



News Nautique®

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Summer 2006

Alameda • Sausalito

From the Helm

by Don Durant

Aren't you glad sailing is a part of your life? For sailors, all the uproar about the price of fuel (which is still cheaper than bottled water) is of almost no consequence. Think about it—you and your crew could go on a sailing vacation, cover hundreds of miles of waterways land-bound folks will probably never see, view anchorages, towns and cities from a more beautiful perspective, and spend less on fuel that it probably costs you to commute to work! Doesn't it feel great to be green?



You don't even have to board a jet and fly somewhere exotic to have a wonderful sailing vacation. Remember, most of the world thinks San Francisco Bay is an exotic location. Just because we see it all the time doesn't mean we've really experienced it or that it isn't exotic.

Here are a few suggestions for local sailing or power boating vacations:

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Bareboat Challenge: Antigua Race Week!

by Abid Hussain



Author on the winch during a race in the Bareboat fleet in Antigua

Day 1 (Thurs 4/27) - . Kitty and I landed at in St. Maarten and met up with our friends Elena (from Greece) and Lloyd (also from California). A twenty-minute cab ride brought us to Oyster Pond where the Moorings base is located. Since our charter started on Thursday 4/28 we had arranged to stay on our boat (a GibSea 43) in the marina on Wednesday night. Kitty the "cocktail queen" promptly

found a bar called the "Dinghy Dock" where during happy hour you get to make your own drinks - as strong as you like. And we found out if the bartender feels you are not making it strong enough he will "help" you. What a great way to kick off a vacation!!

Day 2 (Fri 4/28) - After our chart briefing with the Moorings. We planned for a night sail to

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Upcoming Events

Napa Trip- July 21 - 23



Charter a club boat or ride the instructed boat led by Captain Michael Johnson as he leads a flotilla of boats to Vallejo and then up the river to Napa. Once in Napa, join us for a club cocktail party. Naturally you're free to explore the vineyards, visit the many restaurants, ride the wine train or visit Copia. You can return with the Flotilla or stay in Napa.

We'll board and head to Vallejo on Friday night so additional boats must be skippered by a Bareboat (or higher) certified captain in the event that the arrival in Vallejo is after nightfall.

The flotilla is intended for both power and sailboats from Alameda and Sausalito. All are welcome!

This is one of the hidden gems of boating on San Francisco Bay. And just think, this is second to none accommodations and view in and around Napa Valley for two nights! Don't miss out!

Cost is dependent on attendance, price is per person (p) -
6p: Mem \$315/ NonMem \$420
5p: Mem \$385/ NonMem \$513
4p: Mem \$466/ NonMem \$621
To make reservations call today!

Delta Cruise- August 10 - 14

Treat yourself to an extra long weekend and explore the abundant waterways of the California Delta. You can choose your experience from the variety of dockside restaurants and bars to the quiet anchorages where the swimming is sublime. Take a dip in the fresh cool water. Cook dinner out on the hook.

Stretch your navigational muscles and boat-handling techniques as we weave our way through parts of the more than 700 miles of navigable waterways that the Delta has to offer.

Costing is dependent on participation so please let us know early if you're interested. If enough people are interested, we'll schedule a planning party to get things rolling!

Can't make the whole trip? We can figure out pick ups and drop offs up in the Delta or along the way.

Please contact Marianne if you're interested. 510-865-4700 marmand@clubnautique.net

Big Boats - September 14 - 17



The St. Francis Yacht Club sponsors the Rolex Big Boat Series featuring some of the most intense competition in the world between some handicapped fleets of - you

guessed it - really big boats. You'll be blinded by the stunning golden sails and the crowd of bodies lining the rails. Get a front row seat to the action. While we take the driver's seat.

A boat will go out of Alameda on Saturday, September 16th and Sausalito on Sunday, September 17th:

Member \$150 NonMember \$200

Fleet Week - October 5 - 9



Nail biting, close calls, near misses, collision courses and cursing, and that's just on the boats... wait till you see the planes! They come speeding downward at what seems like a crash course with their maker and almost miraculously pull up at the last second to race past a course of inflated cones at top speeds then back up into the air up, up, up, until they seem to run out of fuel and almost in slow motion they turn into a free fall that rapidly spins out of control twisting turning flipping downwards and just in the nick of time they regain control and rocket upward again spinning and twirling. Just watching it makes me dizzy. Then, as if out of nowhere the Blue Angels appear and fly at top speeds a mere 6 inches apart from one another! These people are crazy! And you get to watch! (*continued*)

Events (cont.)

This is typically one of the busiest days on the bay and the skipper really needs to keep his eye on the ball, and the chain, and the anchor lines. Climb aboard our 34' powerboat out of Sausalito and do nothing but sit back and enjoy the show. Leave the driving to us. We'll bring along a grill and some burgers and hotdogs to cook as well as some light bevies. The only thing that you'll have to worry about is the whiplash from looking up!

Saturday, October 7th:

Cost is dependent on attendance, price is per person (p) -

6p: Mem \$115/ NonMem \$155

5p: Mem \$162/ NonMem \$216

4p: Mem \$200/ NonMem \$267

Fireworks - July 4, 21



Independence day is on a Tuesday this year. That makes for an extra long weekend! Get out and enjoy the various displays of pyrotechnics that will be bursting into view all over the night sky.

If you can't get enough of those great balls of fire, check out the Giants ballpark website for special nights. There's a display planned for July 21st. You can charter a boat and turn it into a special evening just for you - and 20,000 of your closest friends!

Visit: www.sfgiants.com for dates.

Keeping you Current

Things to keep you up to date... Did you know:



1. Members can book boats on line. It's true. Up late chatting with friends and decide to book a boat? Just pull up our website, click on the link that says "Online Reservations (Members Only)". Key in your username and password and make your reservation official. You need to contact us to create a username and password, so be sure to call today so that we can get you connected.



2. Charter Manuals are now on-line. Taking your boat out the gate and want to get to know your boat before you board? Or do you just simply want to see what's on board your vessel. Go ahead and download the charter manual before you even step onto the dock. On our website, go to California Charters, choose power or sail and click on fleet info. As you click on each boat for a further description, beneath the picture of the boat there will be a link to "Charter Manual". Click on that and download away! At present, most of the boats already have a manual on the website. Please be patient as we build the remaining documents.



3. The on-line forum isn't just for members anymore. We're making strides to make it easier and more seamless for you to find crew. We want you to be able to go out sailing as much as you'd like. We've heard your requests for a more user friendly crew finding solution and we are working on a making that a reality. In the mean time, there are people reaching out on the on-line forum. You can make connections with them.

On our website, on the left hand side, click on the icon that says "Find Crew - online forum". Once inside, you'll need to create your own unique username and password. Create a profile, add a picture, participate in conversations, read past postings and contact potential crew mates.



4. Chartershares are back. We'll set aside the boat. You sign up and jump on board and take her out for a cruise. Meet in the designated location at 9am. Bring a lunch or something to share. Split the cost of the boat with all the participants and head out for a day of sailing. Get to know your crewmates and establish cruising buddies. We currently have boats scheduled every first Saturday of the month in Alameda and every third Saturday in Sausalito. We will happily add more dates if the need arises.

US POWERBOATING Established

by: David Forbes

On May 4th and 5th, ten certified US SAILING Cruising Instructors gathered at Club Nautique, Alameda, Calif., to demonstrate their skills in large powerboat handling. Last fall US SAILING's Keelboat schools approached the organization with a proposal for expansion of the small powerboat handling program, outlining the growing demand and need for quality oversight and standardization. US SAILING volunteers, including Master Instructor Trainer (MIT) David Forbes, Club Nautique School Director Gary Walker and naval architect and writer/editor Timmy Larr, spent the winter developing testing and evaluation materials. Eight months later, the first Cruising Powerboat Instructors have been certified.

David Forbes, Club Nautique General Manager, facilitated the cross-certification course alongside Orange Coast College's Karen Prioleau. "From the students' point of view, this is the first time that they will have a nationally recognized certification in place to validate not only their book knowledge, but more importantly, their practical skills," David says. "From the charter companies' perspective we now have a nationally recognized system that offers a way to verify a charterer's practical skills. There is no other system in place, not even the US Coast Guard's licensing system, that tests an individual's practical skills as well as their book knowledge."

The course, conducted on both a Nordic Tug 32' single screw

with bow thruster and a Mainship 430 twin screw, tested the instructors' skills in leaving and returning to a dock with and without a bow thruster, backing into a slip, maintaining throttle and speed control, close-quarters maneuvering and person-in-water rescues, among others.

The following new Cruising Powerboat Instructors are certified to teach students in Basic Powerboat Cruising and Inshore Powerboat Cruising with an optional Night Operation Endorsement. A third level, Coastal Powerboat Cruising, will be available in 2007. Congratulations to the following Club Nautique instructors:

Peter Cameron
John Melko
Arnstein Mustad
Gary Walker
Michael Warren

We expect to be able to certify our first students shortly. At time of



writing we do not have all the details ironed out, but we do expect to be able to offer a way for Club Nautique certified students to be able to gain this national certification.



Offshore Delivery from San Diego to San Francisco

by: Jennifer Jackson



Author at the helm

There are some sailing trips you *like* to do, in boats you *like* to sail and there are other sailing trips you *must* do, in boats you *must* sail. And so began the voyage of *Recidivist*, in the latter of these categories, and my first true coastal passage as a sailor.

After completing a race to Cabo San Lucas, *Recidivist*, a 39' Schumacher, was to be returned to San Diego to then be delivered to her home in Alameda, CA. Captain Arnstein Mustad requested crew, and I happily volunteered.

A healthy dose of excitement, anticipation, nervousness and trepidation was swirling around my head in the days leading up to the trip. Fully aware of the challenges of sailing the California coast "the wrong way", I was not deluding myself (or my boss for that matter) that this would be a fun and relaxing vacation. No, I was going for the experience of it



JP on helm, Arnstein and Ehren

all. Three other crew signed on as well, bringing the total to 5 on board: 4 guys and me.

On Saturday, April 15, we all flew down to San Diego and curiously inspected our vessel. Being a racer, she was heavy on the rigging...and light on the padding! i.e., she had a lot of lines and blocks all over the place, but no comfy seating or handholds – anywhere. After a jovial crew dinner that night, we shoved off around noon the following day. The winds were in our favor Sunday as *Recidivist's* sails were full. We had a 2 hours on 6 hours off helm schedule for the four of us, with Arnstein as the floater. Sans an autopilot or wind vane, "on-duty" meant you were gripping the tiller for 2 full hours, actively maintaining course and speed. My first night-time shift (2-4am) went surprisingly well. It was warmer than I expected, and the moon and stars were comforting being alone on deck.

The following morning the weather report warned of a storm, and we realized we had to address some organizational issues in our limited cabin space, so we headed towards Marina Del Rey for the evening. There, we showered, tidied up the boat, and had our last shore side meal for the next several days.

By 8am Tuesday morning, we were underway, happy to be leaving the smoggy cloud engulfing Los Angeles to take in the sunshine on deck. We easily fell into our newly prescribed routine, trading off meals, helm duty and naps. There were a few exciting sightings: tons of dolphins usually around sunset right by the boat; a whale,

maybe 200 feet off of our starboard bow, showing us a big beautiful tail; what we described as the "sea moose" that passed less than 20 feet away (elephant seal maybe??). There was also apparently a brilliant show of dolphins and bioluminescence one night, but I couldn't be coaxed from my dry, warm bunk to see them.

Strong headwinds meant motor-sailing, however, and beating to weather with the engine on made for a pretty jarring ride. While I got used to the motion and the noise, I found myself longing for the



Author glad to see home

peaceful experience of true sailing I've come to know. *Recidivist's* racing rigging also required more work from more hands on deck. Tacking required two, but putting in or shaking out reefs took all of us. Normally a single and short-handed sailor, I had worried about having so many bodies on board, but from the minute we shoved off, I was greatly appreciative of my fellow crew's presence and experience.

The passing days blended together with the notable events including rounding Point Conception (I was on the helm!), the craziness of putting in a 3rd reef in breaking seas, rounding Point Sur,

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From the Helm

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Restaurant Cruise — Stop every night or every other night at a waterfront restaurant. They're literally everywhere and most are more than happy to let you overnight at their dock if you have dinner. Heck, you could take a whole week and never get out of the Oakland Estuary if you hit all of them! This cruise is usually very popular with the chef in the family.

Wine Cruise — Head up the Napa River to downtown Napa. There's a free, city dock just before the Third Street Bridge and it's within walking distance of dozens of excellent restaurants, a spa, a Shakespeare Festival, Copia, The Wine Train, a comedy club, and more. Take a trawler or a sailboat with a mast height of less than 60'.

Historic California Cruise — Follow the route of the riverboats to Old Town Sacramento. Tie up next to the Delta King and explore Old Town. Visit the Railroad Museum, which is

probably one of the best of its kind. Take the kids for a ride on the train. Eat Chinese at Fat's.

Get Away From It All Cruise — Explore the Delta's thousand miles of waterways and drop the hook in a secluded cove. Catch fish or crawdads. Rent a boat and water ski. Swim in fresh water. Relax in the sunshine with that book you've been wanting to read.

Monterey Bay Cruise — Take advantage of that hard earned CPM Certification and the fact that Club Nautique actually allows you to take boats offshore! Sail to Monterey (about 16 hours) and get a berth in the city marina or Breakwater Cove. Explore Cannery Row and visit the Aquarium. Shop 'til you drop. Pig out on seafood. Play a round of golf at Pebble Beach. Go whale watching on your own boat! Sail around the corner and anchor for lunch in Stillwater Cove. Visit Old Town Monterey. When you're ready to move on, sail

up to Santa Cruz. Visit the Boardwalk and ride the roller coaster. Eat junk food. Stop over for the night in Half Moon Bay on the way home. Buy fresh fish from a fish boat and cook it on board.

As you can see, the possibilities are virtually endless. All of the cruises above can be done in a week or less and you could easily combine features for additional interest. Some destinations are very helpful with information on what to do (Petaluma for example) or call the club and ask one of us for suggestions. We've done all of these cruises and are happy to offer advice.

When you're on your cruise, take photos and make notes so you can write a story about it. Send it in to Marianne and if she publishes it, she'll send you Boating Bucks so you can save money on your next cruise!

Have a great summer!

Bareboat Challenge: Antigua Race Week!

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Antigua (about 120nm). We had planned to depart by about noon but as usual we got a late start around 2:30PM. It was a pretty calm night and fairly uneventful – We had dinner underway and Kitty and I kept watch from midnight until about 3:30AM when we turned it over to Lloyd and Elena. A crew of four is pretty light to do an overnight sail assuming you keep double watches but at least there were no particularly challenging conditions other than having to motor-sail. Still we all wore PFD's and tethers during dark hours.

Day 3 (Sat 4/29) – I relieved Lloyd and Elena for watch duty at about 6AM – just a little while after sunrise. Kitty was still sleeping so I was on watch alone...and a little bored. So I rigged a trolling line to see what was biting. As we neared a reef I hooked a fish (probably a barracuda) but lost it – I would try again later. We were approaching the southwestern coast of Antigua as the sun climbed higher in the sky and one could now clearly see the erupting volcano of Montserrat to the south. We arrived at English Harbor a little past noon.

Our last two crew (Derek and Sylvia) arrived and we met up that afternoon had lunch before I had to attend the skipper's briefing. I returned to the boat to attach the required flags, hull stickers and race numbers. That evening we discussed the race schedule and tactics for a while but we all were tired and retired early that night anticipating the first day of racing.

Day 4 (Sun 4/30) – The first race of the week for our division (Division B) was called "Dickenson's Bay Race". Division

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From the Bases

Sausalito Slop
by: Chris Warden



The new Hunter 31 (*Blue Honu* in Alameda, *Vienna* and *Elixir* in Sausalito) is proving to be a great boat for chartering on San Francisco bay. The look and feel of the boat is completely different from the older Hunter 310. From the plumb bow to the leather wrapped wheel the 31 has been completely redesigned by Hunter's engineers and marine architects. Here are some of the major differences:

Hull shape:

The lines of the 31's hull more closely resemble a Farr 40 or one of the other modern racer/cruisers. The bow is nearly vertical when seen in profile. This increases waterline and therefore hull speed. The bow comes to a knifelike edge which helps the boat slice through wind chop. The composite materials Hunter uses these days allows them to get the same strength with a thinner hull which further reduces weight. Stepping onto the boat from the dock causes the boat to dip noticeably. The boat has a responsiveness and quickness that reminds me more of the Colgate 26 than a Hunter.

Tankage:

The fuel, fresh water and waist tanks are all smaller than on Hunters of previous model years. This is something to keep in mind if you are chartering a 31 for more than a day or if you have several people on board. The tanks are not so much smaller that it has been a problem, just something to consider. (If at any

time during a charter at Club Nautique you fill up the holding tank, we will pump it out for you at our dock free of charge). The big advantage of smaller tanks is reduced weight.

In mast furling main:

This feature is just what we who sail smaller Hunters on San Francisco bay have been waiting for. The very first time I sailed one of these boats it was still winter and I had to go out and hunt for breeze. Even in light air I was impressed with how high the boat pointed. Lately I have been sailing the 31 in typical Spring/Summer conditions (gusts from 25 – 30) . Not to speak disparagingly of the 310s, two of which are still in the Sausalito fleet as of this writing, but there often came a time when, having already put in the second reef you started thinking about furling in the jib because you were still rounding up. The beauty of the in mast furling is that the main is not restricted to set reef points. If you feel overpowered simply roll in another foot or two of mainsail. Of course this is especially true when close hauled. In very windy conditions you can point amazingly high with the main only showing about six feet along the foot.

Then once you ease off downwind you can unfurl some main and adjust the outhaul in order to put some "belly" into the main's shape (a nice advantage to having a loose footed main).

Steering Pedestal:

I am very happy to report that Hunter has done away with the large, cockpit dominating steering pedestal on this boat. The wheel folds (and

if you haven't seen a folding wheel, come down and check it out) making a much more open cockpit - one that works well with the much improved sailing performance of this boat.

Accommodations:

Down below the boat has a clean minimalist look to it. The cabinets are still done in teak, the cabin sole panels still have a wood composite look, but the overall effect is less cluttered. The main salon table comes apart and stows in the forward cabin (the aluminum legs stow in a cabinet) but it does not convert into a bed. Again take note if you plan to overnight on the boat. When I daysail with four or five people I like to stow the table. It gives folks more room to kick back or to change into their foul weather gear.

If any of this jargon is not clear to you, if you disagree (or even if you agree), or have any other questions or comments, give me a call or an email. Lets get a dialog going about this boat or about sailing in general.

See you in Sausalito,
Chris Warden
cwarden@clubnautique.net



Fleet Notebook

by: Don Durant

We're delighted to have this long overdue addition to the power side of the fleet and look forward to seeing it on many a Club cruise. The Mainship 40 is an evolution of the company's first model when they returned to their trawler roots — the Mainship 350, which later morphed into the 390. Let's take a tour and see what's changed.



conditions and have a range of 1,000+ miles with reserve on the 300 gallon fuel capacity. If you're in a hurry, the 40's 440 horsepower Yanmar turbo-diesel will propel you at up to 18 knots in favorable conditions, but fuel consumption will go up an order of

The 40 basically shares the 390's hull. The actual useable part of the hull has been extended to include what was an integral swim platform on the 390, resulting in an extended saloon and flying bridge. The cockpit appears to be approximately the same size, although the stairs to the bridge have been straightened, leaving more useable cockpit space. The 40 has aluminum framed Freedom doors which swing completely open — a great improvement over the old sliding door which could only open up half way. The side decks have high bulwarks and sturdy stainless steel handrails for excellent safety for both adults and small children. There's an anchor sprit forward to keep the anchor securely stowed and away from the hull when being raised. The windlass is in the chain locker, out of the weather. There's also a substantial Sampson post.



magnitude and range drops four fold. The Mainship 40's ride is soft and comfortable at first, but if she starts to roll, her reverse chine grabs hold and stops the roll. It's a good compromise between the harsh ride of a planning hull and the gut-wrenching roll of a full displacement hull. When cruising with a strong wind on the beam, the stabilizers can be used to trim the boat level. And of course, they can be used to trim the bow down for better efficiency when running at speed.

The hull is of the semi-displacement variety, so you have a choice. You can have speed, or you can have range and economy, but you can't have both. At displacement speeds — 8 knots or so — you should burn about two gallons an hour depending on

The 40 is equipped with dual helm stations and we suspect most piloting will be done from the upper station. The visibility is outstanding and the seating is vastly improved over the 390, now offering additional forward facing seats on either side of the helm chair. Aft of the steering area is a large lounge area with a folding table and abundant stowage under the seats. There's a folding radar mast for low bridge clearance. The big surprise is the "summer

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Specifications

LOA	41'4"			Diesel	300 gal.
LOD	36'0"	Headroom	6'6"	Water	130 gal.
Beam	14'2"	Clearance	19'2"	Holding	47 gal.
Draft	3'8"	Staterooms	2	Yanmar (1)	440 hp.
		Sleeps	6	Bow Thruster	

Bareboat Challenge: Antigua Race Week!

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Author (third from left) and his faithful crew

A were the dedicated race boats such as the Open 60, Volvo 60 and Transpac 52. They did a different course on each day than Division B but were usually somewhere within sight. Division B was subdivided into several classes: Performance Cruiser 1-3, Cruiser 1-2 and Bareboat 1-6. We were in “Bareboat 4” with 12 other boats including several other Gib’Sea 43’s, 40-45 foot Jeanneau’s and Beneteau’s. Our first day of racing was far from stellar. The Dickenson Bay course takes you clockwise around the island up to Dickenson Bay in the northwest with the first half upwind and the second half downwind. We really spent the day getting used to each other as a racing crew and sorting out the boat and its performance characteristics. We ended up 11th of 13 in our class after starting in last place. We learned a lot about sail trim (especially upwind) for our boat that day which we applied later to our advantage. We naturally expected to improve through the week. Of course Antigua Sailing week, like other big regattas, is known for its post race parties. We anchored in Dickenson Bay about 500 yards out from the

we were back on the boat for some well earned rest.

Day 5 (Mon 5/1) – The second day of racing, Monday, was called the “Jolly Harbour Race”. It took us from Dickenson Bay south, past the main port St. John’s, and down to Jolly Harbour. Today we did much better. However in middle of the race we hit a “hole in the wind”, as did many other boats. It looked like an anchorage with 50-60 boats milling around trying to find the wind! Situations like this can be a huge opportunity to make up ground or lose it. We made up ground, found wind and were off to what we thought was a 5th place finish. However within a few hundred yards of the finish line a boat on port tack (we were starboard) came into view – a Sunsail Jeanneau SO 40.3 piloted by a Swiss team. They did not appear to see us and at the last second, about 10 feet off the other boat’s hull, our helmsman did a crash duck, while another crew yelled “protest!”. We thought this would safely get our bow below the stern of the Jeanneau. What we didn’t expect was that they would also do a “crash tack” swinging their stern directly at our swinging bow.

beach. But from the sound of the thumping reggae you would have thought that we were on the beach! We took a water taxi to the beach and found a party in full swing with food and drink abound. After dinner and drinks

Contact was missed by a few feet but if it hadn’t there would have probably been severe damage. We filed a protest with the race committee but found out, even though we had a legitimate complaint, we did not pull our protest flag quickly enough. So we withdrew the protest – but not before the offending skipper tried to “bribe” us with wine and “bintnerfleisch”! Unfortunately the mishap cost us one position in our field and we ended up in 6th place by less than a minute. The rest of the evening was uneventful.

Day 6 (Tues 5/2) – The third day of racing was the “Falmouth Harbor Race”. We had



In the standings

a mid-pack start in our class fleet and steadily worked our way up to what we believed was 4th place. As we rounded the last mark before the windward leg we heard a “pop” from the main sheet. Upon inspection we found that the shackle connecting the traveler to the main sheet pulley had broken off! We knew immediately that if we could not fix this problem our race was effectively over due to the fact that we had several miles to go and it was almost directly to windward. Luckily Lloyd the “engineer” was

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Fleet Notebook

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galley,” which includes a propane barbecue, ice maker, sink and locker space in a covered fiberglass cabinet. The flying bridge is definitely the “lifestyle” area on this boat!

Moving inside, the level entry from the cockpit is easy to negotiate. The saloon is significantly larger than on the 390 and features a large galley to starboard and convertible sofa to port. There’s a permanent dinette

forward to port, opposite the lower station. The sole is Everwear “teak and holly” laminate and the woodwork is varnished cherry.

Forward of the saloon and down a couple of steps there’s a guest stateroom to port with twin berths. The master is forward and has an island berth and a direct entrance to the head, which is large and has a terrific shower. This area of the boat is virtually identical to the 390.

Overall, the Mainship 40 benefits from its evolution. There’s a nice balance/choice of economy and performance. The interior is functional, spacious and comfortable. The deck layout is safe, easy to care for, and functional. And finally, the flying bridge is outstanding, with features exclusive to Mainship that offer incredible lifestyle advantages. This is a great boat for a family vacation get-away or a day on the bay.

Bareboat Challenge: Antigua Race Week!

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able to use an extra line to quickly rig a makeshift “rope shackle”. It was not pretty but it at least allowed us to point upwind and finish the race. Since we lost ground during our repair and we were not able to point as well as usual without a working traveler car we ended up in 7th place but happy to finish respectably. We had the Moorings support boat come and fix our shackle in the harbor after the race.

Day 7 (Weds 5/3) – “Lay Day”. Today was everyone’s day off and no races were scheduled. We took advantage of the break, slept in and got a slow start to the day. We spent the evening at the local BBQ pit sitting and talking with the local Antiguan’s while we ate ribs, chicken and jerk pork washing it down with local beer. Relaxing.

Day 8 (Thurs 5/4) – Today was the fourth day of racing: the “South Coast Race”. This course took us out to the southeast of the island. Today we somehow just didn’t have it together, our upwind pointing was off and downwind we

knew our boat just didn’t perform. We also knew that if we didn’t do very well today we would be out of the running for the Bareboat Challenge on Saturday. This bareboat only race was open to the top three in each of the six bareboat classes. Unfortunately we came in 9th place which was not good enough to place us in the top three. To make things worse our on-boat barbecue almost got rained out by a torrential downpour that made it almost impossible to light the charcoal. But then even a rainy day in the Caribbean is still pretty good!

Day 9 (Fri 5/5) – The last day of regular racing (except for Bareboat Challenge) was the “Ocean Race”. Even though we knew we were out of the running for the Challenge on Saturday we had hoped for a good day of sailing. We lost a crewmember to the Pindar Alphagraphics team and their Open 60 ocean racer. It was the chance of a lifetime to get a ride on a world-class big boat so we supported him. Anyway five crew was more than enough to handle what the weather

gods had in store for the day - almost no wind! By all accounts they should have cancelled the race but they didn’t. Finally after about six hours of bobbing around in the Caribbean sun we finally succumbed and called the race committee announcing our “retirement”. Even though the race committee shortened the course, it seems about half the field dropped out voluntarily. In any case we saw the diehards finishing after 6PM in the early dusk after being on the water over nine hours! So this is how our racing week ended – with a whimper instead of a bang. But it was still a great week and we met some very interesting sailors from all over the world. We saw some of the world’s greatest sailboats such as Peter Harrison’s famous Farr 115 “Sojana” plus big ocean racers such as an Volvo 60, an Open 60, a Transpac 52 as well as a slew of beautiful Oysters and Swans from 45 to 80+ feet. And we still had the leisurely three-day passage back to St Maarten to look forward to.

— continued on page 12 —

Club Nautique Events Calendar

July

1	Chartershare - A
4	Fireworks on the Bay
5	Humpday - S
10	Full Moon - S
12	Humpday - A
12	Discover Sailing - A
15	Motoring Clinic - A
15	Chartershare - S
16	W.O.W. - A
16	Big Boat Motoring - A
19	Humpday - S
21-23	Napa River Cruise
21	Fireworks on the Bay
21	Motoring - A
22-23	Seamanship - A
26	Humpday - A
23	Radar/GPS - S
29	P.Y.N.O.T.G. - S

August

2	Humpday - S
5	Chartershare - A
6	Overboard Clinic - A
6	Discover Sailing - S
8	Full Moon - S
9	Humpday - A
10 - 14	Delta Cruise
16	Humpday - S
19	Chartershare - S
23	Humpday - A

August (cont.)

26-27	Celestial Navigation I
26	Radar/GPS - S
27	GPS/Chartplotting - A
27	Big Boat Motoring Clinic
30	Humpday - S

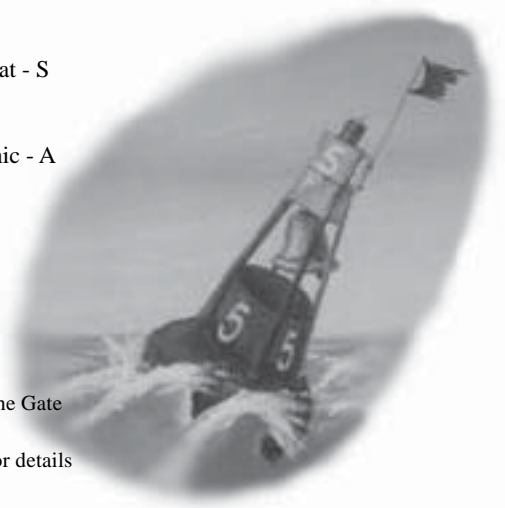
September

2	Tukey Trip (Dates TBD)
2	Chartershare - A
6	Humpday - A
7	Full Moon - S
9-10	Clestial Navigation II - A
9 - 15	Jervis Inlet Trip (Dates TBD)
13	Humpday - S
14 - 17	Big Boat Racing Series
16	Big Boats Spectator Boat - S
11-12	Celestial Nav II - A
16	Chartershare - S
17	Big Boat Motoring Clinic - A
20	Humpday - A
24	Radar/GPS - S
27	Humpday - S
30	P.Y.N.O.T.G.- S

A = Alameda, S = Sausalito
 * PYNOTG = Poke Your Nose Out the Gate
 * W.O.W.=Women On the Water
 Dates subject to change. Call Club for details

October

4	Humpday - A
5-9	Fleet Week 2006
7	Fleet Week Spectator Boat - S
7	Chartershare - A
8	Fleetweek Spectator Boat - A
11	Humpday - S
14	Chartershare - S
18	Humpday - A
25	Last Humpday / Halloween Party - S



Sea Stories Wanted

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

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

Abid Hussain
Jennifer Jackson
Roger Lemay
Hugh Alberson

Look for your "boating bucks" in the mail

News Nautique is published quarterly by Club Nautique LLC, and delivered via First Class Mail to members. Forward editorial submissions to:

Editor, News Nautique
 1150 Ballena Blvd. #161
 Alameda, CA 94501
 fax (510) 865-3851

or email to Marianne:
 marmand@clubnautique.net

Bareboat Challenge: Antigua Race Week!

— continued from page 10 —

Day 10 (Sat 5/6) – Today things began to wind down as everyone had finished the day before except for the fifteen boats in the Bareboat Challenge. We found that our final standing had dropped to 11th in the fleet of 13 due to our DNF the day before.

We got a pretty lazy start and since it was Derek and Sylvia's last day we decided to find a nice beach to spend the morning. We made it out to watch the start of the Bareboat Challenge at 9AM and continued on the Mamora Bay. Mamora Bay is a beautiful and quiet bay inside a nice little barrier reef on Antigua's southeast coast. After snorkeling and lunch we made our way back to English Harbour to check the results of the Bareboat Challenge. Our last dinner as a full crew was at a nice little pizza joint called Pacopogo.

Day 11 (Sun 5/7) – We dropped Derek and Sylvia off and by 9a.m. we were off to Nevis. The passage was 50nm to the west with very light winds from the west. We decided to motorsail until winds picked up. Turned out we motorsailed the whole day (yuck!). To stave off the boredom induced by the drone of the Yanmar "iron jib" I decided to troll a line once more. I was getting discouraged after several hours of no bites when we happened to pass over a shoal about 100' deep in the middle of 1800' of surrounding basin. My line buzzed loudly snapping everyone out of their heat induced stupor. I grabbed the rod and started to trying to haul in my catch. It was a small (~15 pounds) albacore tuna and suddenly I was impressed the strength of the fish. But it was tired

out from the fight and soon I got him to the stern and up in the cockpit. But the ladies protested: "It's just a baby!" So back it went - a beautiful iridescent indigo, yellow and silver torpedo rocketing into the depths. As much as I wanted sushi that night I somehow felt we did the right thing. In the late afternoon, we arrived at very pretty anchorage on the west coast of Nevis known as Pinney Beach. It's a three mile long strip of sand with a backdrop of palm trees and a 3000' high, perfectly conical volcano. We ended the evening at "Sunshine's" Beach Bar and Restaurant sipping "Killer Bee" cocktails with our toes in the sand while reggae music thumped in the background.

Day 12 (Mon 5/8) – Today we planned to get an early start and made it to St. Kitt's by noon, and took a slip in the Port Zante Marina. We went into town and had lunch and took in the sights, which included a square styled after Piccadilly Circus in London. We left by mid afternoon to make the anchorage in Statia by nightfall. We made paella on board that night and saw our most spectacular sunset since we began the trip.

Day 13 (Tue 5/9) – The last day at sea. On any sailing vacation



Author and his catch

one always wishes for good wind the last day and I got my wish. We got in the groove on a close reach with about 15-20 knots of wind and if sailboats can be "happy" then "Ottelia" found happiness at 7+ knots powering through a gentle swell from the northeast. One 30nm tack took us pretty much straight to Philipsburg in St. Martin. By 3:30PM we were pulling into the Mooring's base in Oyster Pond to reluctantly give up our boat. It was like a reunion as many of the other Mooring's boats that participated in the regatta were either returning or had just returned. Post cruise went smoothly and the crews of all the boats descended upon the bar to share stories. Contact info was exchanged with promises to keep in touch – we'll see.

Kitty and I left for California the next morning on an early flight. The rest of the crew shortly followed. Overall it was a great couple of weeks all centered around what we love – sailing. We met many interesting people from all over the world and got a taste of big regatta racing in one of the best sailing areas in the world. What could be better except for doing it again next year?

Worldwide Charters

by: Marianne Armand

Hanging on the wall in my office is a lovely blue and yellow chart with some graphic images. Since I inherited it from the previous inhabitants of this space, I had never really taken a moment to appreciate where it is actually depicting. I just thought it was pretty and assumed that it was some far off exotic place.



One afternoon, Richard Forregger, one of our instructors was gazing at it and as he traced his finger up the spine of one of the passages he began talking in this hushed dreamy tone and he proceeded to recall a trip that he took where he ended up anchored at the base of a waterfall. It was then that I actually noticed the big word VANCOUVER on the chart.

He was talking about a place just north of the San Juan Islands where you can cruise up “The

Inside Passage” through Jervis Inlet that cuts deep into the coastline and the mountains just off the Sechelt Peninsula. Beautiful, calm waters and snow-capped peaks greet boaters as they cruise up this granite-walled gorge to

Princess Louisa Inlet and famous Chatterbox Falls. The inlet, only reachable by boat or plane, is 300 metres deep, never more than 800 metres wide and eight kilometres long with fjord walls rising straight up from the placid sea waters.

At the head of the inlet is the 40-metre Chatterbox Falls, with a dock nearby offering moorage for 10 or more boats, and waters that hit 20 degrees Celsius in the summer. There is also an anchorage in the shallows at the foot of the



falls, and mooring balls behind MacDonald Island, which is about halfway into the inlet.

Join Richard and Club Nautique in early September for a trip up this magical river. It’s only a short plane ride away (about 4-5 hours) and you could have this once in a lifetime experience without missing a whole lot of work!

Please contact Marianne for more information and details if you’re interested.

marmand@clubnautique.net

Sail Turkey in September

by: Jamie Wasson

The trip will be one week (the first week of September 2-9.) We will be exploring Western Turkey (Marmaris to Gocek). The cost is approximately \$2500 plus airfare, meals ashore, and the carpet you will, no doubt, buy. The final price will be determined by how many people attend. You do not need to be a sailor to join this event. Sunsail requires we pay for the boat roughly 60 days ahead; we are pushing our luck for the printing of this newsletter, but it’s not too late!

To hold a spot, we need a 50% deposit. We will need the balance no later than July 15th. We will have a meeting sometime later in July to discuss food and logistics. Call or email Jamie Wasson for more information, or to put a deposit on a berth.

(510) 865-4700 or jwasson@clubnautique.net



If you are Basic Cruising certified and wish to complete the requirements for Bareboat during this trip, let us know when you sign-up. Or if you are Bareboat certified and wish to charter your own boat, supply your own crew, and provide for your own food, you can sail with the main boat. Prices for that vary depending on the size of the boat you charter. If you want additional information on this option, give Jamie a call.



Spotlight on Instructor - Richard Gillette

by: Gary Walker

Captain Richard Gillette grew up in New England where his father owned a 35 foot Pace Maker cabin cruiser. Starting when he was as young as eight, Richard's father taught him seamanship and boating skills during trips up and down the New England coast and to Mystic Seaport, Conn. (a historic whaling port). He acquired a love of the sea and a love of historic boats that continues to this day. He and his family then lived in St. Croix for 17 years where he sailed extensively.

He then had a career as a contractor and professional photographer. He is a wine industry photographer of some renown, with his contributions published in magazines including Time, Food and Wine, Travel and Leisure, Sunset and the Wine Spectator. Most notably, Richard was the photographer for five very popular books published by Chronicle Books: "Napa Valley, the Ultimate Winery Guide", "Weekends for Two in the Wine Country: 50 Romantic

Northern California Getaways", "Sonoma: the Ultimate Winery Guide", "The Wine Country Deck: 50 Best Northern California Wineries" and "Mendocino: the Ultimate Food and Wine Lover's Guide".



Richard's love for historic boats continues today. You can almost feel the affection he has when he sees a wooden boat. "That's just got great lines" he'll say as he gazes longingly at a wooden boat. He lives on a 1933 Charles D Mauer design wooden 50 ft sailing

boat. He is very proud of the boat. It is featured in photography at the Mystic Museum and has won many races.

Richard teaches sailing classes at both the Sausalito and Alameda clubhouses including the Coastal Passage Making program. He's a proud father of two daughters and two grandchildren.

We're very proud to have him join our already impressive staff of instructors. With the sparkle in his eyes and his charismatic nature, he's a pleasure to have aboard any voyage.

"For the truth is that I already know enough about my fate. The day will come when I will die, so the only matter of consequence before me is what to do with my allotted time. I can remain on shore, paralyzed by fear or I can hoist my sails and dip and soar in the breeze."

- Richard Bode

"First you have to row a little boat"

Offshore Delivery from San Diego to San Francisco

- continued from page 5 -

and of course, spying San Francisco on our final leg of the journey. We also got a bit of entertainment out of listening to the VHF. A fellow "yachtsmen" requested Coast Guard assistance in the Monterey area. He apparently thought he was in Half Moon Bay and had deviated "a bit" south, ooh, by 12 hours.

Admittedly though, it was pretty rough going. The wind and spray on our nose got colder and more penetrating. We discovered leaks above both our bunks and food storage which did quite a

number on morale. The constant beating and steep heel made even the simplest tasks, donning foulies, going to the head, etc., a real challenge. But while I certainly did a fair amount of grumbling in my head, I found myself only laughing about everything with the crew. I think we collectively understood that if all we did was complain, we would have made a moderately uncomfortable situation truly miserable. One of the best aspects of sailing is that no matter the type of sailing trip, learning and

improving your skills is certain. While my first coastal passage was of the *must-do* kind, i.e., I had no choice of boat or route, I nevertheless learned a great deal. I learned first-hand the importance of organization, order and routine. I began to better understand "crew dynamics" and the need to maintain a positive communal attitude. I continued to develop my problem solving and creative thinking skills. And what of my sailing skills? I'm sure those improved as well.

School Scuttlebutt

by: Gary Walker

Our summer is kicking into high gear with the better weather bringing the sailors out of the woodwork. Class schedules are full; the boating excitement is in the air. It's great to see boats and boaters underway.



We have several new programs available, and some old ones improved. Club Nautique's Spring Tune Ups were a great success, with lots of members on the water with an instructor coach providing encouragement and sage advice. This is a program planned for next year's schedule. We also provided a spring Coastal Navigation class in Sausalito, held

on weekday evenings. This was also a great success.

A new program is the U.S. Power Boating powerboat certification program. Modeled after U.S. SAILING's keelboat certification program and Club Nautique's trawler instruction training, this national program provides a standard training program for cruising powerboats. The first cadre of Instructors certified for the powerboat program was held at Club Nautique in the spring. Anticipate U.S. Power Boating and Club Nautique to roll this program out this summer and fall.

The *EliBriSar* continues to be a popular addition to our fleet. This 54 foot Jeanneau is now Club

Nautique's flagship. With power winches and many new features, charterers find the boat a great way to go out on the water. Because this boat does have so many new bells and whistles, we're requiring an additional certification to be qualified to take her for a spin. If you are interested in chartering *EliBriSar*, and have yet to take the qualifying class, please call the club to make your reservation today.

This fall we will be sending a Club Nautique boat, *New Moon* to the Baja Ha Ha. This annual "race" held from San Diego to Cabo is a not to be forgotten experience. There are only a few seats left so call today to secure your space!

Be prepared, be safe and have fun!
Gary

BAJA HA HA!

Club Nautique's planning and preparation for a trip to and from Cabo San Lucas and participation in the Baja Ha Ha is continuing. We have lots of interest from members and nonmembers as Capt Mike Warren on board the S/V *New Moon* makes the trip to Mexico and return. Trip is offered in four voyages as a class or as a fun trip. For additional information, contact Gary Walker at gwalker@clubnautique.net.

Participants are not required to be students. Transportation, local lodging and food is not included in this cost. The price for this voyage is based on number of participants as follows:

Leg One: 23 Oct. – 27 Oct. 5 day CPM
Alameda to San Diego

	4 crew	5 crew	6 crew
Ultimate Member	1797	1438	1198
Member	2156	1725	1437
Non Member	2695	2157	1796

Leg Three: 13 Nov. – 23 Nov. – 11 day CPM Cabo to Marina del Rey

	4 crew	5 crew	6 crew
Ultimate Member	1198	958	799
Member	1437	1150	959
Non Member	1796	1437	1199

Leg Two: 30 Oct. – 10 Nov. – 12 day BBC
San Diego to Cabo San Lucas

	4 crew	5 crew	6 crew
Ultimate Member	2994	2384	1997
Member	3462	2875	2396
Non Member	4491	3594	2995

Leg Four: 25 Nov. – 1 Dec. – 7 day OPM
Marina del Rey to Alameda

	4 crew	5 crew	6 crew
Ultimate Member	599	480	399
Member	719	576	479
Non Member	899	714	599

If you are interested in any or all of these legs, contact School Director Gary Walker at (510) 865-4700 or gwalker@clubnautique.net



Club Nautique
www.clubnautique.net

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

First Class Mail

Forward & Address Correction

Inside CPM

We're so proud of our Coastal and Offshore graduates. Occasionally we get a glimpse into their private experience. Below is a note and a picture from a recently certified skipper's passing voyage. Fair Winds to you Roger! Thanks for sharing!

Hi Guys,

Just wanted to drop you all a quick note to thank you for your help this weekend. I truly enjoyed sailing with all of you and look forward to doing so in the very near future. I know that my success in passing as tagalong skipper was due in large measure to your excellent efforts at crewing and navigation. I'm hoping to do at least two more offshore trips this season and would welcome any of you to join me as your schedule allows. I'll let you know a range of possible dates over the summer. See you soon!

Best Regards and Fair Winds,

Rog

P.S. And yes, the next time we go to Half Moon Bay we'll get a slip and get drunk at Barbara's!

P.S.S. For those with a philosophical bent, here's some food for thought:

There is a tide in the affairs of men,
Which, taken at the flood, leads on to fortune;
Omitted, all the voyage of their life is bound in shallows
and in miseries...

And we must take the current when it serves,
Or lose our ventures.

- W. Shakespeare from "Julius Caesar"



photo courtesy of: Hugh Alberson

Back row: Kirill Seminov, Steve Hajnal, Tom Tarr, Florian Brody
Front row: Hugh Alberson and Skipper, Roger Lemay