

SAUSALITO ORIENTATION

Welcome to Sausalito! Warm and sunny days of sailing are ahead. With a rich maritime history, our base in Sausalito offers a plethora of sailing destinations including the sprawling anchorage of Richardson Bay.

As well as a welcome guide, this guide is a tool meant to familiarize newcomers to the Sausalito Site and with the standard procedures Modern Sailing School & Club Members are meant to follow when exiting and entering the marina and docking in a narrow fairway and with strong crosswinds. We've also included some local knowledge and tips to help you navigate the area.



THE SAUSALITO BASE

Modern Sailing School & Club's Sausalito location is based out of the Marina Plaza Yacht Harbor at **2310 Marinship Way**. Park in the lot in front of the commercial buildings located behind the public park. Our front office is inside the small gray building with the blue awning in front of the marina. You will know you are there when you've reached the large blue awning where we host members events and most classroom sessions.

When you arrive, check in with our Office Staff. They will direct you to your charter and can answer any questions you might have before you go sailing. Members of our Fleet Staff are on the docks and can help with boat specific questions.

CONTACT

Our Hours are **09:00 AM to 5:00 PM** seven days a week except for some holidays. You can always reach us by telephone at **(415) 331 – 8250**. If within range, you can hail the office staff on **VHF Channel 68**.

THE MARINA

Marina Plaza Harbor has three Docks: A, B, & C. Slips are single boat. Even-numbered slips are on the right with odd numbered slips on the left of each dock. Our vessels are generally clumped together, however,

please pay attention the slip number on your check out form. Do not board a privately owned vessel by mistake.



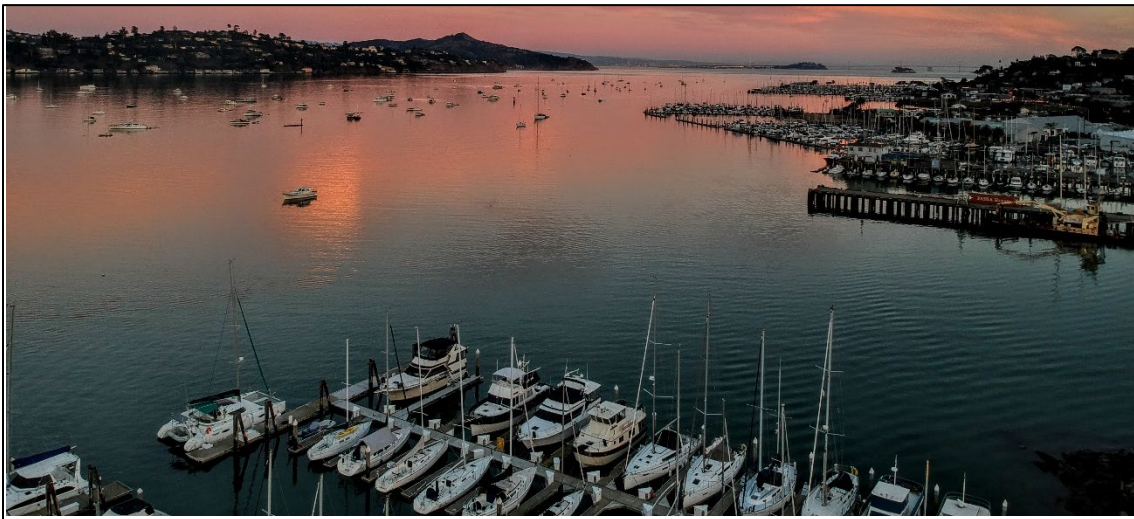
MARINA PLAZA YACHT HARBOR

Dock A is furthest to the right – Platinum boats are on the right with some Silver and Silver+ boats on the left side of the dock.

Dock B is the middle dock – On the right side of the dock are the Silver and Silver Plus fleets with Gold and Platinum on the left. Catamarans at the end tie.

Dock C is furthest to the left – Silver and Silver+ vessels on the left side of the dock.

LOCAL KNOWLEDGE



HAZARDS TO NAVIGATION

Richardson Bay is sprawling but notoriously shallow and must be navigated carefully to avoid underwater hazards. Additionally, the area is particularly busy with commercial fishing boats, ferry's, recreational sailboats, powerboats, and even swimmers, kayakers, foil/wing boarders and paddleboarders. The following local knowledge and landmarks will help you navigate the area successfully.

- **Richardson Bay secondary channel** – unmarked. The primary channel splits into the secondary channel to the west at Red "6" day mark. When returning to base, charterers should not be more than 200 ft. off the shoreline/other marinas to maintain a safe depth.
- **Depth and shoaling areas** – Don't be fooled! Many of the full time "anchor outs" in Richardson Bay are in less than 4ft. of depth. Charterers should not, under any circumstances, motor outside of the primary channel or more than 200ft off the Sausalito shoreline in order to avoid the shoaling

between the two channels. The Bay is generally very shallow, and the channels must be used to avoid underwater hazards and running aground etc.

- **Modern Sailing Mooring Balls** – there are three, white mooring balls that unofficially mark the shoal to the north of the MSC Docks. When departing towards the main part of the bay, charterers should keep these mooring balls on port, upon return these mooring balls should be on starboard.
- **Army Corps of Engineers and Basin** – a great place to practice standing turns etc. Be aware of traffic and towing activity.
- **Sausalito Cruising Club** – docks are off limits as it is too shallow for MSC vessels
- **Rock South of Dock A** – This rock only presents an issue for Platinum vessels docked on “A Dock, particularly Coho II. Skippers are encouraged to use the space of the basin when exiting and enter slips on this dock.

IMPORTANT ATONS IN THE AREA

Take out your chart before getting under way and make sure you know where the following ATONS are.

- **Richardson Bay primary channel** – this channel can be followed to Clipper Cove Marina and the fuel dock. Oftentimes not a necessary path to Modern Sailing docks. However, depth is good even at most negative tides.
- **Daymark “Red Number 2” AKA FI R 4s 15ft 3M “2”** – the beginning of Richardson Bay primary channel.
- **Daymark “Red Number 6” AKA FI R 4s 15ft 4M “6”** – Unofficial beginning of secondary channel.
- **Cone Rock** – marking the furthest north that is safe to anchor, albeit still very shallow on a good day. Do not go north of this ATON when raising and lowering sails.
- **Unlit white conical buoy off the Sausalito waterfront** – Officially labeled “1”, this unlit, barely reflective mooring is used by the USCG. At night, it is hard to see.
- **Deepwater channel and Little Harding Rock AKA G “1” FI G 4s** – Little Harding Rock is the Northwest edge of the deep-water shipping lane.
- **Deepwater channel and Harding Rock AKA RG “HR” FI (2+1) R 6s** – Harding Rock is a bifurcation (junction) buoy for the inbound shipping traffic and marks the Southwest edge of the deepwater shipping lane.

In the image below: The **yellow path** indicates the primary channel that follows traditional ATONS. The **green path** indicates the secondary channel used to access Modern Sailing Docks. The **red area** indicates shoaling between the two channels.



TIDES AND CURRENTS

TIDES

Modern Sailing members should be accustomed to reviewing tides prior to setting sail. However, due to the shallow nature of Richardson Bay, an extremely low tide, even in the primary channel, can result in running aground. In a -.5 ft. or more tide, vessels in the Gold and Platinum fleet risk running around in the fairway and in the areas close to the shoal in the secondary channel (see image above). In a -.8 ft. or more tide, Silver Fleet Vessels are at risk of running aground.

Extremely high and low tides happen several times a year. Members sailing out of Sausalito should plan their charters accordingly.

CURRENTS

Again, as a prudent sailor you should be accustomed to reviewing the currents before leaving the docks. In the Sausalito Marina, currents can affect your docking procedures. In the narrow fairways between the docks so you will need to maintain enough speed to overcome the effects of the current (and wind) to avoid drifting into the boats docked on either side of the fairway. This current can also accelerate the vessel when backing out of the slip as well as pulling into the slip.

DOCKING IN CROSSWINDS

As we all know, during the early spring through early fall, San Francisco Bay is windy! Richardson Bay is no exception. The wind typically comes from the west and results in a steady 15 kts or more in the afternoon. Plan your exit and entry accordingly. **Remember that more speed = more rudder control.**

DOCKING TECHNIQUES – LEAVING THE SLIP

When exiting the slip with a +15 kt crosswind, charters should:

- Use a bow line opposing the wind direction to prevent the bow from being blown down before exiting the slip.
- Use more speed to back out of the slip to overcome the wind speed and prevent the bow from getting blown down too soon.
- Understand how the current will affect your departure procedures.
- The Fairway between all our docks is **very narrow**.
 - Determine the currents direction and how it will impact the vessel once in the fairway.
- Reference your boat's white binder to determine prop walk and use it to your advantage when exiting the slip.
 - For vessels that have unfavorable prop walk, rig a doubled-up spring line from the bow cleat to the center cleat on the dock with a half turn around the aft horn on the cleat (see image below). When exiting, have your bow person keep light tension on this line to assist in forcing the stern in the direction you want it to go. If rigged properly, the line will fall off the cleat as the bow exits the slip.
- Once underway, remove all dock lines from the bow and stern. Do not "lark's head" any lines to avoid the lines coming undone and falling into the prop.



DOCKING TECHNIQUES – ENTERING THE SLIP

When docking with a +15 kt crosswind, charterers should:

- Use more speed in the fairway to overcome the wind on your bow.
- Make your turn into the slip a little later than usual. Ultimately it will feel like you are overshooting the slip, but as soon as the turn is initiated the boat's freeboard will provide more windage. The turn into the slip will be accelerated.
- Plan for crew assist to prevent the bow from being blown into a dock box, etc. This includes having someone step off the dock to assist with securing lines
 - This person should not be slowing the boat down! **The person at the helm is responsible for stopping the boat in the slip.**

GENERAL TIPS

Out fleet staff is always available to help catch lines. When you are coming in on windy days, hail is on VHF Channel 68 and we'll come to assist.

- Once underway, please remove all lines from cleats and lifelines. Please stow them properly to avoid a prop wrap.
- We Flemish our lines at the end of the day.

MARINA PROCEDURE

When Exiting: Charterers should signal their exit from the fairway with one long blast with the airhorn before they enter the channel. This is important! On sunny, weekend days and every day in the summer, the channel is VERY busy with commercial and pleasure craft using the channel.



Now, Go Sailing! We'll see you on the water!