

# Tradewinds Sailing School and Club

More Experience. More Time on the Water. More Fun.



## Windwords

June 2010

www.TradewindsSailing.com Email us: [staff@tradewindsailing.com](mailto:staff@tradewindsailing.com) Phone # 510-232-7999

### From the Helm

Wow, it's June already?! Why does it still feel like Winter around here? Nevertheless, the boats have been out every weekend and people seem to be enjoying the sailing. We have seen some very windy days in between these storms, so be careful out there!

It looks like it will be a busy month - we've got Friday Night Races, a Poker Run, a Saturday Night Sail, the Summer Sailstice event at Treasure Island, and to top it all off, we'll be getting prepared for our La Paz/Sea of Cortez trip at the beginning of July!

We had a great time playing Jenga at our last social after the Open House. We hope more members will join us for the Social at the end of June. Don't forget the Poker Run on the 5th. Stop by the office before you go sailing and get your instructions.



Be safe out there and watch for quickly changing conditions as long as these weekly storm systems persist - the changes in wind direction can cause changes in your plans, and even some decent sized waves from unexpected directions on certain days. We'll see you out on the water!

*-Matt K*



A young sailor enjoys our free rides at the Open House.



Rain, Shmain... we're going SAILING!

### More Fun.

#### Contents

Events & Announcements	2
Sailing Classes	3
Checkout Schedule	3
California Coastal Adventure	4
2011 Exotic Trips	4
Catamaran Courses	5
Ocean Experience	5
Member Article	6
Nautical Terminator	8

## Events & Announcements

<b><u>Date</u></b>	<b><u>Event</u></b>
June 4 6:15pm– 8pm	<b>Friday Night Race Series</b> - 1st Friday of the month race series. The first flag is at 6:15 sharp. Be at the start line and ready to go by then. If you are not already signed up and can make the first Friday of the month all summer, call the office to see if there is still room on a crew!
June 5 10am– 4pm	<b>Poker Run</b> - Stop by the office before you go sailing and find out where you can pick up poker chips during your sailing day. At the end of the day, exchange your chips for playing cards. Best poker hands earn prizes. The grills will be available on the patio if you'd like to bring something to Bar-B-Q.
June 10 10am– 3pm	<b>Introduction to Sailing</b> - Join us for a sail on The Bay! All welcome. A typical 5 hour Bay sail from Marina Bay includes a trip through Raccoon Straight, around Angel Island, across the "Slot", down the San Francisco city front, and a leisurely down-wind sail back home. The route may change according to conditions, of course! Free for Members, \$40 for Non-Members.
June 12 6pm– 12pm	<b>Saturday Night Sail</b> - Join Brandy & Matt for a night-time sail around the bay. Learn how to navigate at night, experience the bay in the dark, or just come out and enjoy a nice romantic evening on the water. Free for members, \$75 for non-members.
June 18 6:15pm– 8pm	<b>Friday Night Race Series</b> - 3rd Friday of the month race series. The first flag is at 6:15 sharp. Be at the start line and ready to go by then. If you are not already signed up and can make the third Friday of the month all summer, call the office to see if there is still room on a crew!
June 19 11am– 8pm	<b>Summer Sailstice</b> - We'll be at Treasure Island giving free boat rides. There are vendor booths, food, and fun. Come on out and say hi! For more info about the Summer Sailstice event, see: <a href="http://www.summersailstice.com/">http://www.summersailstice.com/</a>
June 22 10am– 3pm	<b>Intro to Sailing</b> - Join us for a sail on The Bay! All welcome. A typical 5 hour Bay sail from Marina Bay includes a trip through Raccoon Straight, around Angel Island, across the "Slot", down the San Francisco city front, and a leisurely down-wind sail back home. The route may change according to conditions, of course! Free for Members, \$40 for Non-Members.
June 26 6pm– 9pm	<b>Tradewinds Social</b> - Bring your favorite pot-luck appetizers and drinks and mix it up with the sailors of the Tradewinds Fleet! Come and swap sea-stories and meet people to sail with. Fun to be had by all! ARRRRRRR!
July 3 6pm– 10pm	<b>Marina Bay Fireworks</b> - Many of us will be in the Sea of Cortez for the holiday, but for those who aren't, plan to come to our office on the 3rd and watch the fireworks. The grills will be available on the patio if you'd like to bring food and Bar-B-Q, feel free!

## Welcome New Members

Jack King    Eduard Gaupman    Everal Pelton    Joerg Reichardt    Harve LaBounty  
 Jonathan Ng    Richard Sambucetti    Catalin Turcuta    John Stienstra    Eric Pederson  
 Lindsey Niedner    Maret Mitchell

**More Fun.**

## Classes

The following classes currently have at least one opening. Check the web calendar to view all open classes in an easy-to-read format. Call the office if you have any questions or if you are ready to sign up.

*Prices are listed as NON-MEMBER/MEMBER*

### Basic Keelboat (\$645/\$495)

June 7,8,9  
June 12,13,19  
June 16,17,18  
June 19,26,27  
June 23,24,25  
June 28,29,30  
July 10,11,17  
July 11,17,18

### Basic Keelboat All Women's(\$645/\$495)

July 24,25,31  
Aug 21,22,28

### Basic Coastal Cruising (\$845/\$695)

June 12,13,18  
June 14,15,16  
June 19,26,27  
June 21,22,23  
July 10,11,17  
July 11,17,18  
July 14,15,16  
July 19,20,21  
July 25,31 & Aug 1

### Bareboat Chartering (\$1045/\$895)

June 19,26,27  
July 11,17,18  
July 18,24,25  
July 28,29,30  
Aug 8,14,15  
Aug 22,28.29  
Aug 25,26,27

### Advanced Motoring & Docking (\$245/\$225)

June 12  
July 10

### Advanced Anchoring (\$245/\$225)

June 26  
July 31

### Radar Course (\$345/\$325)

July 10,11

## Boat Checkouts

Remember, checkouts are free and the more boats you are checked out on, the easier it is for you to go sailing on any given day! There are openings in the following checkouts, remember to call the office and schedule it if you can attend.

Date	Time	Boat Number/Name
June 1	6pm	3402 - Lucy! (Gold)
June 3	6pm	4201 - Galen (Platinum)
June 5	9am	3012 - Asilo (Silver)
June 6	9am	3403 - Na Mara (Gold)
June 8	6pm	4202 - True Love (Platinum)
June 10	6pm	3101 - Lionheart (Silver)
June 12	9am	3404 - Pain Killer (Gold)
June 13	9am	4203 - Sea Angel (Platinum)
June 15	6pm	3102 - Asilo (Silver)
June 17	6pm	3503 - Redeemed (Gold)
June 22	6pm	2803 - Toba Leah (Silver)
June 24	6pm	3801 - Black Pearl (Gold)
June 26	9am	3011 - Amazing Grace (Silver)
June 27	9am	3401 - Pink Slip (Gold)

**More Experience.**

# California Coastal Cruise!

This is a two-part trip down California's coastline with Tradewinds Instructor Jerry Rouillard on *Sea Story*, a Pearson 39 outfitted for offshore cruising. It's the perfect trip for those who want an affordable, offshore cruising experience in a manageable time frame. The first section of the trip is from San Francisco to Santa Barbara. The second section is from Santa Barbara to San Diego via Catalina Island. Each section will be booked separately for just that leg of the trip. Crew slots will be limited to three individuals, or two individuals and one couple who can share the same cabin. Prices include provisions. As with any sea voyage the dates are the best we can plan in advance. If you would like to sign up please plan a day or two on either end as "just-in-case" days

## **Leg One: San Francisco to Santa Barbara – July 17th to July 21st.**

The crew will board the afternoon of the 17th of July and set sail. The itinerary will include one overnight stop-over at Monterey, Morro Bay or the anchorage at San Simeon. Anticipated arrival in Santa Barbara will be July 21st. With no weather delays, crewmembers will be replaced by those on the second leg of the trip. **Cost: \$595.00**

## **Leg Two: Santa Barbara to San Diego – July 21st to July 25th.**

Crewmembers for this leg will meet on July 21st and set sail that afternoon for Catalina with a possible interim, overnight anchorage at Santa Cruz Island. After an overnight stay at Catalina it will be an easy hop up to San Diego. **Cost: \$595.00**

### **Please Note:**

**Due to the nature of this trip, we'd only like you to sign up if you can be flexible by two days either at the beginning or the end of your leg. If weather conditions dictate, we may adjust the departure time by two days in either direction. The cost of the trip will be non-refundable.**

---

## 2011 Exotic Trips Info!

### **Planning Ahead**

If you've ever been on one of David's trips, you know how well organized they are and what a great deal they are. In order to make that happen, he plans things waaaay in advance, so he can secure the boats, hotels and airfares at the best possible rates. We've been talking to him recently, and found out what's on the schedule for 2011. Yes, it's only May of 2010 right now, but he has trips planned out for 2011 already. We don't have details yet, but you may want to reserve these dates on your calendar so you don't miss out.

June 1 -14, 2011 The south of France! Warm sunshine and the longest days of the year to explore vineyards, castles, small medieval villages, and all that amazing history and cuisine. A one-way voyage down the Canal du Midi, from the Languedoc region to the Mediterranean sea. This will be a first for Tradewinds, and not one to be missed!

November 3 -13, 2011 Springtime in Tahiti ! It will have been nearly 4 years since our last Tahiti trip, and this is always a favorite destination. Enjoy 2 nights at a beach resort on Tahiti before boarding the yachts for a week of incomparable sailing in the clear warm waters around Raiatea, Tahaa, Bora Bora and Huahine.

Watch for more details in the coming months, or contact David directly ([davidkory@gmail.com](mailto:davidkory@gmail.com)) to ask questions or let him know of your interest.

# **WE ARE NOW OFFERING A CRUISING CATAMARAN COURSE!**

**Schedule:** Two consecutive days, 9am to 5pm

**Cost:** \$695 for Tradewinds Members, \$845 for non-members

**Certification:** ASA-114 (Cruising Catamaran)

**Pre-requisite:** ASA-104 (Bareboat Chartering)

During this two-day, four-student course, you will learn to maneuver a large cruising catamaran under both sail and power. Docking, anchoring, man over-board, systems, everything you need to know to charter a cruising catamaran on your next vacation. Sign up at the Tradewinds office. We have space on the following dates:

June 26, 27	July 24, 25
July 10, 11	July 31 & August 1
July 17, 18	

We expect these classes to fill fast in anticipation of our group charter trips this year.  
Don't wait to sign up!

---

## **Ocean Experience**

Have you been through Bareboat, maybe ACC, and you're ready for more? Are you working towards a captains license and need some sea time? Want to see what its like to spend a few weeks aboard, cruising the coasts of Mexico and California? Then David Kory might have the spot for you! He will be delivering a 44-foot sailboat from La Paz, Mexico to Richmond in June, and is willing to take one or two people along for the ride. There is no cost for this opportunity, but you'll need to contact David soon to discuss all the details of this June 3 departure, and see if this is right for you. You can email him at: [davidkory@gmail.com](mailto:davidkory@gmail.com), or call 925-787-6893.

## Running aground -- Now It's Our Turn

by Harry Chesley & Suzana Seban

Every time we go sailing, it seems, we learn something new; and every time we go sailing, it seems, something goes wrong. The two are often related. Our latest outing, on May 22nd, was no exception.

That Saturday we got up early, looking forward to a busy day -- a check-out on Robbie J, a day of sailing, and seeing our daughter's high school play at the Bay School in the evening. We pulled into Tradewinds a bit before 9AM, said "hi" at the front desk, and headed down to D19, where Matt was scheduled to give the check-out.

Robbie J has a new electric engine, which gives it three advantages over all the other Silver fleet boats. First, as soon as you go on board, you realize that Robbie J doesn't smell like the other boats. There's no background odor of diesel fuel. That's nice for anyone, but for those of us with a tendency to nausea, it's wonderful. Second, it's dead quiet, which gives a whole different feeling to motoring out of the marina. And third, it always starts, and without having to get down on your hands and knees to find and operate the glow plug and starter controls -- just flip a switch and push the throttle. Frankly, we hesitate to mention all this, since Robbie J is likely to become the most popular boat in the fleet, once people realize how nice electric is. Which will make it harder for us to get the reservations we want.

The check-out was done by 10, and shortly afterward we headed out. We did some practice figure eights, stop-and-gos, and fairway rotations (back-and-fills) out by the mooring balls, both to check out the electric engine and to refresh our skills. The wind felt nice and brisk, so we headed out. We didn't have a lot of time, needing to be back in San Francisco to give our daughter a ride to her play by late afternoon, but we'd see how far we could get.

We motored out of the marina into the main channel, put up the sails, and killed the engine (if you can use that term with an electric, where you flip a switch which makes no noticeable difference as far as you can hear). Of course, then the wind died.

We did have enough wind to make some progress, so we sailed slowly out the channel. Which was fine -- we're not about speed when we're sailing. As we entered Point Potrero Reach, the winds picked up again -- nothing spectacular, but pleasant, especially in contrast. We started tacking up the Reach, as we've done many times before, trying to make some time by tacking close to the edges of the channel.

Somewhere between the number 12 and number 10 channel markers, on the West side of the channel, we were coming about when the steering stopped responding. We tried retrimming the sails a bit, then tried turning the other way. Then we noticed not only wasn't the steering responding, but we weren't making forward progress any more. As we were close -- but, we thought, not **that** close -- to the shore, we turned on the engine (flipped the "on" switch), and put her in reverse. All that seemed to do was kick up mud from the bottom. Oh yeah, and we could see the bottom.

At this point, we realized that we'd run aground. All the books say you're going to do it sooner or later. All of our instructors (with no exceptions) had stories of when they'd done it. But somehow, we hadn't really believed we ever would. After all, we're conservative sailors, never taking short-cuts into shallow areas. Even now, we looked and we were not past the line between the 10 and 12 channel markers -- maybe on the line, but not past it. So now we can attest that it's true -- sooner or later, you run aground.

The next few minutes were a blur of thought. I'd like to report that it was a blur of focused, effective thought, that led to the proper quick action to take so that we ungrounded ourselves and were on our way. Unfortunately, it was a blur of "What? We didn't practice this in class! Oh yeah, the book had something about what to do. You should do it fast. But what it? Kavetching? No, kedging. Uh, how? Dunno. Call Butch."

So we quickly made use of the one practical result of this thinking and called Butch (well, the office, but Butch answered) on the cell phone. "Take down the sail," he said (duh!), "put out the anchor, and we'll come out and help."

Down went the sail (insert something here about the sail being a metaphor for our egos), out went the anchor (insert something here about the anchor being a metaphor for our hopes), and then we waited for Butch and Lynn, who arrived shortly on Lionheart. Pulling in as close as they could without getting stuck themselves, they tossed us a line, and gave us tug. Valiant though the effort was, it didn't seem to move the boat an inch.

On to plan B. We tied our anchor to the line from Lionheart -- and here we can be proud that we did remember how to tie a bowline, under some pressure, and quickly -- which they sailed out a ways and dropped. Winching in the anchor line also failed to move the boat.

"Wait for the tide to come back up," said Butch, and headed back in.

Luckily, we'd run aground just a half hour before low tide, so it shouldn't be long. We settled down to a quiet lunch. It was actually very nice to eat without worrying about steering the boat or other traffic -- we were pretty sure no other boat would come near us, given our position.

At this point, I should mention that this was an open house day at Tradewinds. We were already feeling guilty about not helping out by crewing for the free rides, and then pulling Butch and Lynn away from what was surely a very busy day for them. Now, as we sat on our grounded boat, we watched a constant stream of Tradewinds boats pass by. No telling how many members and potential members saw us in our ignominious condition. We did hear a snatch of conversation from one of the passing boats: "That's one of ours. They ran aground."

And so we waited. Low tide came and went. We winched the anchor line tighter. A half hour past low tide came and went (bringing the water level back up to where it was when we grounded). We checked for any give in the anchor. Another half hour came and went. We called our daughter and told her to make other arrangement to get to the play. We'd meet her there -- we hoped. She found this rather amusing for some reason. More time came and went. And then the boat, slowly, started to move. The wake from a passing boat helped loosen us further. We pulled, we winched, we gave it some gas -- er, some electrons. Finally, we were free!

Out of time, we motored straight back to dock. We spent a bunch of time cleaning all the mud from the anchor off the deck. We spent some time doing a quick post-mortem with Matt at the office. Then we drove home, had a quick dinner, and made it to the play just on time. Given the events of the day, it was a bit hard to keep focused on the play, but it was *The Importance of Being Ernest*, which is quite funny, and it was a good production, and anyway, it was about time for some comic relief.

What did we learn? Several things. First, you can never read the charts too carefully. It turns out that the number 12 channel marker doesn't actually mark the edge of the channel. It's positioned several feet beyond the edge. Matt said something about the big ships repeatedly running into it, so they moved it... If we'd looked closely at the chart, we'd have known you can't sail right up to the edge there.

Second, all those things in the book (like kedging) are important even if you can't practice them until an accident happens. And all those things (like anchoring) that we were planning to practice "later," don't always wait until you're ready for them.

And finally, of course, we learned that everyone runs aground. But if you keep calm, take the appropriate action, and maybe call for help, it's OK.

# Nautical Terminator

## Poop

By Marianne Wheeler

Recently, I was captivated by this book “The Sailing-Ship, Six Thousand Years of History”. It is a classic in its field. Six Thousand Years! The book is a compact account of the development of the sailing-ship that we have today, traced and described by Romola and R.C. Anderson, first published in 1926.

It covers vessels of Egypt and Crete from 4000 to 1000 B.C.E., Phoenicia, Greece and Rome to A.D. 400, Northern and Southern European ships in the Middle Ages, to the rise of the full-rigged ship and the ships of the seventeenth century, to the last days of the clipper ships in the nineteenth century.

When I read about the ships of the seventeenth century, the mention of the poop deck got my attention and I couldn't help wondering. As it turns out, the *poop deck* of a sailing ship has absolutely no connection with the slang word for a certain bodily function. I understand that sort of business was generally handled in the area below the ship's bow called the *head*. A poop deck is actually the roof of a poop cabin located in the rear (aft) section of a sailing ship's main deck.

The word *poop* comes from the Latin *puppis*, meaning "stern." Shipbuilders often designed a cabin space in the very rear of the ship called a poop cabin. This poop cabin extends a few feet above the level of the main deck and is finished off with a flat roof. The flat roof of a poop cabin serves as an observation platform called the poop deck. Officers and high-ranking sailors often used the poop deck as an ideal position for observing the crew at work.

The poop cabin on a sailing ship generally served the same purpose as the raised bridge area does on a modern ship. The poop cabin could be used as an officers' mess hall during meals, as well as a storage area for charts, journals and official logs. If the captain was not at the helm himself, he could generally be found on the poop deck issuing orders to the helmsman.

As sails gave way to engines, the need for a functional poop deck decreased significantly. Modern sailing ships may still have an elevated cabin in the aft area, but the poop deck is little more than a raised platform suitable for sunbathing or other recreational uses. One interpretation of being “pooped” remains. It is when we are swamped astern by a big wave climbing into the cockpit.

## Friday Night Fun Race Series Standings!

We still have room for a couple of teams for 1st Fridays! Remember, it's golf-style scoring. Lowest numbers are in the lead.

1st Friday Night Fun Series							3rd Friday Night Fun Series						
	MAY 7	JUN 4	JUL 9	AUG 6	SEP 10	Total		MAY 21	JUN 18	JUL 16	AUG 20	SEP 17	Total
Nothing to Lose	5					5	Geezers	4					4
Salty Dogs	2					2	Tough Tiders	1					1
Breezin'	3					3	BCDC	6					6
Alias	1					1	Clueless	6					6
Sea Rats	4					4	Knotty Behaviour	5					5
							Home Buoys	2					2
							Panacea	3					3

More Experience. More Fun.