa Cruz to Monterey** weekend flotilla returns this fall. Curious about Monterey Bay, but only have a weekend? Board boats with us on Friday night in Santa Cruz and spend the weekend exploring (have dinner Sat night in old Monterey and sail back to SC on Sunday). Other cruises are in the works, so stay tuned for dates and details.

December sailing is good crisp fun - help us decorate a boat for the **Lighted Ships Parade** and spend an enchanted evening on the water.

Exotic Coral reefs, French and Creole food, warm water and beautiful palm lined beaches. **Paradise is the Seychelles Islands.** One of the most exotic sailing destinations in the world, near the equator and 1500 miles from the coast of Africa in the Indian Ocean, in these islands you can dive the reefs in the morning and hike the rainforest in the afternoon. The trip of a lifetime is Nov 4 - 14 sailing with Club Nautique in these pristine islands. We only have a few berths left, so be ready to go.

Coming up in 2005 - surprise destinations, including more of the **Caribbean islands and overseas adventure worldwide.** Don't wait - life is now!

**Do you have somewhere you can't wait to sail or a fun day or destination in mind?** Call me and let's make it happen! **Let's go sailing!**

Call any one of our locations to book today or for details on all events and trips, contact Margaret at 510-865-4700ext24 or email her at: [mspencer@clubnautique.net](mailto:m Spencer@clubnautique.net).

Check out the Club Nautique Events calendar on our website for new fun sailing days and events. Be sure to sign up for our Broadcast email to receive notices of new events and activities! Can't navigate the site? Call any CN location and we will help.

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.

## **RACERS! RACERS! RACERS!**

The Summer Sunset Series may be over, but we are heating it up for Winter racing. Sign on for the **Corinthian Midwinters**, two full weekends of racing coming up in January and February 2005! Join us racing on the Club Nautique Chartershare boat with a coach on board, we plan to fly the chute if we get the right crew mix! Stay tuned for other racing events, and some surprises this spring. And thanks to all who joined us for the Friday night race series - trim, trim, trim! - and the Silver Eagle and Jazz Cup 04. Let's go fast!

## Winter Opportunities



It seems strange to be writing about winter while looking out the window at a glorious day on the Bay, but seeing as this issue of News Nautique covers October through December, it's time to let you know what's coming up. Once again, we'll be reducing the price of charters by 20% between Nov 15 and March 15,

2005, so while the weather is not so predictable as during the summer, it's a great time to get out on the water for less money. As those of you who have done it know, there are some absolutely fabulous days during the winter - it can be warmer than a regular summer day sometimes. It's also a great time to take out a trawler as the winds are generally lighter. This year, as an experiment, we'll be closed on **Mondays** instead of Wednesdays. You can still charter on a Monday by booking/paying in advance - just don't expect anyone to be around to help you. Because we won't be here on Mondays, we will allow anyone who books a **full weekend charter** to turn the boat back in anytime before 7:00 am on Tuesday morning.

We will be closed on Thanksgiving Day (November 25<sup>th</sup>) and December 22<sup>nd</sup> through the 30<sup>th</sup>, so if you'd like to charter during that time, just let us know in advance and we'll have the keys and paperwork waiting for you. Have a great and safe Holiday Season.



## Petaluma River

*continued from page 1*

“Spanish Ayes”, and “Sea Ya” setting sail as well.

It was a languid sail past the Brothers, and as we traveled further north we motor sailed in order to reach our channel entrance on time. We must reach the “D” street bridge at Petaluma before 6 pm, or the Bridgetender will go home! We had an appointment for opening the bridge at approx 3pm for our fleet. New Moon led the parade, with Darcenator bringing up the afterguard to assist any boats that might touch bottom or need assistance. Keeping to the center of the channel in order to avoid silting, we reached the mouth of the Petaluma River and passed beside the swing railroad bridge and under the first highway bridge (stay on the deep side!). Now suddenly we were in the river, surrounded by rolling hills and grass fields, and vineyards. Is that a cow? Yes! A rural landscape surrounds the river, which twists and turns, leaving us out of sight of each other for most of the cruise. It’s pleasantly warm, with a light fresh breeze, and the scenery is surprising. Sailing through the countryside., we pass small houses and some shacks along the river, with docks and various kinds of boats in all stages of repair and disrepair, and then a grand estate beside the vineyards. A small marina, partway up the river, is a small and “funky” surprise and we determined perhaps we should stop for lunch one day!

Our lead chartershare boats contact the “D” street Bridgetender as we near the 101 highway bridge, and when we arrive we hold position as he opens the bridge. Inside the turning basin, we dock alongside in front of a huge old Victorian House, now a restaurant. As we raft up, a new experience for some, we are jubilant! We have

arrived, and not one boat has touched bottom on the way.

Sailors departed to explore the town, some to walk and wander through the old Victorian district, others to a local quilt and craft show, some to check out our choices of bars and restaurants for the evening, and others for ice cream! We nap aboard in the sun and breeze.

Crews begin to gather again around 6:30, snacking and socializing and deciding where to go for the evening. One boatload heads off to the locally famous seafood restaurant, another to the Bistro, and a group of 14 of us decide to eat at Kate and Doc’s Superhouse and Saloon, newly opened in the grand Victorian where we are docked. In a grand old building, the food is unusual to say the least – Southern home comfort food, including “Fried Chicken and Waffles” and “Missouri Egg Casserole”. The steak was great, as were the fried green tomatoes, and the wine kept us merry! Off we went exploring after dinner, to a concert at the Zebulon Jazz Club, a tiny place, which was packed wall to wall. But around the corner are McNears and the Theatre, and a live rock band, and we rocked most of the night away!



*Olde Towne Petaluma*

Breakfast was a late brunch affair in town, and at noon we cast off all lines as we called the Bridgetender. Another warm, languid trip down the river this time, eating cheese and grapes and hanging out. At the end of the Petaluma River we said our goodbyes, and all boats set sail for home.



*Club boats rafted up in Olde Towne Petaluma*

## Jazz Cup Recap



*Benicia Marina*

**Jazz Cup Report – The Race to Benicia!** More than 80 boats were maneuvering on the start line northeast of Treasure Island, Saturday morning Sept 4<sup>th</sup>. Ducking and diving, our CN chartershare boat “D’uphoria” a Dufour 36 wound her way through a maze of Express boats and J boats, a Santa Cruz 50, Melges and ultralights, racing multihulls and cruising PHRF racers. We were carving out a position for start F, the fourth in sequence. Our crew (Steve Keith, Phil Gratten, Pat Wong, John Courtney and Kathy, skipper Margaret Spencer and “pick-up crew” Doug Perry – just kidding Doug) were



from SF down to Alameda. Somewhere on the line was another Club Nautique boat, “Radiance” the new Jeanneau Sun 43, carrying her owner John Sandstrom, Bill Knight from Coyote Point, 2 of John’s frat buddies and Dana and her friend Julie. They were positioning for division D, 2 starts ahead of us, and as we tacked to port back down the line (timing the line), “Radiance” zoomed by on starboard – we were watching out as we had been warned they were armed and ready with water balloons! We had been tacking and watching the wind shifts, and since 10 am the wind had been shifty out of the northeast – what happened to that nice westerly?

The gun goes off for the first start, and off go the 11 meters, Santa Cruz 50s, Mumms boat and other rocket ships! We are near the line when division D starts, and shouts of “starboard” and “leeward” fill the air, as one huge

running on the adrenaline and ready for a fast and furious downwind run under spinnaker all the way to Benicia after rounding the weather mark. We had set up the big genoa, and practiced asymmetrical chute sets on Friday, running

racer barges in to a pile up of J boats and Expresses, fortunately “Radiance” gets away clean. Now “D’uphoria” is flying in on starboard at the favored end for start F, set to carve a hole, suddenly we are barged by a classic ketch – big and heavy and hard to steer, with no look-out. Our bowman Pat calls “leeward” but to no avail, to avoid their bowsprit we must duck down, and we start a hair lower than we planned. Then it’s a windward “sprint” to the weather mark, and as we monitor the shifts and current, we see that it’s going to be a beat to windward to Beniciaa

The fleet heads toward the east end of the Richmond Bridge, to the shallower water to avoid the

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*John, Kathy and Pat*

## Jazz Cup Recap (continued)

leftover ebb, and as we near the Berkeley circle, the wind, which has been at 15 knots, begins to die. By the time boats reach Red Rock they are ghosting along, trying to maintain forward motion. The report from "Radiance" – "A lot of boats got tangled up in the collision at the start, we got away clean by should have tacked over right away. We sailed until just past the Brothers, then drifted off the Brothers until 4 pm, when we figured out we might get to Benicia by about 8 pm and decided to quit and motor on" (don't miss the BBQ!).

On "D'uphoria" we keep inching and inching our way to windward. As the wind dies, we position ourselves near Red Rock in the now flood current to ride the stream and the small breathes of wind. We get a great view of the bed and breakfast at the lighthouse on the Brothers – for a very long time!

Finally we pass Pt. San Pablo, and we can raise our chute for a reach. We gybe our way North, listening to calls from other boats to the race committee ("I had to start my engine to not hit the buoy" "I started my engine to keep from hitting the pier and I'm dropping out"). Flying the spinnaker was fun, even in light air, but on reaching Pt. Pinole we vote to drop out and motor to Benicia, as the BBQ and party are calling to us.

All sorts of boats are rafting up; the BBQ is hot at the Benicia Yacht Club and the Jazz band is warming up. We buy our t-shirts, grab some dinner and then head to town for a walk and a look around. Benicia is a great little town, just in the process of being "discovered" by the boutique crowd, it still has a great old small town flavor. We find our way to a Jazz bar, where we sit outside and watch the locals "drag" main street in some cherry 1950 cars.

Sunday morning it's hot showers for the crew, and we breakfast at the local coffee house at the crack of 9 am (the current will be in our favor at 10), racers are seen wandering about town in search of coffee and friends. As we break from our raft-up, the day is already warm, and we motor down to the Bay in barely a breath of wind. Let's stop at Angel Island for lunch, maybe the wind will fill in later, and we take a break for cold ice cream in the shade at Ayala Cove. We do crew training on setting up the lines and bag for the chute as we leave, and our hopes are answered as the wind builds to 20 kts in the slot! We beat toward the Golden Gate for awhile just for fun, then turn and reach downwind. Just after the Bay Bridge we set the chute, and reach all the way home – still in shorts and tank tops at 5 pm. Sure was a hot race!

## Front Row Seats

This is the best time of year to sail on the San Francisco Bay! Don't miss the great weather, great sailing, and all the fun Fleet Week activities! See amazing flying skills of the Snowbirds in an up close and personal airshow.

- \* Friday Night FIREWORKS!!!
- \* Exciting Air Shows!
- \* Parades of Naval Ships!
- \* FUN! FUN! FUN!

Charter now so that you can get a front row seat for the action! Contact any one of our locations to make a reservation today! If you are a member, remember that you can book on-line



Go to : [www.fleetweek.us/fleetweek](http://www.fleetweek.us/fleetweek) for more information.

## News From The Bases

### **Ballena Banter** *by Erik Digman*

More and more boats are now coming with roller furling mains. The furling main was designed to make reefing and putting the main away a simple and efficient task. No more flaking! No more going up on the deck in 25 knots of wind trying to get that danged cringle around that danged rams head while the sail flogs and the bow pounds up and down into the waves! HOORAY! But! The more I deal with them, the more I'm convinced its just trading one headache for another, but they are here to stay and we will likely only see more of them in the fleet. It's one of those things that's great when it works, but a pain in the derriere when it doesn't.

As a matter of fact we have two new boats in the Alameda fleet, both with furling mains. Twin Vikings is a beautiful Hunter 41, I test sailed this boat with the owners and she flies along at 8 to 9 knots without barely lifting a finger. Since it's a furling main Hunter compensates for sail area by increasing the mast height to give this boat a fine balance under full sail. The cockpit is very roomy with double sized margarita seats so you can get cozy with your sweetie and your margarita. It also features the latest in Raymarine technology; a color screen, radar/chart overlay, MARPA (Collision avoidance and target tracking), autopilot and all the other standard goodies. You can go to [www.raymarine.com](http://www.raymarine.com) to learn more about some of the new features.

For all you BC level sailors we now have a Hunter 33 with a furling main sail. Yemanja, Brazilian Goddess of the Oceans, combines a large cockpit with a nice set up for single or short handed sailing. Just like the 41 it was designed by Glen

Henderson and is a fine combination of comfort and performance. Below there is an aft master stateroom, the salon is open and roomy with a drop down table that converts to a double sized bed, and a private V-berth stateroom.

Well back to the furling main sails, here are some tips that will help your experience with these main sails be enjoyable and avoid any expensive repairs. The important factor to unfurling the sail is FURLING THE SAIL IN NICE AND TIGHT! So that means when you're checking the boat out, its all about the last charter, so I highly recommend taking the sail out before you ever leave the dock. You don't have to unfurl it completely, if you just take it out a few turns that will give you a good idea of how it works and if you'll have any problems. On the Hunters I prefer to leave the furling drum on the mast set to free. You can set it to ratchet when furling in, but it must be set to free to take it out. When furling out, make sure your boat is head to wind, the boom vang line and mainsheet are free, open up the clutches and give the outhaul line at least two or three wraps around the winch. If you open the outhaul clutch half way, it makes it easier to pull out but doesn't let it pull back through. Begin hauling out the outhaul line, winch in the proper tension on the foot, close the clutch, sheet in and sail away.

So here is where all the trouble begins, to put the sail away it's easy enough to blow the sheet, vang and outhaul and furl away. Problem is: the sail gets all baggy, it creases the sail, shortening its life and destroying its shape, but worst of all it make it a nightmare to take it out again. The proper way to do it is to blow the sheet and vang, but not the outhaul! If you have extra hands have some-

one tend the out haul, slowly easing it as it is furled in, always maintaining some tension. If you're short handed, put two wraps around the winch, grind in the furling line a couple times, ease the outhaul slightly, grind, ease, grind, ease (if you're really good you can grind with one hand while easing with the other) continue until the blue canvas is just inside the mast. If you're on a Jeanneau there should be a black mark on the foot to indicate the beginning of the UV protection, furl until the mark is just inside the mast.

OK, so now you are an expert on the ins and outs of roller furling mains, but lets say you were in a rush to get out of the harbor, you didn't check the sail before you left, and low and behold you can't get the sail out because its all baggy and every time you go to unfurl it, the sail just folds in on itself wedging itself in the gap. Here's what you do. If you can get to an upwind slip, that's best, if you can't, get to the lee of somewhere you can drop the hook. If you have to do this under way, get a bosun's chair and use the topping lift if a spare halyard is not available. Have a blunt instrument, an insert knife (use the handle end) works well, climb on the boom and have someone start to unfurl the sail. As soon as the fold starts to come through the gap, stop unfurling, lock off the out haul, furl in to tighten up the roll and shove the fold back into the mast, then release the furling line, keep the out haul tight, and push on the sail with your hands to inch it out. Repeat this as needed until you can get the sail out, usually once you get a couple turns out its no problem. This being said the

*Continued on next page*

## From the Bases

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absolute best way is to check it at the docks so if there is a problem a Club Nautique employee can assist to avoid risking injury or damaging the sail.

Thinking about joining the chartering world? We've got room for two more vessels in the fleet here at Alameda, one slip for something in the 40 foot range, a three cabin offshore boat is bound to charter well. And a slip for something in the 30 foot range, another power boat would be ohhhh so nice, a Hunter 306 would also add a bit of variety to our fleet. See you on the water!

### **Sausalito Slop** *by Chris Warden*

Let me start off this issue's Slop with a big THANK YOU to all of Sausalito Club Nautique's customers and to the Sausalito staff for the best season we have had since before 9/11. Charters were way up this year and (not by coincidence) the boats are looking cleaner and are being maintained better than ever. Several times this summer I had to step back and ask myself "Do I really deserve this much happiness"? Well the answer is YES of course.

Hopefully some of you will still want to get out on the bay during the "off" season. As you may have read elsewhere in News Nautique we will be throwing in a free Monday with all weekend long charters this winter. That means you can sail all day Saturday and Sunday, anchor out Sunday night and return the boat as late as you like on Monday or even early Tuesday morning. Now remember, winter rates kick in on November 15th. This discounts the price of your weekend aboard a thirty-two footer one-hundred and seven dollars.

With that in mind here is something you may not have tried on San

Francisco bay: tying up at the dock at Horizons restaurant in downtown Sausalito. It is a little known fact that the City of Sausalito requires Horizons to make this dock available on a first come first served basis to any boat, whether they are dining at Horizons or not. This is especially appealing during the winter, weather permitting, because downtown Sausalito is not crawling with tourists like it is as I write this article in late August. In the winter its a completely different place.

One can stroll down uncrowded sidewalks to a cafe with plenty of seating or window shop on uncrowded streets.

The downtown guest dock is also a great place to rendezvous with crew. Also, I recommend Scoma's restaurant next door to Horizons for a traditional San Francisco fisherman's wharf style meal.

Hope to see you this winter!  
~ Chris

### **Coyote Pointers** *by Bill Knight* **Storm Front Hits Napa**

Usually I prefer an ice cold beer to a glass of wine but every now and then I will make certain sacrifices in the hopes I will learn something and have a new experience in the process. Recently I was invited by the owners of Storm Front our Hunter 356 home berthed at our new South San Francisco location to accompany



*Storm Front at Napa Valley Marina*



*Dana, Chris and Dave  
Enjoying Lunch*

them on a trip up the Napa River for a 4 day sail/cruise and some wine tasting in the Napa Valley. So we checked our calendars and we were able to come up with a 4 day period where the tides would be with us for a good portion of the trip. I invited my girlfriend and the 4 of us loaded up the boat and set sail for the Napa Valley Marina.

We departed South San Francisco around 9:30 am and were able to ride the flood tide

up San Pablo bay and up the Napa River so we were able to make the Napa Valley Marina by a comfortable 4 pm. Sailing up San Pablo bay with a warm breeze on a broad reach on our very comfortable and stable 36 ft Hunter was an excellent day of sailing. When we got tired we were able to use the Auto Pilot which was able to control the boat very well and sail a nice straight broad reach with no worries about an accidental jibe. Navigating up the Napa River was a little intimidating at first but our very confident skipper had done his homework and logged onto the Napa Valley Marina web site which had a lot of very good local information about where to be in the river and where not to be. They even had pictures to go along with the descriptions of the river and the channel

marks. So using the information from the internet and our local chart we were able to get the Mare Island bridge to open for us upon request and motor safely to the marina and our comfortable guest dock spot.

Originally we were going to try to make it up to the Napa Valley Yacht Club or the municipal pier but because of some bridge construction going on our 55 ft mast was not going to fit under a bridge with a 49 ft. clearance. So we decided to stay at the Napa Valley Marina and have our Beautifully Restored 1947 Packard Custom Convertible Limousine pick us up at the marina. That's right, I



*Bill and his ride*

said our 1947 Packard Custom Convertible Limousine. Chris Stormont had arranged for this very cool car to pick us up and take us on a winery tour around Napa. When this car showed up the driver was dressed very smartly and the car looked awesome. We were to be driven around in this very cool car to as many wineries as we wanted to go to in 4 hrs and a lunch was included. We all climbed in the car and started on our tip to our first winery. We got to 4 wineries and were able to try a lot of different wines with out the worries of having to drive. This is the only way to go. Everywhere we went everyone was checking out our car and wondering what famous people we were driving around in such a cool car.

We had an excellent deli lunch at one of the small wineries we asked our driver to take us to. The weather was perfect the wine was great and the company was awesome. Sitting there in the middle of some very pretty vineyards enjoying a nice lunch and some great wine with great people was truly one of the best sailing trips I have ever been on. After visiting 4 wineries we were getting tired even though we still had time to visit more, 4 was more then enough. So we took a nice scenic drive back to the marina were we said thanks and goodbye to our very friendly driver.

We cooked an excellent dinner on the boat and enjoyed some of our newly purchased wine with our dinner. This was the perfect end to a perfect day.

Being able to get on your Club Nautique chartered boat and take a trip up the Napa River, then take a tour of wineries in an antique car is one of the many great things about living in the bay area. With the many

great places there are to sail it really isn't necessary to sail around Alcatraz in the cold in the fog every time you charter a boat. With just a little more forethought and planning a great weekend trip could be a trip to Napa, Petaluma or even a sail from Coyote Point to Jack London and back. All Club Nautique staff is ready and willing to help any Club Nautique member come up with ideas for a single or multi day sailing trip. We can give you all the necessary contact information you need. So anyone who wants the contact information for the Antique Tours Limousine Service feel free to contact me via phone (650) 340-4460 or email me at: [bknight@clubnautique.net](mailto:bknight@clubnautique.net).

Thanks and see you sailing!

## From The Helm

to daily operations, policies, member services, and the like, there will be no change other than a possible acceleration of programs we've had in the works as additional resources are brought to bear on them.

As I said above, we're still putting the finishing touches on this. Once it's a "done deal," we'll be able to tell you more. I'll keep you posted either in this column or on our website.

Moving on to my next subject, I want to give you advance notice of an unusual situation with the Club fleet. We have quite a few openings for new boats right now. This has

happened before when the economy begins to emerge from a recession. During the recession, people tighten their purse strings and charters fall off and new boats flowing into the fleet also slows. When the economy improves, charter demand goes up and the diminished fleet size and its age begins to show. We are again at the point where we must fill the empty positions and replace some of the older boats.

This will be a major marketing focus for H&S Cruising Specialists in the fourth quarter of the year, which is an excellent time to take delivery

of a charter boat, especially this year. The potential tax benefits are staggering and some are scheduled to expire at the end of this year. If you've been entertaining the idea of purchasing a new boat and could use some income tax relief, you may want to contact us in advance of our public marketing push, while we still have the best selection. Please call me or one of my associates at H&S Cruising Specialists at 1-888-789-2248 and we'll fill you in on all of the details.

## School Scuttlebutt

by Steve Easterbrook

In our last issue I introduced you to one of our most senior instructors, so this time lets look at one of our newest. Bill Teplow might actually inspire a few of us who question taking up this sport a little late in life. Bill really only started sailing in 1999, but with lots of practice, he has been able to achieve a high level of competence.

Bill and I are within a couple of days the same age, so I thought it interesting to look at what we have done over the same time line. Compare his BA in Geology at UC Berkeley in 1969. to me bouncing around my fifth university trying to stay enrolled, and out of the Vietnam war. Alright, let's move on because he's the subject here. Four years as Captain in Israel's Defence Forces, four years running a farm in Israel, and twenty years working as a geologist, seeking geothermal energy sources all over the world. Did you know that 10% of PG&E is geo thermal? The geyser is Santa Rosa lights up 1 million people alone.

Bill began kayaking on the Bay in the 90's, and made several

serious expeditions, including a fifteen day Baja, and a 500 mile trek in the Yukon Territory. At some point



Bill Teplow

he realized the true frontier was at sea, in the open ocean, unencumbered with tides and local weather. In 1999 he purchased a nineteen foot West Wight Potter, and over the next two years taught himself how to sail. He now knows how much faster and smoother his learning would have progressed with organized instruction. But he absorbed every sailing book he could lay his hands on, and practiced through trial and error,

aboard his beloved boat, "Chubby". Its one thing to go sailing with friends on the Bay, but Bill decided to take a nineteen foot boat across the ocean, and he did it alone. He's single-handed his nineteen foot "Chubby" from Berkeley to Hilo, Seattle to Berkeley, and cruised Alaska; not to mention numerous times out in the Gulf of the Farallones. You can read about his exploits in Sept. 2002 and Jan. 2003 Latitude 38. Bill understates what he has accomplished, but you should read his stories-they're incredible. I've got copies you can borrow in Alameda.

Bill teaches Basic Keelboat and Basic Cruising and holds a US Coast Guard Masters License. In a short time here, we've become aware of the very positive contribution he's made to our program. He is living proof of what is attainable over a very short time. In teaching, he exudes confidence, enthusiasm, and approachability, perhaps due, in part, to his own very recent mastery of the sport. Thanks for choosing us Bill.

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## Club Nautique Events Calendar

### October

- (30)-3 Catalina Jazz Festival
- 6 Hump Day - S
- 8-10 Fleet Week
- 13 Hump Day - A
- 16 Radar/GPS Clinic - S
- 20 Hump Day - C
- 23-24 Seamanship Clinic - A
- 24 Big Boat Motoring Clinic - A
- 27 Last Hump Day - S
- 30 Great Pumpkin Chase
- 31 Pumpkin Bob - A

A = Alameda  
C = Coyote Point  
S = Sausalito

Subject to change. Call Club for details.

### November

- 4-14 Seychelles Islands Flotilla
- 15 Winter Rates Begin
- 15 Club Closed Mondays thru winter
- 21 Motoring Clinic - S
- 25 Thanksgiving - Closed

### December

- 4 Radar/GPS Clinic - S
- 12 Big Boat Motoring Clinic - A
- 22-30 Closed for Christmas Holiday
- TBA BBC Caribbean Class



### Jazz Cup

*continued from page 5*

of wind. We great a great view of the bed and breakfast at the lighthouse on the Brothers – for a very long time! Finally we pass Pt San Pablo, and we can raise our chute for a reach. We gybe our way North, listening to calls from other boats to the race committee (“I had to start my engine to not hit the buoy” “I started my engine to keep from hitting the pier and I’m dropping out”). Flying the spinnaker was fun, even in light air, but on reaching Pt. Pinole we vote to drop out and motor to Benicia, as the BBQ and party are calling to us.

All sorts of boats are rafting up; the BBQ is hot at the Benicia Yacht Club and the Jazz band is

warming up. We buy our t-shirts, grab some dinner and then head to town for a walk and a look around. Benicia is a great little town, just in the process of being “discovered” by the boutique crowd, it still has a great old small town flavor. We find our way to a Jazz bar, where we sit outside and watch the locals “drag” main street in some cherry 1950 cars.

Sunday morning it’s hot showers for the crew, and we breakfast at the local coffee house at the crack of 9 am (the current will be in our favor at 10), racers are seen wandering about town in search of coffee and friends. As we break from

our raft-up, the day is already warm, and we motor down to the Bay in barely a breath of wind. Let’s stop at Angel Island for lunch, maybe the wind will fill in later, and we take a break for cold ice cream in the shade at Ayala Cove. We do crew training on setting up the lines and bag for the chute as we leave, and our hopes are answered as the wind builds to 20 kts in the slot! We beat toward the Golden Gate for awhile just for fun, then turn and reach downwind. Just after the Bay Bridge we set the chute, and reach all the way home – still in shorts and tank tops at 5 pm. Sure was a hot race!

### 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:

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

Preferred format is MS Word. 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



*Crew on one of the last WOW! Events*

WOW!

No offense fellas but something happens when women get to sail together without the boys. And, NO! It's not smashing into other boats! It's letting your guard down, do it yourself, no make-up, laugh out loud fun. It's WOW! Women on the Water. WOW allows the ladies to get out on the water with other experienced women sailors and hone their skills or just enjoy the day. Cruise along with our experienced skipper, Margaret Spencer. And NO YELLING! Ok, maybe a little.



Summer Sailstice was a big success. And thanks to all of your enthusiasm, Club Nautique won the prize for the most participants from a sailing club. It was a beautiful sunny day and fun was had by all!

The raft up was a lot of fun and very relaxing. Steve Keith took a little rest from the sun on the bow of the boat while Clarelynn Rose strummed away on her guitar.



*Steve Keith*



*Clarelynn Rose*

## Charter Chatter

by Heidi Hinshaw

Barry and his wife Joyce took their children, ten-year-old Kathryn and nine-year-old Patrick, on their second trip to the British Virgin Islands this winter. Barry is one of Club Nautique's most active members and has taken the full suite of courses since 2000.



Barry and Joyce Benight

**CN** - Have your children sailed much before?

**BB** - Some —with us on the bay.

**CN** - How child-friendly was the base? And the restaurants/ places you visited?

**BB** - Most of the restaurants were child-friendly. The base— very much so. Out in the islands, the late evenings are more for adults, but earlier on is fine (The Benights usually ate between 6:00 and 7:30)



**CN** - How was the boat? —Condition, provisioning, appointments?

**BB** - Great. It was clean and in good condition. The provisioning was complete and already on board— what needed to be refrigerated was.

**CN** - Did your Club Nautique training prepare you for your cruise?

**BB** - Our training was invaluable. It's fun to be down there and see people of all levels—to be some of the better-trained sailors

is fun. It's a lot less scary: a lot less yelling and screaming—there was nothing that we felt we couldn't handle.

**CN** - What did you learn in class that you found particularly helpful?

**BB** - Some of the moorings are compromised (pendants aren't attached properly, or frayed)—so knowing close-quarters maneuvering to check them out was good. You definitely have to know your charts. There are lots of shoals and shallows to avoid.

**CN** - Did you receive a transfer from the airport? How convenient was that?

**BB** - Extremely convenient. They took us from gate to base (with some other charterers) in a shared van.

**CN** - Did you bring your own life jackets for the kids?

**BB** - Yes. We wanted to make sure they would have comfortable ones (so they would wear them.) We brought our own as well for the same reason. We always wear them while sailing, and the ones supplied are the orange bulky ones.

**CN** - Did you snorkel/dive/kayak?

**BB** - We snorkeled a lot. The kids loved it! That was one of their

favorite things. The amount of coral and fish and sea life is amazing. The water is very clear and warm —80 degrees.

**CN** - What did your kids like best?

**BB** - Riding in the dinghy. (They didn't operate it themselves) Eating out: they liked the food ashore. There was a good selection to choose from. Playing on the beach.



Kathryn and Patrick Benight

**CN** - Would you sail with kids again?

**BB** - Oh yeah. They really enjoyed it—they are bugging us to go back.

**CN** - How did you provision?

**BB** - We chose partial provisioning. 3 days out of seven. We ate out most dinners, and just brought a few snacks aboard.

**CN** - Anything else you'd like to mention?

**BB** - Taking our own PFD's was an important comfort factor. We also took swim fins, masks and snorkels for the kids (the ones on the boats are more for adults; there's not a great selection for kids)

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## Charter Chatter

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*Joe is relatively new to sailing. He has completed his Basic Cruising certificate and is scheduled to take Bareboat in October. He joined Club Nautique last year. Recently, he took his family to the BVI, including 13-year-old Max, and 10-year-old Camille.*

**CN** - Have your children sailed much before?

**JH** - We sailed together in September and October, but their first overnight was in the BVI.

**CN** - I've heard it's easier to meet people when you have kids on board—did you find this to be true?

**JH** - Yes! People are more open when the kids are around.

**CN** - How was the boat? —Condition, provisioning, appointments?

**JH** - Excellent. We had an (older) Club boat. It was spotless and in good shape. [The only thing that was not up to par was the] refrigeration. It needed some work. The in-mast furling was great. The size 41 ft for 6 people was perfect.

**\*\*Club Nautique, Alameda's newest addition "Yemanja" has in-mast furling. \*\***

**CN** - How child-friendly was the base, the restaurants/ places you visited?

**JH** - The base was great. It had a pool and stores—(boogie board rentals etc.)—the restaurant had a good menu. We ate on board 3 days and the rest on land. We never had a problem finding places appropriate for the kids. The swankiest restaurant we saw in the islands didn't take kids, and adults had to dress very well, but we weren't interested in that place!

**CN** - Did your Club Nautique training prepare you for your cruise? What did you learn in class that you found particularly helpful?

**JH** - It was great. The buoy moorings were very good to know. The in-mast furling was easy to figure out.

**CN** - Did you receive a transfer from the airport? How convenient was that?

**JH** - The transfer was very, very convenient. There was a guy waiting with a Sunsail sign at the gate.

**CN** - Did you bring your own life jackets for the kids?

**JH** - No. They were on board.

**CN** - Did you snorkel/dive/kayak?

**JH** - Oh yeah. We snorkeled all over — everyone including our kids and our parents (in their 70's)— Max loved the dinghy with an outboard—he ferried everyone back forth.

**CN** - What did your kids like best?

**JH** - Snorkeling. The baths (huge rocks/boulders to swim around)—On Virgin Gorda.

**CN** - Was your trip like you expected?

**JH** - It was absolutely wonderful. We would not have changed anything. The wind was excellent—10-15 knots everyday. The water was fabulous—clear and warm. [Their were so many] places to snorkel.

It was a little humid/hot at night, but never too uncomfortable. Sunsail was great.

**CN** - Would you sail with kids again?

**JH** - Absolutely.

**CN** - What did you do about food?

**JH** - We took the basic provisioning option from Sunsail, and then bought

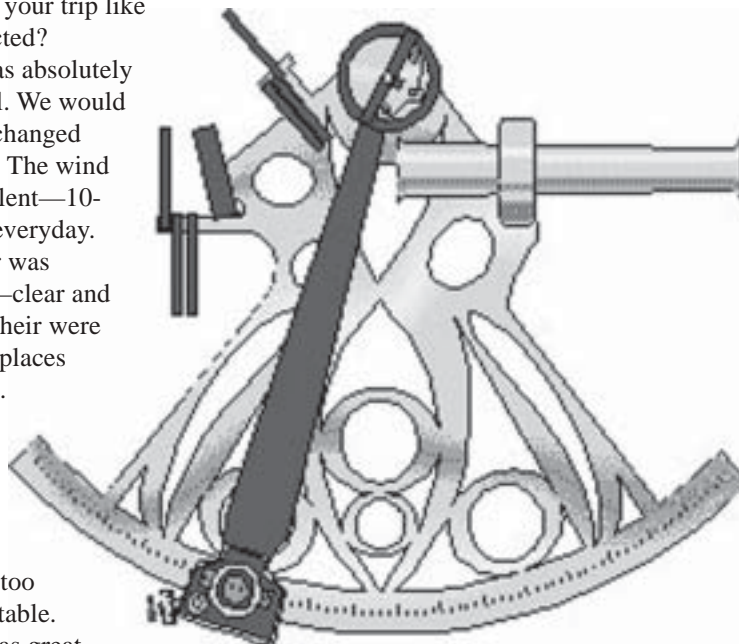
groceries on land. There was never a long way to carry food—plenty of staples—milk etc. We might try a full provisioning package in the future to see what it's like. But it was not a problem to do it by ourselves.

**CN** - Anything else you'd like to mention?

**JH** - Camille got a (pretty bad) cut and had to go to the hospital in a cab with me—The hospital was great; she received good care. She couldn't swim for a couple days but it definitely worked out well.

*Many thanks to Joe and Barry for sitting down and chatting with me.*

*If you have any questions about cruising with kids, give me a call at (510) 865 - 4700 or email me at [hhinshaw@clubnautique.net](mailto:hhinshaw@clubnautique.net)*



## School Scuttlebutt

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It's been a very busy school summer, and we're all grateful for that, but now all the talk is about September, October, and November, probably the best months of the year for boating. I don't expect a reprieve in class demands, in fact it looks like we will continue to add additional classes as demand necessitates.

We now have an all time high of forty-eight instructors on roster. Looking at their sailing and professional resumes, I feel confident we can cover any sailing or power boating curriculum. Please welcome these new instructors: Colin Williams, Michael Johnson, Ray Burch and Banc Marshall. Sadly, we bid goodbye to Robin Pierce, till she returns next summer. We'd also like to bid a Bon Voyage to Fred Read who's hitting the cruising circuit once again. Don't forget about us Fred!

I want to remind Basic Keelboat graduates to continue building on your skills. I've generally been impressed with your sailing, as I observe charterers from this location. Overall seamanship can always be improved upon, and in particular, the tying of knots. When we were still teaching on the venerable Santanas, with hank on jibs, we had to be able to at least tie a bowline, in order to attach jib sheets to the clew. Now we could actually spend a day sailing without being challenged to tie this most important knot. While on the subject of jibs, we must understand the safe use of the roller furling jibs. Remember we can always drop this sail to the deck, if we run into furling difficulties, while underway.

After eight days of instruction, and graduation to the Basic Cruising level, we raise the bar considerably. We should be ready to practice all basic sailing skills including heaving-to and reefing. I've observed that at this level, some sailors are content

with their knowledge, and blissfully sail on, and others continue to raise the mark, with practice and reading. Guess which group gets more out of this sport? All of our instructors enjoy the ongoing educational process. Please don't hesitate to pull us aside, anytime, for a little coaching.

Bareboaters should be preparing themselves by enhancing their powering skills. You will want to move comfortably up the ladder, into larger charter boats. You shouldn't be surprised when a slightly flawed docking strategy in a 34 footer, can turn into a white knuckle affair in a forty footer. All COB methods should be routinely practiced, including the Lifesling retrieval. Maybe this is the appropriate time to remind everyone that this is a sport. I can't wait till the Olympics include the Mom and Pop team, across the ocean, category-then I'll have my chance. Seriously, when you go out, take the boat through a couple of 360's around a buoy. Throw the fender over a few times. Enjoy the physical as well as mental practice.

We're in the midst of a very busy Coastal Passage Making year. I will soon add a November class, to be our last for the season. Depending on how the weather is, we will probably start up again in March. You still have an opportunity to join one of these last trips. Please let me know if you're interested.

Seeing as we are the only *US SAILING* school that is qualified to teach and certify to the OPM level, I'd like to stand our group of Offshore Instructors up to anyone's scrutiny. Their experience is extensive. Currently we have Paul Jones, Arnstein Mustad, Larry Haynie, Stan Lander, John Richards, Kay-John Kavanaugh, Dick Lanam, and Margaret Spencer. I just spoke with Peter Cameron the other day, and he

might come back for a cameo. All of you moving into the Offshore program will be able to take Celestial this winter. This will start preparing you for the OPM.

We've run two Offshore Passagemaking classes this year. We coaxed Mike Warren down from the Northwest, in August, to run offshore on "Polonaise", our Jeanneau 52, with a group of five students. They had a wonderful time, and rumors are we might read about it in an upcoming Latitude 38. Paul Jones, aboard our 40' "Free Spirit", is heading out now with another group. In the next issue I'll announce the OPM Class of 2004, so we can all congratulate this elite group of blue water sailors.

There's still plenty to do out on the water. Some of you might enjoy our PYNOTG (poke your nose out the gate) classes. They are an informal way to practice navigation and develop some sea legs, while enjoying the ocean outside the majestic Gate. The BBMC (big boat motoring clinic) continues to be popular, especially for CPMers and those doing Bareboat charters. Jamie and I are looking forward to some wintertime classes like Knot Tying and the Diesel Seminar. Also under consideration are Weather, GPS, SSB Radio, and some Junior Programs. We would appreciate any ideas for classes or seminars you would like to have. You can contact Steve or Jamie in Alameda with any suggestions. (510) 865-4700. Or email them [seasterbrook@clubnautique.net](mailto:seasterbrook@clubnautique.net) or [jwasson@clubnautique.net](mailto:jwasson@clubnautique.net) respectively.

As a result of your suggestions, all locations now have racks of Extra Sport Lifejackets. They are known for their style, custom fit, comfort and good looks. They are now free to students during class, and soon will be available to charterers for a small fee.



## Club Nautique

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First Class Mail

### Forward & Address Correction

## Bareboat Certification in the Caribbean

**Bareboat Certification in the Caribbean!** Sail and learn in tropical waters with Club Nautique in this very special class, sailing for 6 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 2000 feet, and at Reduit orchids and ferns surround beach natural pools and waterfalls.

Our 6 day class will introduce to you 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 your 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 pricing details and course outline or to sign up, contact Margaret Spencer [mspencer@clubnautique.net](mailto:mspencer@clubnautique.net)  
510-865-4700 ext 24

