



News Nautique®

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Summer 2007

Alameda • Richmond • Sausalito

From the Helm

by Don Durant

The spring boat shows are behind us and we haven't talked about the state of the industry in awhile, so perhaps that's a worthy topic for this issue's column.



In a word, the state of the boating business is "mixed" and as the old saying goes, "Where you stand depends on where you sit." I'm once again on the board of directors for the Northern California Marine Association and several of my fellow directors are purveyors of powerboats which consume more than their share of our fossil fuel resources. To understate their predicament, they're having less than a stellar year. Maybe I should turn it up a notch on the blunt meter; their business is terrible.

At Cruising Yachts, Inc., Club Nautique's sister company where I hang my hat on most business days, we're experiencing the other side of this coin. For the

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New Location in Richmond

by John Dahle



2580 Spinnaker Way, Richmond



John Dahle
Base Manager

The new Club Nautique location in beautiful Marina Bay has opened and boasts many features for the Club members and students. The Clubhouse is located in the second largest marina on the bay and has deep-water access for our large CPM and BBC boats; tide heights should not affect your boating

plans! We opened the clubhouse on April 2nd with 10 boats from 26 to 46 feet in length, four between 41 and 46 feet. In the coming months there will be new boats arriving from our sister company, Cruising Yachts, including a new Hunter 41 and a second Colgate 26.

The clubhouse is a spacious 2-story building on the water at the end of Spinnaker Way. Upon entering the building into the foyer,

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Charter Chatter

by: Mike Johnson

I'VE NEVER
DONE THAT ON
A BOAT
BEFORE!



From Club Nautique, Sausalito, it's only 40 minutes of motoring to *Sam's Bar and Grill*, *Tiburon*, and who hasn't been there by boat? Bayside arrivals keep members of the gallery looking and longing, which only adds to the skippers' feelings of pride and delight as they side-tie in front of the deck that is typically crowded with land-based spring-breakers. And who hasn't poked their nose in across Raccoon Strait at Ayala Cove, the Omaha Beach of Angel Island? After that there's The Ramp at Mission Rock, 7 nautical miles, and one whole epoch away. And, *Scott's Sea Food Restaurant* at Jack London Square in the Alameda Estuary rounds-out the obvious options open to casual boating in the Bay Area.

But I ask, why return to society so soon, when what you've tried to do in the first place is escape from the madding crowd, harness the elements, and charge, or plough, or sweep, or glide, or drift with every howling gust or sweet soft puff? We're out there to thrill our friends, entertain the family, indulge



ourselves or seduce our sweet hearts (note CN censorship)...

... you'd think there'd be more, but where is it? Well, don't go too far, or too fast, and you'll see it right away... oh! and don't come home tonight!

Our favorite anchorages:

- **Paradise Cove, Tiburon:** a great anchorage, with scenic beauty and never busy. Close by and a world away. Anchor late afternoon and relax until dinner. Think: peaceful nights, still mornings and cappuccino at breakfast.

- **China Camp, San Pablo Bay:** an easy anchorage, and safe for swimming think: serenity

- **ClipperCove, Treasure Island:** great anchorage, view of the Golden Gate Bridge and sunset. Think: Sunday morning brunch rafted up to another boat.

- **Petaluma** board Friday night, and relax. Spend Saturday cruising and motoring across the bay and up-river to Petaluma for dinner. Then next morning, sail gently back to your slip.

(Headed out the gate? – remember, ocean equipped boats only, and Coastal Passage Making certification a must).

- **Half Moon Bay:** board Friday night, and leave Saturday morning for the SF light ship, then left to Pillar Point, in through the reef and either anchor in the outer harbor or tie up at a slip for about \$20. Half Moon Bay Brewing Company for dinner, or any of the fine restaurants at the marina. Back to the Bay on Sunday.

- **Farallon Islands and Half Moon Bay:** out to the SF light ship, on to the islands and right turn to Drakes Bay to anchor. Picturesque, picturesque, picturesque views, and back to the bay on Sunday.

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Charter Chatter Cont.

Oh! No overnight pass? – then think bridge to bridge to bridge: from Richardson Bay to the Golden Gate, then down to the Bay Bridge and around Treasure Island and off to the San Rafael Bridge, and back. Make a day of it and enjoy the complete range of wind, weather and tidal currents of the bay.

And, how about inside the aquatic park for some close maneuvering under sail. Not sure you can pull it off? - then join a Sausalito Hump Night crew and see how it's done. I'll hook you up with the right crew – contact me at the Sausalito Club House or email me: mjohnson@clubnautique.net



Petaluma Rendezvous

July 13-15

Cruising Yachts is hosting a rendezvous in Petaluma. with lots of boats and fun & games and they've invited us along! Let's make a party out of it! Charter a boat and we'll cruise up the lazy winding river and end up in this great little town with shops and restaurants. Come for one day or stay for the whole weekend and join in the fun!

Keeping you Current

Just a reminder of our terms and conditions:

- ☀ Basic charter day begins at 9 a.m. and end at 8 a.m. the following day.
- ☀ Half day charters begin at 2 p.m. and end at 8 a.m. the following day. No advance half day reservations may be made for any Friday, Saturday, and Sunday.
- ☀ Free night before boarding is available upon request for multi-day charters. Subject to availability.
- ☀ Navigation limits vary with boat model, location, and charterer certification. Check with us for specific limits before confirming your charter.
- ☀ When racing, the insurance deductible is doubled and the sails and rig are not covered.
- ☀ Non Members must provide a valid credit card deposit in the amount of the deductible for your charter.
- ☀ Charter Cancellations - Members: There is no charge if the change or cancellation is more than **72 hours** prior to the charter or the length of the term of the charter, whichever is greater. The cancellation charge is 25% of the charter rate. Cancellations for inclement weather are at the discretion of base manager.
- ☀ Charter Cancellations - Non Members: There is no charge if the change or cancellation is more than 14 days prior to the charter or the length of the term of the charter, whichever is greater. The cancellation charge is 50% of the charter rate. Cancellations for inclement weather are at the discretion of base manager.
- ☀ Members book on-line
- ☀ Trawler Charters Only: Fuel is billed separately for all trawler charters.
- ☀ Class Cancellations: Changes to schedule or cancellation of a class for any reason inside 7 days prior to a class will result in a \$75 fee for one day classes, \$150 for two day classes and \$300 for 4-5 day classes.

New Location in Marina Bay, Richmond

— continued from front page —



to the left is our reception and check-in room for students and charterers. To the right through double doors you'll enter the large main room, which has cathedral ceilings, a wood-burning fireplace, and windows all around with views across Marina Bay. Off the main room is a full

kitchen and another office. Two sets of double doors lead to the outside patio. The stone patio is large enough to accommodate any events (parties) we may organize and is surrounded by an 8-foot high fence with glass windows all round, providing wind protection and views across Marina Bay. Off the foyer there are two doors. The door on the right leads to the second

floor, which has 2 classrooms and it's own balcony, kitchen and private bath. The door at the end of the hallway leads to the marina showers and the coin operated washer and dryer.

There is a gated parking lot just behind the building that you can gain access to with your boat key. Take advantage of the loading zone out front of the building then pull your car into the offstreet parking lot.

Between the clubhouse and docks is the Bay Trail, which is along the entire Marina Bay

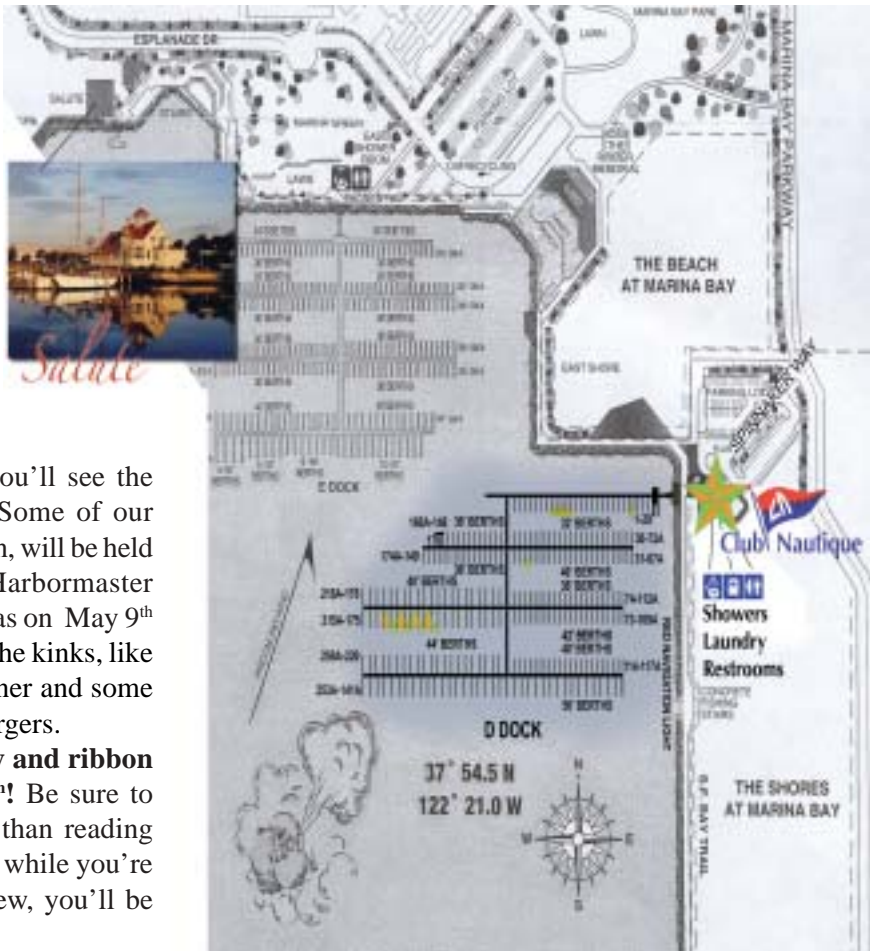


New Location in Marina Bay, Richmond

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shoreline and leads to a deli and restaurant. The trail is completed from Richmond to Berkeley. (The Bay Trail is a planned recreational corridor that, when complete, will encircle San Francisco and San Pablo Bays with a continuous 400-mile network of bicycling and hiking trails.) The restaurant is *Salute* and boasts first rate Italian waterfront dining and is just a short walk from the club house on the bay trail.



If you visit our web site you'll see the boats and classes we're offering. Some of our larger classes, like Coastal Navigation, will be held in the Conference Center at the Harbormaster Building. Our first Humpday sail was on May 9th and allowed us to work out some of the kinks, like for example, we needed a wine opener and some knives to cut the onions for your burgers.

Our Grand Opening party and ribbon cutting ceremony will be June 9th! Be sure to stop by and visit, it's much better than reading about it. The club is easy to find and while you're sitting on the deck enjoying the view, you'll be glad you made it.

From the Bases

Ballena Banter

By: Bill Knight



Next time you visit Alameda you will probably notice a few changes. Besides the addition of a whole new charter base we've trimmed down the large upstairs classroom and built a new large classroom in the back of the main clubhouse. So next time you come into the club you will see a new wall along the back of the room.

With the addition of the new location at Marina Bay this reminds me of how important it is to make sure you are familiar with the marina and any approaches to the marina you are departing from and returning to. You should review your chart before getting underway so you will be familiar with the aids to navigation that mark the entrance to the marina and what their light characteristics are in case you will be returning after dark. It is also a good idea to ask someone at the charter base if there are any local knowledge issues you should be aware of. Doing a little planning before getting out on the bay can save you a lot of stress.

As summer approaches there will be more boats out on the bay. Knowing your rules of the road and maintaining a good lookout will be very important. There can be a lot of skippers out there that do not have as good of an understanding of the rules of the road as most Club Nautique skippers do. If you have any incidents with other boats you will be liable for any damages to the boat and you can also be liable for lost charter revenue if the boat is

damaged so that it cannot be chartered. One thing I always tell my guests is to never assume that I see the other boat. If you see something or are concerned about an approaching situation tell me right away or make sure I see the same thing you do. You can never have too many sets of eyes keeping a look out.

San Francisco is a great place for boating. There are lots of really great events related to the water; KFOG KABOOM and the 4th of July are just a couple. Sometimes people like to anchor for these events. We will usually try to persuade you to not anchor because of all the risks but if you do decide to anchor make sure you are completely familiar with the operation of the windlass before getting underway and you are also aware of the location of all switches and breakers associated with the windlass. All boats with an electric windlass have an overload breaker that is designed to trip if the windlass is overloaded. This breaker is usually located in the vicinity of the chart table but not always. So make sure you locate this breaker and how to reset it if necessary.

Everyone at Club Nautique wants your day of boating to be as fun and trouble free as possible. So please remember when filling out that pre cruise, if you have any questions on any system do not hesitate to ask for help. It is much easier for us to explain the system to you when you are here then when you are out on the Bay.

See you out there! - Bill

Sausalito Slop

By: Mike Johnson



Staff Changes...

The king is dead; long live the king! Base Manager, Chris Warden has hung up his Converse All-Stars and camouflaged hat to move across the bay to head up service work on new yachts for Cruising Yachts, the new company that has come out of H&S Yachts. Carrying the torch forward will be none other than our very own Mike (*Mikie-Mike*) Johnson, returning, seasoned and slim, from duty at the Club Nautique Sailing School in Alameda, and his new A-Team of Gabe (*The Wrench*) Turco, Richard (*Local Hero*) Solomon, and the miracle of post-modern administration, *D!*

Setting out this year in a new (and additional) career in the marine industry, Doug (*Shutter Bug*) Workmaster joins us on the docks, working to prep the fleet and keep things ship-shape, and also returning for the '07 season is Dylan (*Helm Whisperer*) Garrett.

We're here to help, so let any of us know when you need assistance finding hidden boat hooks, need additional trash bags or paper towel, or need orientation to the furling main sails on our newer boats.

As always, feel free to contact me if you have any suggestions. I look forward to helping you in any way I can. I'll see you in the clubhouse or on the docks! - Mike

It Makes a Difference

— by: Mike Johnson —

Charter Boats aren't like rental cars. They need care and consideration if they're going to work next time out - and you can help. With a rental car you just lock the door, drop off the keys and walk away, but before you do that with a charter yacht take a look back...

Is that spring line on? – attached at the mid-ship cleat it should lead back to the dock cleat at the outer end of the slip. This will prevent the boat from advancing and riding against the dock.

Has the boat been washed down with fresh water? – removing the salt water that has washed or sprayed over the boat helps preserve

the polished exterior, reduces corrosion of metal fittings, and minimizes the acid burn that is left on the clear panels of the dodger. And the same goes for the cockpit, where food, footprints and beverage spills can harden in the sunlight and add a new meaning to the word tenacious.

All hatches closed? – This helps keep the fresh water wash down on the outside of the boat where it's supposed to be and less on the inside. Enough said?



Is the shore power plugged in correctly and battery charger on? – this #1 cause of charters "arriving home late" and in the company of Vessel Assist Towing Services, can be reduced with proper charging at the dock.

Summer Sailstice Photo Scavenger Hunt

June 23rd & 24th.

We invite you to join in our "Sailstice Photo Scavenger Hunt". Break out your digital camera, climb on board a boat and go sailing. We'll provide you with a list of photo ops to snap along the way that will have different point values associated with them. The more photos you take the more points you accumulate. To make sure that the photos weren't taken before the 23rd or 24th, we'll announce a "secret item" that will have to appear in each photo. The more the merrier so you'll get bonus points for lots of folks in your photos. There will be a small entrance fee that will be donated to the Treasure Island Sailing Center. We'll iron out the details and the prizes shortly. Check out our website for the most up to date rules and guidelines. or email Marianne Armand

marmand@clubnautique.net

Even if you don't participate in the scavenger hunt, there are plenty of reasons to get out on the water on the 23rd & 24th. Sign up to win prizes on the "Sailstice" website:

www.summersailstice.com to win prizes from West Marine, Sunsail, Hunter and more. Last year, one of our students won a week long trip to the Bitter End Resort in the British Virgin Islands!

Join in the Treasure Island Sailing Center Celebration! Welcome Summer back to the Bay Area with free sailboat rides, a children's treasure hunt, youth and adult regattas, a silent auction, live music, dinner, dancing and fun for all!

Go to their website for more details: www.tisailing.org



Single Handed Farallones Race

by Paul Koenig



Paul Koenig, owner of Sausalito based Bare Boat heads for the Farallones

So, you've taken 6-12 months and accomplished a tremendous sailing goal – you're CPM certified through Club Nautique. So what's your next sailing challenge? For me, it was completing the Single Handed Farallones race. So what kind of a nut sails to the Farallones by themselves? For me, I'm the kind of nut that wants to test and expand my sailing skills. Besides, I've come close to the Farallones, but have never been out there so it seemed like a good excuse for a trip out there.

For the last 2 years, I've been a member of the SF Bay Single Handed Sailing Society (www.sfbaysss.org), a group of single handed / short handed sailors that meet and several times during the year to share their ideas and experiences sailing short handed. The group also puts on several races during the year, with notable races being the Three Bridge Fiasco in January, the Single Handed

Farallones in April, and on even years, the Single Handed TransPac race from SF to Kauai. This year's Farallones race was the 30th anniversary race and saw almost 70 single handed sailors register for the race.



Paul proudly models his race jacket

Pre-race preparation consisted of attending the skippers meeting the Wednesday before race to learn from the veterans about their experiences and what to expect "out there". The race course was

covered and I think it was pretty straightforward, sail from in front of the Golden Gate Yacht club, under the GG Bridge, around the Southeast Farallones island keeping it to port and return to the start line. I was pretty sure my navigational skills could handle that, especially since the veterans said it was course 060 out and 240 back. And to make things even easier, the race day was chosen to allow an ebb current to take us out the Gate and if you timed it right a flood would assist on the return leg. Safety concerns were covered, including the normal offshore requirements for jacklines, tethers, PFDs, flares, VHF and a backup VHF and so on. A valuable discussion was held on jackline location recommending terminating them at the cockpit to avoid being dragged behind the boat, especially since this caused a fatality a few years ago in a double handed Farallones race. But the best advice came from the head of the race committee, advising all sailors to take the day one step at a time – bed, to car, to dock, to start line, to the Gate, and so on – and evaluating how you feel each step of the way before proceeding to the next. It's great and obvious advice.

For race day, the conditions were forecast to be decent for an offshore race – 10-15 knots winds from the south early in the day, growing to 20-25 knots in the afternoon as a rain storm moved into the area with seas of 8-10 ft at 14 seconds (characterized as a swell on the "Arnstein Scale"). I thought I made it to Sausalito with enough time to prep the boat and get to the

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Leukemia Cup

—by Marianne Armand—



Race for a cure in the 2007 Leukemia Cup Regatta on September 29th!

Raise more than just sails for a good cause! Skippers and crew from all over the Bay Area are teaming up to raise thousands of dollars in the race against blood cancer.

Club Nautique got involved last year when we heard about local sailor and San Francisco Yacht Club Member, Bill Nolan's 8-year old son Campbell who was diagnosed with a rare T-Cell Acute Lymphoblastic Leukemia in 2005. At UCSF Children's Hospital, he is enrolled in a clinical trial of a new drug specifically addressing T-Cell. Since diagnosis, Campbell has



demonstrated courage, insight and faith beyond his years. Now, through sailing, we can try to make a difference.

In 2006, the sailing community raised more than \$3.3 million at 47 Regattas, bringing the overall campaign results to more than \$20 million. More than 17,000 participants took part in the 2006 series.

Last year Club Nautique entered two boats in the regatta and one of them took first place in their division. The participants were asked to donate \$200 to the Leukemia Lymphoma Society (LLS) to secure a seat on the boat. The boats were generously donated for the day by John Penna and Paul Koenig as well as the time of the coaches Mike Johnson and Paul Koenig so 100% of the donation went to the LLS.

This year once again John and Paul continue their generosity and have agreed to donate their boats and possibly their time for the regatta. Please call Alameda to add your name to interested participants and we'll work out

exactly how we are planning on participating this year.

For a donation of \$1000, there will be a **VIP Cocktail Hour and Dinner with Tom Perkins at The San Francisco Yacht Club, Friday, September 28th.** A truly special evening with this extraordinary venture capitalist and the owner of The Maltese Falcon, the world's most technologically advanced yacht!

Contact Erin Reeser at: 415-625-1133 to purchase tickets now.

After the race, celebrate with cocktails, BBQ, a silent auction, and an awards ceremony with trophies for the top finishers and fundraisers at the Mt. Gay Rum post-regatta Deck Party!



From the Helm

— continued from front page —

first time since we had gas lines decades ago, we're taking powerboats in trade on sailboats. One client who purchased a new Hunter 49 during Strictly Sail in April and traded in a 40' powerboat with twin gas V-8 engines, told us that although the price of the fuel was certainly of concern, it wasn't the primary issue driving him to sail. He felt scorn from bystanders when using his boat. He said, "People looked at me funny, like I was some kind of scum bag." Interesting that it's become that intense.

The softness in the power market seems to depend more or less directly on the fuel consumption of the vessel, until we get up into the mega-yacht or near mega-yacht range. As you may have read, mega-yacht sales are extremely healthy. Someone who flies around the country in a private jet probably doesn't worry overly about the price of the fuel for his yacht, or for that matter, how much of it he's consuming.

As we near the realm of boat buyers who actually have to ask the price, the operational costs are increasingly an issue, so boats with diesel engines for example, are doing better than boats with gas engines. Trawlers which can be operated at economical displacement speeds are selling as well as sailboats.

How are sailboats selling? We went to Strictly Sail with 14 sailboats and came home with only 4 boats unsold and two of those sold the following week. That's a record for us and it puts us in un-charted territory. We're in the high season

for yacht sales and have very little inventory. It's not quite like during the .com boom, as prices aren't going through the roof, but I'm beginning to think if the press let us read a little good news once in awhile, we might revisit those heady days.

We do have pricing pressure in the form of raw materials costs (lead, for example, has doubled in the last 12 months) and transportation (fuel) costs, so new boat prices are ratcheting up. The positive side to this for sellers is that used boat prices are climbing. We closed on a five year old 36 foot Hunter today which sold for 4% less than it sold for new. That works out to a cost of \$83 per month to own a sailboat, excluding operating expenses!

If you're in the market for a used boat, you should carefully compare the *real* cost of new versus used. With factory and dealer incentives, financing options, warranties, the ability to get exactly what you want instead of what someone else wanted, no survey and haulout expenses, up-to-date electronics, future resale value, etc., you may find the new boat is a better value.

If you're in the market for a new boat and can find the boat you want in dealer stock, I can assure you this year's model will cost you less than next year's model and you get your boat now instead of later. At Cruising Yachts, on models we're out of stock on, we can order '08 models for delivery as soon

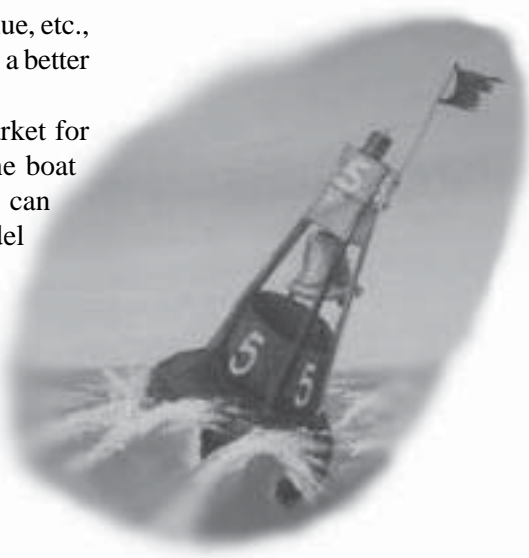
as available, but at '07 prices.

If you're in the market for a gas guzzling powerboat, as the Rothchilds said, "Buy when the blood's running in the streets." You can get a great buy right now if you can find a seller who can afford to sell (i.e. not too upside down).

And of course, you can forget about all of this and simply charter the boat you want when you want it from Club Nautique!

Rendezvous

July 13-15 Cruising Yachts will be hosting a rendezvous for Hunters and Jeanneaus in Petaluma. Club Nautique members are welcome to charter either of these brands and join in the fun. There will be door prizes, seminars, maybe some fun contests, food and drink, and a chance to meet other sailors/owners of these boats. Mark your calendar, reserve your boat, sign up, and join us. Hope to see you there!



Club Nautique Events Calendar

June

2-3 -CO NAV I - A
2-Big Boat Motoring Clinic - R
2-Motoring - S
3-Bay Cruising Workshop - R
6-Hump Day Cruise - A
9-GRAND OPENING! - R
9-10-CEL NAV I - A
13-Hump Day Cruise - S
16-Charter Share - A
16-17 -CO NAV II - A
16-Bay Cruising Workshop - S
20-Hump Day Cruise - R
23-24 Summer Sailstice
23-W.O.W. - A
23-Bay Cruising Workshop - A
23-24-CEL NAV II - A
24-Big Boat Motoring Clinic - A
27-Hump Day Cruise - A
30-Radar/GPS Clinic - A

July

4-Independence Day! Fireworks!
7-Motoring - A
7-P.Y.N.O.T.G. - R
8-9 -CO NAV I - A
11-Hump Day Cruise - S
13-15 Petaluma Rendezvous
14- Bay Cruising Workshop - R
15-Overboard Recovery - A
15-W.O.W. - R
18-Hump Day Cruise - R

21-Charter Share - A
21-Bay Cruising Workshop - A
21-Radar/GPS Clinic - A
21-22 -CO NAV II - A
25-Hump Day Cruise - A
28-CPM Information Seminar - R

August

1-Hump Day Cruise -S
4-Motoring - S
5-P.Y.N.O.T.G. - S
5-Big Boat Motoring Clinic - R
8-Hump Day Cruise - R
10-12 W.O.W. Coastal -S
15-Hump Day Cruise - A
18 Charter Share - S
19-Overboard Recovery - A
22-Hump Day Cruise - S
25-Radar/GPS Clinic - A
29-Hump Day Cruise - R

September

1-Motoring - A
5-Hump Day Cruise - A
8-P.Y.N.O.T.G. - S
8-CPM Information Seminar - R
9-Big Boat Motoring Clinic - S
12-Hump Day Cruise - S
15-Charter Share - S
15- W.O.W. - A
19-Hump Day Cruise - R
22-Radar/GPS - A
23-Overboard Recovery - A
26-Hump Day Cruise - A
29-Leukemia Cup Regatta - S

A-Alameda
R-Richmond
S-Sausalito



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:

***Paul Koenig
Karen Taggart Hatlen***

Look for your "boating bucks" in the mail

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Spotlight on Instructor - Kay John Kavanaugh

— by Gary Walker —



You may have wondered why Club Nautique's CPM instructor Kay-John Kavanaugh has not been seen lately. Two years ago, Kay-John's wife, Ute joined the US Coast Guard Reserve. Ute is now a BM2 and coxswain (boat operator) for the US Coast Guard. Ute's involvement with the Coast Guard led to Kay-John joining the US Coast Guard Auxiliary, the Coast Guard's volunteers, where he has been involved in various programs related to Boating Safety and Search and Rescue.

Like all of Club Nautique's instructors, Kay-John has an in-depth knowledge of maritime operations. This knowledge and

ability led to Kay-John's selection as the captain for the Northern California Pacific Area Search & Rescue (PSAR) Competition team. On 2 June, Kay-John's six person team will compete against teams from Oregon-Washington, Hawaii, Southern California and Alaska. The winning teams will then represent the United States at the 2007 International Search and Rescue competition.

The International Search and Rescue Competition (ISAR) is an annual event. It is an opportunity for members of the Coast Guard and Auxiliary from Canada and the United States to learn, share ideas and build comradery while building public awareness of the men and women who respond to maritime search and rescue.

ISAR features events that are designed to test the team's ability to plan, communicate and prosecute a

maritime search and rescue (SAR) mission under a variety of challenging conditions.

Events include:

- Search and rescue planning (Navigational Work)
- On-water search and rescue exercises
- Towing of disabled vessels
- Rescue from burning vessels
- Radio communications
- Advanced First Aid in Offshore situations
- Search and rescue and salvage pump operations
- Marlinspike and seamanship skills
- Throwing a heaving line
- Shipboard damage control
- Patching ruptured pipes and hulls
- Mystery Event

This year the eighth annual International Search and Rescue competition will be conducted on 28-29 September 2007 on the picturesque Toronto, Canada Waterfront.

So the next time you see Kay-John at the Clubhouse or teaching at Club Nautique, let's ask him to write about his experience at the competition. He will have a wealth of information to share. You can be sure that some of it will find it's way into the tips and tricks he teaches during Club Nautique's classes.

Lets all wish Kay-John and his team the best of luck in Alameda on 2 June and in Toronto on 28 and 29 September.



Club Nautique leads the way yet again!

— by David Forbes —



US SAILING Report



Who are these folks and what are they smiling about?

You know the one in the middle. She's Beth Bell, our Assistant Sailing School Director. The guys are from the left; Bob Mongrain, Bob Bohannon, Ed Petroka and Tom Gallagher.

They're all smiling because this is the very first graduating class of US SAILING Basic Cruising Certified sailors in the country!

Believe us, they earned their stripes. The class could have been dubbed Heavy Weather Sailing. They put up with rain and on the last day, winds in excess of 35 knots and over 5 foot breaking waves... in the Bay! We have pictures to prove it, but they're too scary to print in a family publication.

Congratulations guys and nice job Beth in bringing them home safely under such trying conditions!

Back in May 1995, we were the first school in the country to certify US SAILING Basic Cruising graduates. We were very involved in the development of the whole US SAILING Keelboat Program (and in fact, David Forbes, Club Nautique's General Manager is currently the Chair of US SAILING's Commercial Sailing Committee) and so it only made sense that we led the way for this certification system,

Fast forward to 2007, and once again, Club Nautique is an industry leader. School Director Gary Walker and David Forbes have been working on the new national certification system for cruising powerboats – US Powerboating's Cruising Powerboat Certification System.

We're now extremely pleased to be able to congratulate

the very first US Powerboating Basic Powerboat Cruising graduates in the country! Under the watchful eye of instructor Richard Foregger, Arthur Zwiegincew, Scott Vouri, Karen Gutfreund and Bo Ericsson all passed with flying colors. Congratulations to all four!

We shall shortly be certifying the first Inshore Powerboat Cruising (Bareboat) students, and expect, within a year, to be able to certify students to the Coastal Powerboat Cruising level.

If you have previously taken a Club Nautique powerboat course and would like the national certification, please call Gary Walker at (510) 865-4700 or email him at gwalker@clubnautique.net



Single Handed Farallones Race

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start area 20-30 minutes before my 8:50A start. However I had a little trouble changing the headsail and I didn't count on a spot inspection by the USCG as I was heading out of Richardson Bay. All of this conspired to make me 40 minutes late for the start! Given the experience of the past Mid-winter races, you would think I would have learned how important it was to be at the starting line at the right time.

With 8-10 knots of wind from the SW, I started to head for the Bridge on a port tack and immediately started to try to find a boat to chase and pass since most of the fleet was already out the Gate. The great news was that I was able to stay on a single tack all the way past Point Diablo, taking a short tack across the shipping channel to give me some extra distance from the Marin coast. After that tack, I headed straight for the Farallones and started to pass some of the slower boats. Another good piece of advise from the pre race meeting was to set boat speed goals and to keep a constant eye on your speed over ground (SOG). My pre-race goal was 7 knots SOG, which I increased twice during the race as the wind conditions improved, first to 7.5 knots and then to 8 knots on the return from the Farallones.

The wind gradually started to build as I saw the storm front approaching from the south, so I let "Otto" the autopilot steer while I went below and put on my foul weather gear. As I approached the Farallones, I had passed about 20 boats and was starting to see the deep blue green waves crashing into shoals on the north side of the island

that I was told to avoid. As I rounded the Farallones, the wind had built up to almost 20 knots and the big question was when to tack and start heading back. When you single hand, especially in 18-20 knot winds, you plan your tacks very carefully since you have to coordinate a lot of activity in a short amount of time. I had been racing for almost 4 hours now and it was obvious I was going to make it back to the finish before 6PM.

After passing the island, I eased off from a starboard tack to a close reach to head for the SF sea buoy. My plan was to return on a beam reach down the shipping channel to take advantage of any current in the ship channel on my return leg. The winds had increased to 22 knots with gusts to 25 knots, so I had to reef the main to keep the boat nice and balanced and sailing relatively flat. By now I was sailing at 7.8-8.0 knots SOG on a beam reach with about 12-15 degrees of heel on the boat. My boat really likes to sail "on her feet", with any amount of heel over 15 degrees actually slowing the boat down and increasing the leeway. I was sailing with a 105% genoa and a main that was reefed in about 1/3 of the way, sailing flat and fast in the middle of a rain storm.

Once I got in the main shipping channel, my boat speed increased to over 8 knots SOG as the flood helped push me along. The flood helped me even more as I approached the GG Bridge. I noticed a boat overtaking me on the windward side, heading for the south tower of the Bridge. I headed for the mid span of the Bridge,

gambling that the stronger current would make up for the extra distance I might have to sail. The gamble paid off for me as the current and stronger winds in the center of the channel enabled me to finish 45 seconds ahead of that other boat that had overtaken me outside the Bridge, even though I ended up sailing a longer route.

I had a great time sailing that race. I had sailed almost 60 nautical miles out to the Farallones and back in under 8 hours. And if I had made it to the start in time, I may have finished in the top five in my division. I ran in to a couple of the veteran racers at the Strictly Sail show the next day and they all commented on what a great sail it was, in spite of the rain, and that it was probably one of the faster Farallone races in recent memory. I'm glad I was able to participate in this 30th anniversary race!

What are you waiting for? You don't need to enter a race to start planning to use your CPM certification for a great day sailing out to the Farallones.



Editors note: While we love Paul's enthusiasm, we don't have the insurance coverage for you to single hand a charter vessel so if you head out to the Farallones, bring a friend. Additionally, racing a boat raises the deductible to \$2k and the rig and the sails are NOT covered in the event that anything goes wrong.

School Scuttlebutt

Congratulations CPM Graduates!!!



Gary Walker and David Forbes were on hand to congratulate three more of our Coastal Passagemaking graduates: (from top) Michael Bruenig, Martin Tali and Abid Hussain

Club Nautique's busy season is here. Gary and Mary are up to their bouys scheduling and planning classes.

Captain John Richards recently led a five-day Coastal Passage Making voyage to Monterey. It was so successful that we have another scheduled on August 20 thru 24. This mid week CPM allows participants to fill two positions during a mid week CPM, and see a larger area of the Northern California Coast. Sign up soon as this will fill fast.

Captain Thomas Perry will facilitate Coastal Passage Making Informational Seminars on July 28 and September 8. This seminar is mandatory for those interested in the Coastal Passage Making Program and is a great way to get an idea of what's expected of you during the Coastal Passage Making program.

Captain David Scott led a Coastal Power Boat class in June with additional voyages available on 3 August and 19 October. The Offshore Passage Making voyages are scheduled for 6 August with Captain John Richards and 19 September with Captain Mike Warren. If you are interested in any of these classes, contact your member representative or Gary Walker at gwalker@clubnautique.net.

We had one of our busiest weekends with a full roster of classes running out of all three locations, plus events and lots of charters. It's such a joy to see the clubhouse a buzz with activity and new sailors and powerboaters.

We look forward to seeing you on the bay. Be safe & have fun!



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First Class Mail

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Sounds of Sailing

by: Karen Taggart Hatlen

I watch as the small boat slaps the waves.
The groan of its motor
Sleeps beneath the sound of its smacking hull.
The solid thump on the water
Mesmerizes me with its cadence, until
It fades in the distance.
Gone.
Drumming for the wind.

As my floating haven tips and turns,
Bounces and yearns to sail through the wind,
It sings its songs.
And light as a feather,
Dances for the wind.

My senses surround me.
Slowly now, the taut fabric
Flaps and flails
Moving metal and sails... moaning,
Slow-dancing with the wind.

Sinking into the groove,
My peace is palpable.
I curl up
In the lap of the boat
The lap of the water
The lap of the songs.
And light as a feather,
I dance with the wind.

