



News Nautique®

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Fall 2006

Alameda • Sausalito

From the Helm

by Don Durant

I'm in the process of selling the trawler I've owned and enjoyed for the past twelve years and commissioning a new Jeanneau 49DS. In the course of this transition, I've heard a number of interesting comments and questions. Some people wonder why I'm returning to sail. Some think that 49 feet of sailboat seems rather large to handle for someone who just celebrated his 60th birthday. All of this has caused me to reflect on the incredible changes I've witnessed in sailing over the past 50+ years since I got my very first sailboat.



When you really think about it, going sailing today is no more difficult or time consuming than going out on a powerboat. If you go out for an afternoon on a powerboat, you board the boat, go through your pre-cruise checks, start the engine, cast off the lines, motor out of the marina, stow the fenders, and you're on your way.

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"Crewster" is Coming Soon



The above screen shot highlights a brand new way to find crew or be crew - the Club Nautique Classifieds! By the time you're reading this, we'll either be live, or very close to going live, with this new "Crewster" (think Friendster for boats).

Seeing as you'll need to have an email address on file with us for this to work, we'll be getting all the details out via email - so, if you're not currently receiving emails from us, we'll need to hear from you.

With this system, you'll not only be able to book boats online but now you'll be able to post ads looking for crew, send emails to buddy lists, or simply post an ad saying that you're looking to crew. As before, only members will be able to have access to this. Now, however, non members will be able to receive emails from members looking for crew.

Look for all the details in your email inbox shortly.

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Upcoming Events

Cooler weather is here, but there's still plenty of things to do to keep your boating skills red hot! Grab a friend, and your fleece, and come on out to join in the fun!

LOOK for event dates on page 11

Weather Seminar

The most significant environmental variables affecting mariners are the wind, and the waves that it generates. Learn why the wind blows the way it does, and discover how effects such as fronts, thunderstorms, and squall lines affect the wind we experience locally. Methods of observing the atmosphere and sea surface are described, including instrumented-buoys, weather-radar and satellites, so learn where to collect this information yourself and how to interpret the charts and images. The seminar is led by Club Nautique member, and Coastal Passage Making graduate, John Carroll, Emeritus Professor of Atmospheric Science, UC Davis. As an expert in weather, and a regular sailor, John understands the weather concerns of serious boaters everywhere. Member \$40 /Non-Member \$60



Spinnaker Clinic

This weekend class starts with discussion on downwind sailing and an overview of spinnakers, then it's down to the boat to rig and fly the

spinnaker at the dock before heading out to the bay to get as much time as possible with the spinnaker up. By the end of the clinic you will have gained a thorough understanding of all facets of spinnaker flying on a small boat, and the skills to put it into practice. This clinic can result in a Club Nautique Spinnaker Certification that will allow you to charter small boats from us with a spinnaker. It is limited to four people per boat and reservations are required.

Member \$575/Non-member \$765

Caution: Flying spinnakers may cause adrenaline rushes, unrestrained yelps of excitement, and pronounced grinning!!

Diesel Troubleshooting Seminar

This presentation includes a basic explanation of how diesel engines work, a review of the major systems (fuel, electrical, and cooling), and a discussion of how to trouble shoot and repair problems while at sea. Member \$35/Non-Member \$45

Life-Raft Demo

Intended to be highly interactive, we'll get to know a life raft. Short of being on the water, you'll hear the loud 'hiss' of inflation, and actually board the raft. We'll discuss crew positions, painter strategy, and actually puncture the raft and then repair it. Highly recommended for anyone venturing offshore. Price includes Heavy Weather Seminar - Members \$45/Non-Members \$60

Vessel Traffic System Tour

Visit San Francisco Bay's own vessel traffic system. See how the ships and other large vessels are tracked and advised. Learn how

recreational boaters fit into this busy harbor monitoring system. This tour is free to members, but is limited in participation. Held at Yerba Buena Island at 1800 (6:00 PM).

* Free! Limited to 12 sign up now!

Jury Rigging



Jury rigging: "the craft of repairing a boat when at sea with what's on board". Learn what to do when equipment breaks and gear fails, and how to *make do* using something else on the boat. This seminar addresses boat emergencies such as dismasting, water on the floorboards and halyard snaps breaking. Most important, it discusses how to cope.

Member \$25 /Non-member \$40

To sign on for any event, call any Club Nautique location. For questions, or to suggest a fun event or sailing happening, contact:

Mike Johnson:

510-865-4700 ext 21

or email him at:

mjohnson@clubnautique.net

All events are individually priced. Cancellation fees may apply if canceling with 7 days for a one-day event (14 days for a multi-day local event). As always, if we can fill your spot no fee will be assessed.

Caribbean Bareboat





After the success of our BBC BVI class in March 2006, we will again offer this exciting opportunity to make the most of a trip to the Caribbean with a 6-day live-aboard course in the British Virgin Islands! Join instructor, Mike Johnson, on a learning adventure, with US SAILING certification, in late March 2007. We will have two sets of dates, and each course is limited to 6 persons, so look for more information during the coming weeks.




Keeping you Current

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

 **1. New Winter Rate Dates:** For the last 26 years, we have timed our winter rates (a 20% discount off the preceding summer rates) from November 15 through March 15. We have decided to extend these discounted dates to **November 1 through March 31** to allow you more time to get out on the water at a discounted rate.

 **Winter member charter cancellation policy:** As most of you know, there can be some fabulous sailing and motoring over the winter, sometimes warmer than summer. I've spent many winter days on the water in shirtsleeves and shorts. Given that this beautiful weather is less predictable in the winter, we will again, as last year, waive the member charter cancellation policy. This way, you can book a boat in advance and not worry about canceling at the last minute. Just let us know that you don't want to take the boat out that day (by 9:00 AM, please) and we'll waive the late cancel charge.

 **Holiday closure:** We will close this year on Thursday, November 23rd (for Thanksgiving) and from December 24th through the 29th for Christmas. If you would like to charter during these times, just make sure that everything is set up in advance.

Racers! Racers! Racers!



Racing returns to Club Nautique with informal Friday night Beer Can racing and a selection of fun, social and competitive race days for 2006 and 2007. No experience is necessary, so come learn and have fun with a coach on board for every race. The calendar includes:

Race Clinic – Oct 8th. How to get a good start and lead from the front to win!

Spinnaker Clinic – Oct 21st (description on opposite page)

Richmond Y.C. – Great Pumpkin Race, October 28 and 29th, 2006.

Golden Gate Y.C. – Mid Winters, 1st Saturday, November thru March '07.

Corinthian Y.C. – Mid Winters, 3rd Sat/Sun, January and February 2007.

Other races under consideration for 2007 and beyond:

Jazz Cup - SF City Front to Bencia, Silver Eagle - 75 nm around the Bay!, Antigua Race Week, BAJA-Ha Ha – Alameda to San Diego to Cabo San Lucas and back., Pacific Cup (SF to Hawaii) '08 – San Francisco to Hawaii and back.

Contact Mike Johnson for more information: mjohnson@clubnautique.net

The Solent, English Channel and the Channel Islands

by: John Richards

It came about as my wife and I developed our plans for vacation. We were planning to spend two weeks in England; but Jacqueline said she wanted to accompany our eldest boy, his wife and grandkids to Paris for two weeks, prior to England. I didn't think two weeks of our energetic grandkids in a small apartment in Paris was a good idea for me. So I decided I would sail for a week in Europe, prior to meeting Jacqueline in London.

There are many charter companies on the British South coast but Sunsail advertises a location at Port Solent in Portsmouth Harbor. It was a mystery why there was no booking information on the internet. The reason for this did not become clear even after Marianne, the Club Nautique charter coordinator finally managed, by email and phone, to make a charter booking for a week in June.

Meanwhile I was contacting all my sailing buddies and students, current and former, extolling the pleasure of a week's cruise through the historic Solent, across the channel to Cherbourg and the Channel islands. I was a bit



John, steering downwind in the Alderney race. More than 10 knots over the ground in Force 4 wind

late, many of the more advanced sailors I was appealing to had made other sailing arrangements already for the summer.

When the dust settled, three of us agreed to make the trip. Ravi Koka, a graduate of the CPM program and Jonarde Raab, a Club member with Basic Cruising but also some blue water experience, and me. We spent the last weeks exchanging many emails as we planned our trip and I refreshed my memories of the Solent and studied the pilot books and charts of the Channel and Channel Islands.

Jonarde and I met at Heathrow airport and taxied to Portsmouth. Ravi had gone to England earlier to visit with family and joined us at Port Solent.

As we were taken to our assigned boat for check-in, it became clear to me what the "mystery" was about the Sunsail base at Port Solent. I counted (I lost count at 50), a marina filled with identical SunFast 37's by Jeaneau, all tricked out to the nines with race gear. We learned that this base was not a traditional charter base for cruising. Sunsail provided complete fleets of identical race boats for regattas in the Solent. I later saw a report of the yearly Round the Island race, the originator of the Americas Cup, in which 60 Sunsail SunFast 37s sailed as a class. When I signed the charter I saw the boat's name was Sunsail 58. None of the marina people, in the Solent, Cherbourg or Channel Islands, thought it an unusual name.

The boat was very well equipped, with nearly new sails, spinnaker, pole and many halyards, topping lifts, fore guys, vang, etc,



Our Sunsail boat "58"

all led back to a myriad rope clutches. The base rep led us through the check out and we took command.

Ravi had driven down from London in a family car. He was going to park it at Port Solent while we sailed. This was great to help us transport the provisions we bought at the local Tesco supermarket and to dinner at a local pub. While we ate we joined a crowd watching the World Cup soccer. We stowed all the food and our gear and turned in to try out our new home for the week.

Port Solent is an artificial harbor constructed at the very upper end of Portsmouth harbor, surrounded with up-scale housing, apartments, shops and restaurants. The marina is kept full of water by a lock system open only at high tide. When the tide is lower than the water in the marina all traffic, in and out, goes through the lock like a miniature Panama Canal. A lock master controls traffic by radio. After a five minute wait while a boat came into the marina through the lock, we had our first experience of locking through, to the upper reaches of Portsmouth harbor and the beginning of our week's adventure.

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Sailing the Largest Barrier Reef in the Western Hemisphere

by: Bill Knight



Author with his fiancée at the time - now his wife, Dana on their "Honeymoon"

With 220 kilometers of barrier reef and over 1000 cays to explore there is no shortage of places to sail in the Caribbean nation of Belize. Cruising along the largest reef in the western hemisphere is definitely a great place to bareboat charter.

Getting to Belize is not too difficult. A short flight from here to Houston or Dallas then a flight to the capital of Belize City then a short 2 prop plane ride to Ambergris Cay and the town of San Pedro. After you get off the plane and collect your luggage all you have to do is walk across the street from the airport to the Sun Breeze hotel and check into your room. Drop your luggage in your room, adjust the air conditioning to your liking then right down to beach bar for a tropical cocktail. It's the best feeling in the world to leave the hustle and bustle of the bay area in the morning and by evening be in a warm tropical paradise of some exotic location.

When Ed and Tricia Thornton said they wanted to do a charter in Belize I just could not pass up an opportunity to one, go sailing with my best sailing buddies

and two, go to some place we both haven't been before. So my soon to be bride, Dana and I decided since we were getting married in August that we could do our honeymoon in the last 2 weeks of April even though technically it was before the actual wedding. So a beautiful Belize 43 Catamaran was chartered from

TMM San Pedro, all provisions were ordered and all charts and cruising guides were purchased and studied. We booked a hotel for the first and last nights of our vacation, which in my opinion is definitely the way to go. On the front end it allows you to have a normal shower and get a good nights sleep before having to pick up your boat, load and organize all of your provisions and become familiar with a complex yacht you haven't seen before. On the back end it gives you a place to get a great shower and a nice relaxing meal. Plus you do not have to cook or clean up before you have to get on your plane to take you back to reality.

After our very restful and relaxing night at the hotel we woke up bright eyed and bushy tailed and ready to get started on our sailing adventure. It was just a small walk down the street to the TMM San Pedro base and right out to our boat. We quickly stowed our luggage and started logging in our provisions. Chartering in Belize is different

from the Grenadines or the BVI's where I have been in the past because the Cays are so far from the mainland you need to order everything from the charter company before you get there. This was actually pretty nice since it meant we didn't have to go to the store. All we had to do was make sure everything we ordered was actually there. There are not a lot of places to stop and get water, fuel and ice when you are out sailing around so you really need to carefully manage the resources on your boat.

After stowing all of our provisions it was time for a walk through on the boat and a chart



briefing from the charter base personnel. Typically my buddy Ed was the only skipper who had actually read the cruising guide and orientated the chart to the cruising guide by highlighting the routes he wanted to take and the places he wanted to visit. When we were doing the chart briefing the 3 other skippers had not even looked at the chart or the cruising guide. The representative was constantly referring to Ed's chart saying this was a good place to go or pointing out places Ed had highlighted and

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From the Helm

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With a sailboat, you go through exactly the same procedure and once you're in open water, you roll out the sails. The elapsed time is exactly the same. The trip home is no different; on the way back to the marina, the sails are rolled up before you enter the marina, so again, no difference in elapsed time.

Come to think of it, there have been tremendous advancements in both power and sailboats that have dramatically enhanced the lifestyle. In fact, today what we call a "lifestyle" was a serious commitment when I was a kid. The introduction of production fiberglass sailboats began in the late '50s with Pearson's *Bounty*, *Vanguard* and *Triton*, and took most of a decade to really catch on, so we had to contend with maintaining wood boats. That meant sanding, painting and caulking, to name just a few annual chores. We also had to continuously chase dry rot and maybe worms. My first sails were made of Egyptian cotton, so when the day of sailing was over, they were rinsed, dried and carefully folded before stowing. Then came Nylon sails. Today, Nylon is used for docklines, because it stretches. That's a good thing for docklines and not such a good thing for sails. Needless to say, Dacron was a godsend.

When fiberglass first came on the sailing scene, it was often employed to cover marine plywood or even scarier, to try to save a planked hull. The result was often a dry rot disaster when water found its way between the wood and the glass. At best, it resulted in an over weight boat.

Early fiberglass boats, especially the Pearsons mentioned above, were overbuilt, because engineers really didn't know how strong fiberglass was and figured if some is good, more is better. While the boats were strong, the interiors left something to be desired. Raw glass covered with zolatone spatter paint is not a thing of beauty. And Masonite pegboard does not provide adequate sound insulation for an engine compartment, but allows the sound to come right



through the holes and echo off the hard hull sides.

Jumping ahead a few decades, by the '80s the designers had pretty well figured out how heavy to lay up the hulls and how to dress up the interiors. Wood boats were rare, gas engines were out, diesel was in, Dacron sails were standard, self-tailing winches were perfected and roller furling was gaining acceptance, but still had bugs. It was much easier to go sailing, but we still had room for improvement.

Today, the new millennium is well underway and as I stated up front, sailing is a piece of cake. Because it's familiar to me and

because I've taken quite a bit of time to research the equipment, let's take a tour of the labor-saving, comfort-enhancing features of my new Jeanneau 49DS.

Beginning at the pointy end, there's an electric anchor windlass. Nothing new here. They've been around for years. The anchor is an oversized 88 pound Delta with all chain rode, which helps ensure the anchor sticks the first time every time and doesn't drag in the middle of a windy night. To make life easier for all, a second anchor control with a chain counter is installed aft at the helm, so anchoring can be a one man operation.

Both the main and jib are on furlers, so there will be no folding, flaking, reefing, or bagging going on. Again, this is well-proven technology and for San Francisco Bay's wind geography, a must-have in my mind.

In the cockpit, there are three electric, two-speed, self-tailing winches and one manual winch. The sheet winches are aft, near the helms, so this boat can be easily single-handed. There's also an autopilot of course, with the capability of steering to a compass course, wind angle, or waypoint.

By now, you may have concluded we have the potential for some serious power consumption. To meet this need, the boat is equipped with an 8kw diesel generator located in a dedicated, compartment under the cabin sole at the bottom of the companionway ladder. Between the generator's sound shield and the insulation of

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From the Bases

Sausalito Slop

By: Chris Warden



“Do you go both ways”? is a question one is likely to be asked in the San Francisco Bay Area but it may not mean what you think. I’m *talking* about power and sail. In recent years there has been an unfortunate rift among yachtspersons, a rift that did not occur until sometime in the 60’s.

In the old days, according to quite a few old salts, if you enjoyed boating you probably enjoyed power and sail alike. On calm days especially during the winter, one might find oneself out on a

Chriscraft motor yacht tooling around the further reaches of the bay and then back to the slip by dark. Then some other day when there was wind you would have been just as happy on a broad reach off the city front.

I find today’s animosity between sail people and power people childish and tiresome. As for myself I definitely have a preference for sail but I love to get out there on our Mainship 34 *Sugaree* on occasion. Especially when I want to bring friends who are not boaters, or have small children with them. Kids can walk around in the fantail of the boat without frightening their mothers

because the rail is about four feet higher than the deck, and she does not need to heel over in order to go and look at the Golden Gate Bridge.

Another great thing about power is the distances that you can cover in a day or less. Napa River, Petaluma, or Suisun Bay (to see the mothball fleet) are all reachable in a few hours. Sailing the same distances requires an entire weekend.

The wind machine will eventually be getting turned off for 2006 but that does not mean that you have to be a landlubber until next spring. Get checked out for powerboat use and find out what you have been missing!

The Solent English Channel and the Channel Islands

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We motored down the harbor, Ravi getting his first work out as navigator, following the red and green day beacons, on the opposite sides to the US, which marked a channel that twisted and turned until the deeper part of the harbor was reached...Suddenly we were in the busy harbor with HMS Victory, and the Royal Navy in evidence, and out into the Solent.

The weather reports on the radio use the Beaufort scale for wind speeds; I interpreted for Ravi and Jonarde and saw we would experience force 6-7 (25-30 knots) against us as we sailed around the Solent towards Lymington near the Needles, where I had booked a slip.

We were going well with three reefs in the main and a roll or two in the Genoa, hearing emergency traffic from the Solent Coast Guard and seeing very few,

well reefed down boats. As we turned the corner at Cowes directly into the wind the tide had turned and was flooding against us up the Solent to Cowes. We beat steadily back and forth towards Lymington but were making very little progress. As we came close to a buoy we could see the current against us like a millrace. With one accord we agreed to turn tail and run back to Cowes.

A radio call booked us a slip in Cowes, we tied up the boat and went ashore to explore and eat our dinner at an ancient pub on the main street.

In our planning for the crossing of the Channel next day we had studied the charts, tide tables and tidal atlases. Tidal atlases show graphics of the tide direction and speed for every hour of the tide cycle. We saw we would have 6

hours of ebb tide down the channel and 5 hours of flood up the channel during our 11 hour crossing. We would be set 7 miles down and 11 miles up channel. We worked out a net course since there were no dangers to either side of the rhumb line and planned to take departure from the Needles on a steady course for Cherbourg.

The pilot books said we should be at the Needles, the exit from the Solent, at the last of the flood. This was at 0830. We started early from Cowes, fought the last 3 hours of the flood and made it by 0900.

The visibility was good, and the boat sailed very well in the force 4 Westerly wind. We quickly settled into a watch keeping routine. I encouraged the one not on watch to rest, but two of us were on duty

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Fleet Notebook

by Don Durant

Jeanneau Sun Odyssey 45 • Aquavit

I know this entry in the Fleet Notebook will make many Club members happy, as I'm often asked why there aren't more Jeanneaus in the fleet (the answer, by the way, is that we simply don't get enough to meet the demand, so Jeanneau buyers usually must order their boats and patiently wait for them to arrive).

Aquavit, which should be joining the Alameda fleet about the time you read this, is a 3-stateroom, 2 head, L galley version of this popular Philippe Briand design, so it's well suited to charter service on San Francisco Bay. It has room and privacy for a large group and the galley is located aft and away from the saloon and close to the companionway.

I've had the pleasure of sailing on a friend's Jeanneau 45 several times and can report it lives up to the Briand pedigree. Since he began his career at age 16 with a design for a half-tonner that went into production, Briand has designed the Jeanneau 32, 45, 49, 49DS, CNB 60, Beneteau 50, numerous other production and custom boats, power boats and 8 America's Cup boats. Let's just say that "slow" is not in his vocabulary. This is one sweet sailing boat — just ask Club Nautique instructor Dave Scott — he owns one.

The Sun Odyssey 45 follows the current design line of other conventional deck Jeanneaus, with a sleek, nearly flush deck look that's enhanced by an eyebrow sheltering the side port lights. Like her big sister, the Jeanneau 49, she looks fast just sitting at the dock.

Touring the deck, there are no surprises for the Jeanneau aficionado. There's a sturdy and well integrated anchor roller forward leading nicely to the electric windlass. The headsail furling is by Profurl, so it should prove trouble free. There are plenty of aluminum framed deck hatches, all fitted with shades in the French tradition. All the running rig-



ging is led aft to the cockpit. The cockpit is protected by a custom "offshore" style dodger and offers plenty of comfortable seating and a large table with folding leaves and an internal beverage locker. The port and starboard steering wheels are a model of ergonomic efficiency affording comfortable seating for the helmsman whether the high or low side is preferred, as well as easy access to the transom swim step, ladder and shower.

Dropping below decks we are pleasantly surprised to discover

Jeanneau hasn't succumbed to the bean-counters' retreat from the traditionally beautiful teak interior. The cabinetry in this yacht is suburb and rich looking. The master stateroom is forward with a centerline queen berth, excellent headroom, ensuite head and shower, ample stowage space and a vanity. The twin guest cabins are aft to port and starboard and should you ever want a *really* large berth, the bulkhead between the cabins can be removed and stowed in minutes.

The aft head has a separate shower stall and can be entered from either the port stateroom or the saloon. Opposite the aft head is the L-shaped galley with double sink, gimballed 4-burner stove with oven, front/top loading refrigerator, freezer, and plenty of stowage space.

The saloon has a large convertible dinette to starboard, two stools for the inboard side of the table and a settee to port. All in all, this is a very comfortable and functional interior. To top it all off, there's a bonus — *Aquavit* is equipped with central heat and air conditioning, but you'll need to be hooked up to shore power to use it, because at

least for now, there's no generator.

We'll throw in one caveat before you charter the new Jeanneau Sun Odyssey 45 — sailing this boat can be seriously addictive and you may find yourself knocking on my door to get one of your own. I sailed the Briand designed Jeanneau 49DS and look what happened to me!

Specifications

LOA	45' 0"			Sail Area	1,129 ft ²
LOD	43' 10"	Headroom	6' 4"	Power • Yanmar Diesel	75 hp.
LWL	38' 1"	Displacement	21,826 lbs.	Staterooms	3
Beam	14' 4"	Fuel Capacity	63 gal.	Sleeps	6-8
Draft	6' 8"	Water Capacity	119 gal.	Designer	Philippe Briand & Jeanneau
Ballast	6,512 lbs.	Construction	GRP/Kevlar®	Rating	A - Ocean

Leukemia Cup Regatta

by: Marianne Armand

The *Leukemia & Lymphoma Society* hosted a regatta on September 9th to raise funds for leading-edge cancer research and provide critical services to patients and their families. While we didn't reach our overall goal of \$8500, we're very proud to have raised \$6500 in the short time that we were fund raising. The regatta itself surpassed their own goal of \$100k and totaled in at well over \$140k!

We're also extremely proud of the crews on the two boats that we entered in the regatta. The crew of *Hoista-Few* placed first in the PHRF Non-Spinnaker 141 and above class and were presented with



Hoista Few Crew: Christine Tozzi, Ernesto Gonzolas, Warren White, Mike Johnson, Chris Wolf, Ed Hearst & Peter Cadenasso



Bear Boat crew: Bill Naylor, Anthony Shaw, Mayumi Maede, Jay Seaton and owner Paul Koenig



a trophy from Gary Jobson (above). The crew of *Bear Boat* participated the PHRF Non-Spinnaker 138 and below class, and finished 5th.

It was a day of firsts for the crews on both boats and it was an exciting one at that. There's no way to describe the anticipation at the start as the different fleets jockey for position. Then the excited energy as you start the sequence for your fleet. The very first time that you make the decision about where you'll be at the start, whether to hug the coast for relief from the current or try to take the shortest path from mark to mark. Racing has a way of bringing all of the dynamics of sailing into a much clearer light. You start to apply all those things you learned but now, they can make the difference between first and last. For some reason, most of us respond to that concept.

It was an amazing day. Both of the crews pulled together and worked their hearts out from start to finish. We learned a lot and we enjoyed the camaraderie of fellow sailors while participating in something quite unique and special.

Special Thanks to:

John Penna - Owner *Hoista Few*
Paul Koenig - Owner/Skipper *BearBoat*
Robert McCreary - Practice coach
Mike Johnson - Organizer & coach

A very heart felt "Thank you" to all those who donated:

Carlos Alimoron, Stephen Allen & Alenka, Zoric Cindy, Bailey Tyler, Baron Horst & Gaby Bethge, Chris Blass, Richard Booth, Jan Brewer, Don & Janice Brewster, Peter Cadenasso, Josh & Rose Cedar, Ron Chan, Julie Cheng, Siu Chu, Jerry David, Logan DeLay, Kathleen Demas, Frank DiBiasi, Nataliya Dimant, James & Miki Dimitrios, Jim & Jean Ellis, David Forbes, Ann Freitas, Dwight Gomez, Ernesto Gonzales, Matthew Goulden, Parag Gupta, Chris Hagen, Stephanie Hallegatte, R. Bruce Hasson, Edward Hearst, Roger & Sue Hefty, Michael Johnson, Kim Jones, Erik Khoobyarian, Paul Koenig, Richard Kropp, Mary Lanier, Suzanne Lee, Mary Beth Lock, Ben Lovato, Mayumi Maeda, Mac Martine, Jeff McClanahan, Sam Mireles, Bill Naylor, Prakash Parthasarathy, Jay Seaton, Saso Seminars, Larry Sever, Anthony Shaw, Andy Shenk, Michelle Slade & Ted Christensen, Frank Sperry, Cliff Steele, Deirdre Sullivan, Jeff Swan, Christine Tozzi, Terese Tricamo, Kateryna Visvardis, Terry Ward, Warren White, Arthur Zwiegincew

Fleet Notebook

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the compartment, the generator is almost silent.

How the electrical system functions is what's new. The components include: a 100 hp main engine with an 85 amp alternator, the 8kw generator, a 60 amp battery charger, a 2kw inverter and 400 amps of 12 volt batteries plus a dedicated engine start battery. Power is drawn from the batteries either directly or through the inverter if it's 110 volts. When the system senses the batteries getting too low or the demand is too high

for the inverter to supply, it automatically starts the generator. Likewise, if demand is too high for the generator, it will automatically power share with the inverter rather than shut down.

All this electrical capacity isn't necessary to simply deal with electric winches and electronics. The boat also has three zones of central heating and air conditioning, refrigeration, a freezer, an ice maker, a flat screen TV, Vacuflush heads, a waste treatment system, and a microwave oven. Again,

we're used to these amenities at home and on motor yachts, but it's only recently they've become popular on sailboats.

It's been a real education figuring all this out and putting the package together and I'm looking forward to enjoying the finished product. If you would like a tour of the boat, join us for the Club cruise and rendezvous in Petaluma, October 13-15. We'll be there as the mother ship and looking forward to welcoming you aboard!

The Solent English Channel and the Channel Islands

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at any time. One crew member steered while one kept lookout and monitored the radio and weather traffic. We saw many ships both up bound and down bound in the Channel but only had to alter course for one vessel.

Ten hours later as the coast of France came closer we saw we were within a mile or so of the harbor entrance but up the Channel in the building flood and a dying wind. I started the engine and motored towards the entrance. In a few minutes we had an over temperature alarm. I saw there was no flow from the exhaust and stopped the engine. While Ravi and I investigated, Jonarde sailed hard toward the entrance in the outer breakwater.

It turned out we had lost the prime for the sea water circulation. Sunsail had warned us this was a possibility. When we re-established it and restarted the engine we still had no discharge from the exhaust. Since I didn't know where the water

was going and didn't have time to find out, I shut the engine down again and we concentrated on sailing into harbor on the failing breeze. We sailed into an empty side-tie at the end of the pier, much to the consternation of a large power boat who wondered if we were going to stop without hitting them.

When we were properly secured we found that the plastic waterlock device in the exhaust system had partially melted and was leaking all the sea water into the bilge. We left the solution to this problem for the morning, and went ashore for a French meal and a bottle of wine before turning in.

After breakfast we took the waterlock out of the exhaust system and carried it ashore. The harbor area has many boating oriented businesses, cafes and restaurants. At a Chandler, the proprietor took one look at our exhibit and disappeared in the back to re-appear with the identical part. Voila, monsieur! After a telephone call to Sunsail

they convinced themselves we knew how to install it and told me to buy it. They would reimburse me on our return. An hour later we were ready to go but had missed the tide gate at our next test, the Alderney Race. What a pity! We had to spend another evening enjoying the food and wines of France.

At 0845 we got under way from the enormous harbor of Cherbourg headed west along the Coast to Cap de la Hague. As we cleared the Cape and changed course for Guernsey we could sense the beginning of the famous tidal race carrying us very quickly towards Guernsey and the off-lying rocks and shoals. Although the wind was less than 15 knots on our quarter we were making over 10 knots over the ground. At a 1328 log reading we were 8 miles ahead of our DR. We could see ahead an area of low islands, rocks and tide rips as we piloted our way into the approach channel called the Little

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Club Nautique Events Calendar

October

- 4 Baja-Haha Crew Party,EYC
- 4 Hump Day - A
- 5 Full Moon Sail - S
- 7 CharterShare - A
- 7 Race Clinic - A
- 11 Humpday - S
- 13 BBYC - Friday Race
- 14 CharterShare - S
- 14 PYNOTG -S
- 14 Sail Trim - A
- 15 Radar/GPS - A
- 18 Hump Day - A
- 19 Baja Crew Party
- 21 Asymmetrical Spinnaker
- 25 Last Hump Day - S
- 27 BBYC Friday Races - A
- 28 Great Pumpkin Race
- 28 Overboard Recovery - A
- 28 W.O.W.
- 29 Big Boat Motoring - A
- 29 Great Pumpkin Race

November

- 4 GGYC Mid-Winters
- 4 Motoring
- 5 Anchoring & Mooring
- 5 Full Moon
- 17 Sail Trim - S
- 18 Radar/GPS - A
- 19 PYNOTG - S
- 23 Happy Thanksgiving
(closed)
- 25 W.O.W.
- 26 Chartershare -S

December

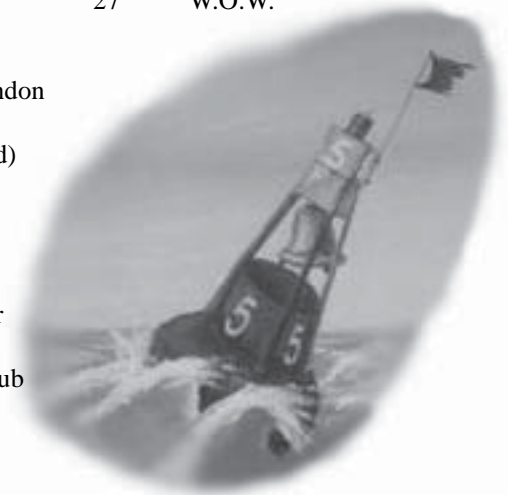
- 2 Chartershare - A
- 2 GGYC Mid-Winters
- 2 Light Ships in Jack London
- 23 W.O.W.
- 24 - 29 Happy Holidays (closed)

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

January

- 3 Full Moon Sail - S
- 6 Chartershare - A
- 6 GGYC Mid-Winters
- 13 Jury Rigging
- 14 Diesel Trouble Shooting
- 17 Anchoring & Mooring
- 20 Chartershare - S
- 20-21 CYC Mid-Winters
- 21 Big Boat Motoring
- 21 Jury Rigging
- 21 PYNOTG
- 27 Radar/GPS
- 27 Weather Seminar
- 27 W.O.W.



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:

John Richards
Tricia Walker

*Look for your "boating bucks"
 in the mail*

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Thanksgiving on a Boat - Preparation is Key

— by Tricia Walker —

While it may seem a bit strange to some to willingly prepare a Thanksgiving Feast on a boat, for me it seems like a perfectly delightful challenge. How many Thanksgivings do you really remember? This is one your friends and family will never forget. Ed and I traditionally feel cheated unless we sail for no fewer than three days at a time, so cooking on the boat is something we have done for years. I don't mean warming up packaged dinners or serving cold cuts; I mean from-scratch meals. I like to cook and love to sail so the marriage is very natural. The key to happy and stress-free meal creation on-board is planning and preparation. We have gotten very good at provisioning over the years, whether it's a trip to the delta or three weeks bareboating in the Caribbean. It's all about knowing your crew and buying accordingly.

While the menu we selected would not be everyone's choice for Thanksgiving, for a group of

displaced Southerners it was a perfect fit. The turkey I found online and was shipped to me frozen. I chose this approach because I could order the size and type of bird I wanted. For the greens—a mix of fresh collard and mustard greens—we cleaned and prepped them ahead of time at home.

Much saner. That goes for anything that needs chopping, washing, seasoning, marinating, etc. Do it at home in advance and put into zipper bags with the appropriate seasonings. The rest of the meal elements were very easy to do on-board. Hint: if you ever want to make mashed potatoes on-board do yourself a big favor and bring a real masher as using a large serving spoon was less than ideal.

If you think about all the needed ingredients and plan,

preparation is no more difficult than at-home cooking. It seems such a shame that most Club Nautique members only go out for day sails and those that do multiple day charters short-change themselves by not having great meals. For us, it's a big part of the fun! Enjoy!



Setting the table for our feast

Article contributed by Ed Thornton & wife Tricia Walker, Club Nautique members since 1994. Ed is now in Yacht sales employed by our sister company H&S Yacht Sales.

The Solent English Channel and the Channel Islands

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Russel. The pilot books say this should not be used in poor visibility, and I would have hated to be there then or at night with no radar or GPS.

In the beautiful weather we had it was a simple exercise to find

our way to St. Peter Port, the main town of Guernsey. The marina for visiting yachts is an inner enclosure with a tidal sill. We waited for half an hour with 15 or 20 other yachts rafted up at a waiting pontoon, watching the tide gage next to the sill until there was 2 meters of water over it, enough for us. At the height of the sailing season the place was packed, and we were assigned a side tie outside another yacht. After tying up we were able to go ashore and sample the attractions of St Peter Port.



Above: The "Needles" on the Isle of Wight A good landfall after 65 miles

Left: John and Ravi check what's for dinner at "The Kings Head" in Yarmouth

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Sailing the Largest Barrier Reef in the Western Hemisphere

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tell us not to go there. Telling Ed not to go somewhere is basically ordering him to go there. If it is even the slightest bit challenging to navigate there then Ed is definitely going to make an effort to go there. Our experience is that the Charter base usually makes things sound a lot harder than they really are. I have a feeling that is because most charterers don't have that much experience.

With our chart briefing behind us it was time to get under way. The base manager gets the boat under way for you and drives it over to the reef to show you what the reef looks like and what the different colors of the water mean in relationship to water depth. Understanding how to properly read water depth from color of the water with proper sunlight is very important. No good detailed charts exist except for the charts that come with the only Belize cruising guide currently in publication. (Cruising Guide to Belize and Mexico's Caribbean Coast by Captain Freya Rauscher) There are many areas where coral heads exist or the water is very shallow and it can be very easy to either run aground or hit a coral head if you are not careful. After our little instruction period on reading water depth the Base Manager handed over the helm to Ed. Time to raise the main sail! The representatives from the charter base wanted to stay onboard to make sure Ed could handle the boat and to get a feeling for how well we were going to be able to handle and sail the boat. Remember all the charter base has to go on is the sailing resumes submitted by Ed and myself and it is very easy to

overstate your qualifications. After the helm was turned over to Ed it was my job to raise the main sail. We are about 50 yards down wind from the reef and with our bow pointed into the wind Ed gave the order to raise the main. Right away the Base Manager says, "don't you think you should get farther away from the reef", Ed's response was "No I don't think so, Bill should be able to get the main up in time." Well it was obvious from the expression on the face of the Base Manager that he was not happy but he didn't say anything. So Ed gives the order and I go into over drive and next thing you know the main is up and Ed is falling off on to a comfortable beam reach with more than 25 yards left before there was any chance of having an issue with the reef. The Base Manager was completely blown away. Said he can't believe we got the sail up that fast. Usually takes most charters a good 20 minutes to get the sail up. I guess all that time doing mast on the Farr 40 paid off. We dropped off the charter folks and we were on our own for 2 full weeks of sailing and exploring the beautiful sailing grounds of Belize.

If I were to go on and describe all the awesome experiences we had on our trip it would fill up the whole newsletter. So I am going to end this article by saying Belize was great. Sailing in flat water with good consistent wind was some of the best sailing I have ever done. Belize is also not very



Author and Tricia Walker

developed and most anchorages have no services of any kind. You need to watch your water and fuel consumption and you need to make sure you have carefully read and understood the cruising guide and the charts that come with it. Belize can be very challenging when it comes to sailing in good safe water. It's also kind of freaky to be always sailing in 12 feet of water or less. That took a little getting used to. When you choose an anchorage it may be in an area where there is no one around but you and your boat. That can be a little spooky. But remember when you anchor is 5 ft of water with 20 to one scope it is going to take a pretty large storm or a tsunami to cause you any problems. I slept great every night with 20 to 1 scope in 5 ft of water and absolutely no sounds except for the gentle water slapping on the hull in 15 knots of a cool breeze that required you to sleep with a sheet so you didn't get too chilled.

Would I go to Belize again? Definitely.

Give Marianne Armand a call to book your Belize vacation today! (510) 865-4700.

Spotlight on Instructor - Michael Johnson

by: Gary Walker

Captain Michael Johnson was born and spent his early years on the Malaysian Peninsula where his father owned an import/export trading company, and his parents enjoyed the lifestyle of colonial expatriates. As a young boy, his family made the voyage by sea from Hong Kong, thru' the Suez Canal, to England, where he spent his formative years and it was there that Michael developed his affinity to boating on the south coast of England and in the English Channel, boating on various power craft. Years later, Michael cut his teeth with sailing by crewing on a French built race boat, sailing over the horizon on his first voyage in the Red Sea, and later went on to sail in the Mediterranean Sea, the Atlantic, the Caribbean, and along the northern California coastline.

In 1992, Michael was drawn to Club Nautique for formal lessons having spent many afternoons admiring the sailing on San Francisco. He quickly became an active member, completing classes,

participating in events and clinics and moving into racing - in fact, an unscientific review of Club Nautique's records indicate he may have more events, classes and charters to his name than any other club member.



In April 2004, Michael joined Club Nautique's Sausalito dock-staff and also began periodically teaching until earlier this year when he moved to the Alameda location, to become the Assistant School Director and Club Nautique Events Coordinator. Currently he instructs classes in the US SAILING Keelboat Program, including Bare Boat Cruising and Coastal Passage

Making, and is also coordinating the upcoming Club Nautique entry in the Baja Ha-Ha Race to Cabo San Lucas, developing a winter and spring racing program and is setting up international classes and flotillas for 2007. Having been involved with many Club Nautique flotillas and events since 1992 he is a great resource for keeping an active and exciting offering of international flotillas, racing programs and social sailing events for members.

Michael likes to sail even when not at work and takes any opportunity to get out on the water, which is strangely delaying preparations and improvements to his Robert Perry designed Islander 28 - with only 15 hours of work still to go he says it will be ready to race in Spring 2010!

Michael is more than just another instructor at Club Nautique, and his background in sailing the world, racing and as a long time member of Club Nautique is an asset for our entire Club Nautique family.

The Solent English Channel and the Channel Islands

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We were becoming old hands at the study of tidal conditions and saw we must get out into the Race of Alderney early riding the tidal sleigh back to Alderney, our next destination. Also we must get over the sill at the marina entrance before 0830 or we would be stuck in harbor for almost another 12 hours. Well, 0800 suited us fine and we were on our way.

After another fast trip up the Race we rounded the North of Alderney and entered the main

harbor at Braye. The harbor has moorings for all visiting yachts. A charming customs officer in a very well handled whaler checked us in, took our money and gave us the radio channels for the shore boat, and fuel dock. We went ashore, and visited St Anne's, the local main town near the harbor. After lunch ashore we were told we could get fuel in the tiny inner harbor after 1745, when there was enough water for our boat. At the appointed time we were called in, and the inner

harbor didn't seem to be more than 3 or 4 boats lengths long, mostly showing mud except alongside the fuel dock. It also required a 180 degree turn so we could leave. We managed this, and filled up. Back at our mooring we doubled the tie-off to the buoy, had dinner and turned in. During the night we had the only rain of our trip, quite heavy, but it was gone by morning.

Ravi had done his navigation homework for the trip

— continued on next page —

School Scuttlebutt

by: Gary Walker

Our summer continues with a very active schedule of classes and seminars. The sailing has been wonderful with scores of students completing the US SAILING Keelboat and Basic Cruising Certification. In addition the advance classes, both Coastal Passage Making and Offshore Passage Making continue unabated. It's not too late to start your Coastal Passage Making classes. We have immediate openings for crew position, which puts you in line to complete this very popular program next spring and summer.



Plan on attending our winter clinics. Our weather/engine trouble shooting, heavy weather sailing... and many more clinics will run through the winter. What better time to attend a clinic.

For power boaters, and even

sailors wanting to gain a broader experience, our powerboat classes have never been more popular. These classes are great no matter what season. Gaining the skills necessary to operate a single screw powerboat is fun and it makes even a sailor a better seaman. Plus, you may find power boating has its advantages.

The California Department of Boating and Waterways has been holding public fact finding meetings as they determine the best course of action concerning possible state legislation requiring boating education certification. As recreational boaters, this is an area of considerable concern. Boating accident statistics show a relationship between education and safe boating. Those who have boating education have fewer problems. Many states have adapted mandatory boating education and boating certification; California is considering adapting

some form of mandatory boating education. Club Nautique and US SAILING have not taken a stance on this issue. We are, however, making sure we are in compliance for training standards adapted as the national standard and are able to comply with International Standards where they exist.

I encourage those of you with an interest in mandatory boating education to visit the California Department of Boating and Waterways web site to study the issue. This is the time to provide your thoughts and concerns to the California Department of Boating and Waterways. I look forward to some interesting discussions from our members on this very important issue.

Thanks for your support and enthusiasm. Our classes, our events and our members are what make Club Nautique the premier sailing and power boat school in the Bay Area and beyond.

The Solent English Channel and the Channel Islands

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back across the Channel to Yarmouth in the Solent. The wind was lighter this way, so we motored for several hours. In fact, we made the Bridge buoy next to the Needles in 9.5 hours. We were there just at slack and a beginning flood helped carry us 6 or 8 miles up to Yarmouth. (picture on page 12)

As usual everywhere in our trip the marina facilities were excellent. We walked ashore to the town and ate dinner.

There was no fooling the crew with the tides and currents any more after a week's experience. So

we had a great sail up the Solent in favorable tide and wind. We took the sails down for the last time at the entrance to Portsmouth harbor and motored up to Port Solent (The Queen's harbormaster will be on your case if you sail in Portsmouth harbor). At the waiting pontoon outside the lock we saw a fleet of SunFast 37s evidently waiting for their crews to take them to a regatta on the Solent.

Our check in with Sunsail was painless and quick. We had nothing to report except we tore the riveted vang attachment off the mast

and had jury-rigged it. Their maintenance man was already re-bolting it back as we left the boat.

Once again Ravi's family car was very useful. He ran Jonarde and me to our overnight hotel near the Marina, and left for London.

At breakfast next morning I persuaded Jonarde we had to see HMS Victory and the nautical museum in Portsmouth before going on our way, but that's another story....



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Wishing you fair winds
and a safe and happy
boating and holiday
season!

From all of us at
Club Nautique!

