

THE JOURNAL OF THE  AMERICAN SAILING ASSOCIATION

AMERICAN SAILING

FEATURE STORY: ASA SCHOOL IN PHUKET EXPERIENCE TSUNAMIS

By Rob Williams

By the night of December 26th, 2004, who in the world hadn't heard about and seen images from the devastating tsunamis that struck Thailand, India, Sumatra and thousands of low-lying islands in the region? Monday morning, December 26th, a concerned ASA finally received word about Yachtpro, our school outpost based in Phuket, Thailand. Following are highlights from the emails we received over the next several days from our ASA affiliate Rob Williams at Yachtpro.

Your newspapers and tvs have been full of the Asian Tsunami disaster. We at Yachtpro, your school in Phuket, lived through - and with - this tragedy. Since December 26th we have been inundated with emails checking on our well-being. These have been appreciated unbelievably. We tried to answer most but it would seem that all of our replies



Damage to the village with wrecked boats ashore

did not get through.

While the situation here is tragic, fortunately none of our staff, clients or boats suffered damage. Unfortunately most of us have friends, or know people, who died.

We had three yachts out sailing when the tsunami hit. The two at sea thought it was a boat's wake. The

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LIVING THE DREAM • CHRIS & JEFF STACK



As my wife Chris and I turned onto I-10 in Los Angeles, we stared down the long, dark road to Florida and the would-be birthplace of our boat.

"This is the right thing to do," I said, trying to assert determination while I was really asking a question.

That night our Jeep had little in it other than the road trip essentials: licorice, music, clean clothes and construction plans to a 45' schooner we named Momentum. As we passed by the closed offices of

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The Charley Noble

ANNOUNCING ASA'S 2005 MEMBER EVENT

The American Sailing Association and Sunsail are teaming up to bring you a fantastic weeklong sailing event at Sunsail's Club Colonna in Antigua! It's called American Sailing Week 2005, and ASA put it together exclusively for the membership of the American Sailing Association.

The event will be one full week, from Friday, July 1st through Friday, July 7th of 2005. You have the chance to join ASA staff and instructors at Sunsail Club Colonna for a week of cool, ASA-sponsored sailing activities ranging from casual day sails and afternoon fun races to comprehensive clinics on small boats, spinnakers or sextant use. Or, you can sit by the pool with your favorite tropical drink and a good book. (Perfect for the sailor with non-sailing spouse or kids!) We also have a number of special things planned off the water for the days and evenings!

The package includes 7 nights room(double occupancy), unlimited use of all sailing and water sports equipment, all breakfasts and either lunch or dinner daily, dedicated sailing instructors, taxes, hotel transfers, a special Sunday night ASA BBQ, and event hats. The price for ASA members is \$575 or \$700 for non-ASA members (land only). You may book airfare on your own or book using Sunsail's discount travel service.

Yes, the price is only \$575 for one week sailing in the tropics with the ASA! We simply couldn't think of a better event for you, and we hope that you'll make plans now to join us the first week in July

Please visit www.ASA.com and follow the links for American Sailing Week 2005 for more information or to sign up. Space is limited, so sign up now!

Hope to see you there!



Charlie Nobles
Executive Director

Kathy Christensen
ASA Membership
Coordinator



Welcome to the first edition of ASA's new American Sailing Journal!

Our goal is to publish a magazine that inspires, educates and entertains. We want to inspire you to continue both your sailing education and your sailing adventure in "Living the Dream," "Sailing Destinations," and "Featured Sailboat."

You can add to your sailing education with our "Instructor Tips," "Navigation Challenge," and increase your knowledge of the sailing world with "ASA Facility Profile," "Name That Ship," and "Where am I?"

If our new magazine reminds you even for a brief moment of that unique exhilaration you felt when you piloted your first sailboat out of its slip, or the serenity that only the water offers as you return to home port after a successful day of sailing, then we have succeeded.

Please enjoy, and please email us with any comments or suggestions for improvement. This is your magazine!

By the way, "Charley Noble" is the old time nautical name for the smokestack over a galley... so I'll try to keep any "hot air" in the American Sailing Journal confined to this column!

Charlie Nobles
Executive Director



THE AMERICAN SAILING JOURNAL

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Kathy Christensen
Robert McCreary

ART DIRECTOR Kathy Christensen

SAILING DESTINATIONS

By Lee Miller & David Mulliss

Tonga is one of the South Pacific's most spectacular sailing meccas, featuring a huge variety of both sailing grounds and locations. If you don't sail in with your own boat, yacht charters are readily available, either from Sunsail, Moorings or one of a number of private chartering operations.

The Ha'apai group of islands in the middle of Tonga is a wonderland of beautiful clear water, extensive coral reefs and colorful fish. Whales frequent the islands of Tonga, which is one of only two countries in the world where people are allowed to swim with them. However, if you're someone who prefers rowdy Friday night parties over your own private anchorage, you can find that here, too!

Vava'u is the main destination for yachts traveling to Tonga. This island sports white sand, tropical beaches set against towering cliffs, and is surrounded by coral atolls and very deep water. Vava'u boasts the locally famous Moorings Guide, and all the anchorages and bays have become known by their numbers: The yachties talk about "Number 16" as the bay where they anchored rather than the name one might find on a chart.

Whale watching season extends from July to early November. The whales in the Ha'apai group are not as



tame as those in Vava'u. They are not as willing to let people approach closely or communicate with them. Mother whales with their young can be seen in Tongatapu, which is a night sail or quick day sale from Ha'apai. The peak time to spot mother whales with their newborn calves is from late August through September.

We spotted three mothers teaching the new-borns to breathe, swim, dive and frolic near H'apai. It was pure magic! Ha'apai itself is a gentle world with horses, peace and quiet—a land virtually unchanged for the last half century. Expect idyllic, long, sandy beaches lined with coconut trees.

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LIVING THE DREAM • CHRIS & JEFF STACK

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the ASA in the night, we felt a strange discord in the anxiety of having left some of the best employment of our lives and the serenity of knowing that there was absolutely no way to turn back.

The dream for which we traded comfort and prosperity was that of a low, sleek and salty sailboat on which we could live and make a living. For years we looked for a reasonable gaff rigged classic boat in good condition. What we often found were neglected wooden boats in desperate need of everything. With this in mind, we decided we would need to build the boat in order to have it all.

I cannot be sure whether it was the daily taunting by the thousands of sailboats in the harbor, the mounting



Hull on the strongback in Florida. Half of the first layer of planking is complete

frustration of years of preparation, or the encouragement of a television motivational speaker that rationalized this otherwise ridiculous decision to quit our jobs and pursue building her now. Nevertheless it was boatbuilding or bust. And the odds for such a venture, based on everything I ever read on the subject, overwhelmingly

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LIVING THE DREAM *continued from page 3*

favored the latter.

Anecdotal evidence warning of the hazards of building your own boat consists of the common admonition of the project taking twice as long at twice the cost. Experienced sources, however, would suggest that most builders should expect to perish divorced and homeless under a mountain of debt while their half-done project rots in the yard. In light of this grim portrayal, we attempted to remove any rose colored spectacles, discard any romantic idea of ship building, and ready ourselves to dive in.

After holding a virtual yard sale in which our kitchen table was magically turned into a gallon of epoxy and our futon into a pile of plywood, everything we owned was liquefied into boatbuilding funds. We then tore across the country toward a little known town called Mims, FL. Our decision to move to this anti-metropolis came from an offer to use a bare patch of grass in the secluded yard of a well meaning relative. Slow, humid and full of wild turkeys, it could not be more diametrically opposed to L.A.

"This should be just like the kayaks...only bigger, right?" Chris said to me as we stood in front of the 60'x 60' plot. She was referring to our only other boatbuilding experience. The simple answer was that the process was quite similar to constructing small craft with some notable exceptions. Instead of ordering cedar strips that

could be ordered pre-finished by mail, 2 pallets of plywood and 2000 lineal feet of Douglas fir were trucked into the yard. In place of the one gallon of resin, three 55 gallon drums of epoxy were rolled onto the worksite. Anyone familiar with epoxy systems knows that the cost rivals that of rare, single-malt scotch, which is just what you might need after seeing the bill for the initial building materials.

Some differences from our kayak analogy were harder to predict and even harder to endure. It took a solid month of daily, sun up to sundown, work to get the inverted mold for the boat ready to start planking. It took us less than a month to build the second of the kayaks. Where small cedar strips were easily placed, bending 1x4 inch planks onto the hull took up to a full day to place one 45 foot plank.

Things would improve. As the weather cooled in the fall, the epoxy started giving more than three minutes before it cured. By the end of November, we were hanging upside down in the porch swing, looking at the inverted hull, dreaming of what she would become.

As with all things marine, change comes quickly and often. Our daydreams of smooth sailing were quickly replaced by the reality of an irritated host who thought that the boat was going to be 10%

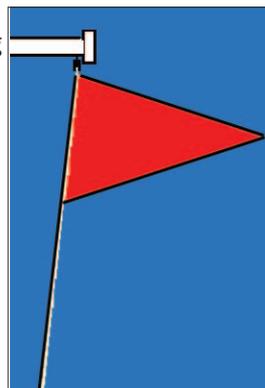
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SAFETY AT SEA Interpreting the "Small Craft Advisory" *By Charlie Nobles*

You and your regular sailing crew are at the dock preparing to head out for a daysail. As you are about to depart, the National Weather Service issues a "small craft advisory" over your boat's VHF radio. The wind in your location is blowing about 12 knots, and the local Coast Guard station is *not* flying a small craft warning flag. You are the skipper. Do you call off today's sail?

This safety-related question is one you will no doubt encounter at some point in your sailing lifetime. In deciding what to do, it helps to understand what constitutes a "small craft advisory" so that you can make the best decision in weighing other factors, such as boat size and design, crew experience, local conditions and so forth.

Sometimes it is "safe" to sail while a small craft advisory is in effect. The small craft warning flags around San Francisco Bay are faded and tattered from use; but that is not to say that it is a fundamentally unsafe place to sail. At other times large swells or gusty winds would make it unsafe to take a small boat into open water despite the *absence of* a small craft advisory. Don't rely



on seeing a small craft warning flag flying at your harbor, though. As of February 15, 1989, the National Weather Service retired its Coastal Warning Display network nationwide so flag usage varies by location.

The bottom line is, if you have doubts about whether it is safe to sail, you're probably better off spending the day inside catching up on reading your *American Sailing Journals!*

Following is some more information to help you understand exactly what the red pennant, red light or VHF radio issued advisory can mean.

Definitions of "Small Craft Advisory"

Basic definition: A small craft advisory is issued when the winds are expected to range between 18 and 33 knots, or when other conditions (e.g. swell) may be hazardous to small craft.

National Oceanic and Atmospheric Administration's (NOAA's) definition: To alert mariners to sustained (more than two hours) weather or sea conditions,

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If you fly to San Diego, an SDSA.com instructor will meet you at San Diego's Lindberg Field and bring you to Shelter Island Yacht Basin. Upon arrival, you'll board one of our beautiful 30' sailboats. All are limited editions specifically purchased and outfitted to teach the art of sailing. All running rigging is color-coded and labeled. All of our yachts are equipped with all the gear sailors need to prepare for chartering including Stackpac mainsails, roller furling headsails, rigid boom vang, custom deck layouts, Yanmar and Universal inboard diesel engines, wheel steering, self-tailing winches, propane stoves, and BBQ's. There are also full linens and towels on board for your comfort. Just show up and sail. Unlike other sailing schools, our private courses do not exceed two students.

After docking each evening, your instructor departs the boat and students may stay aboard to begin experiencing the fun, privacy, and thrill of life aboard a yacht.

The seven-day 103/104 ASA Basic Coastal Cruising/Bareboat Chartering certification is our most popular program. A typical day might include a 15-mile close reach in the ocean to Mission Bay, or you may set sail for South San Diego Bay where Glorietta Bay is located. You'll learn new skills like piloting, and sailing a yacht using a chart, the buoys, and the hand-bearing compass. You'll get practice at steering in waves, and gybing in the ocean. Heaving to, reefing, man overboard recovery, docking under sail and power are all taught in this class. Students will practice planning a sailing trip on the spot with various wind and tide conditions and pick the best locations for the day. Late in the afternoon, students will dock and the instructor departs the boat.

At the end of this class, students get to bareboat on their own for two days. You'll leave with an ASA Bareboat Chartering Certificate, two days of logged bareboat time and a confidence that can only be gained through experience.

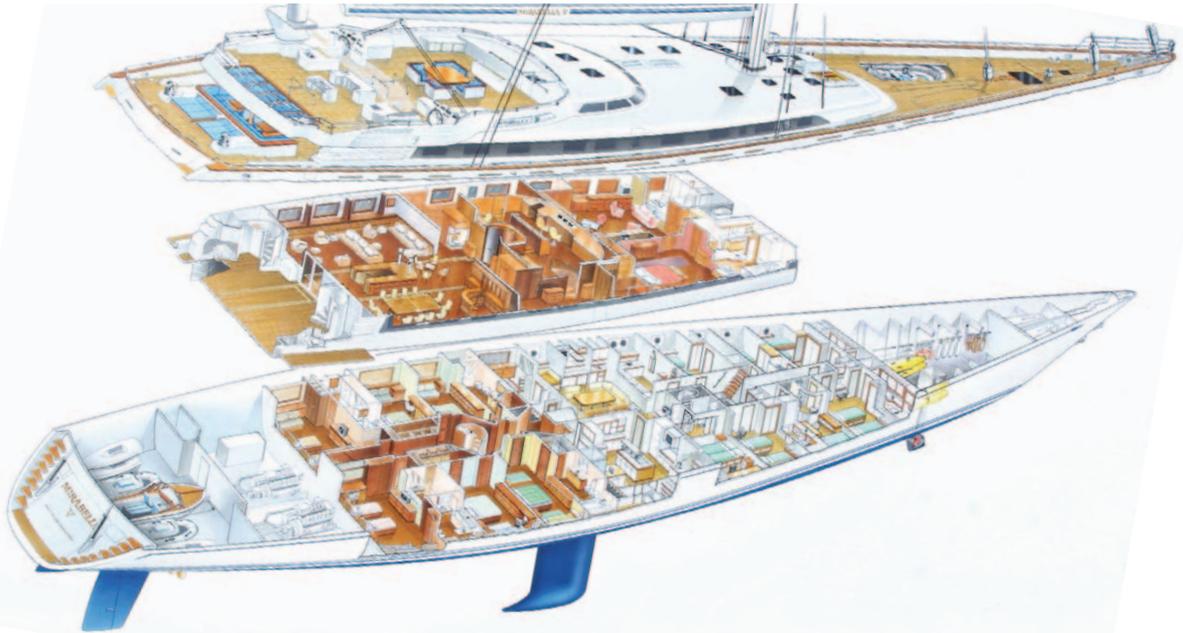


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FEATURED SAILBOAT • THE MIRABELLA V

By Charlie Nobles



Mirabella V, the largest single-masted sailing vessel afloat today, is one of the most ambitious yacht design and construction projects of our time.

Designed by legendary naval architect Ron Holland, Mirabella V was the brainchild of businessman Joe Vittoria, former chairman and CEO of Avis. Vittoria, reportedly tired of seeing all the 200+ foot motor yachts the latest group of young technology billionaires was putting to sea, decided to show the world that it was possible to marry the grace and performance of a sailing sloop with the amenities of the best-equipped motor yachts. The astounding result is the 247-foot long, 292-foot masted Mirabella V. Launched in mid-2004, it is Joe's fifth in a series of custom designed boats.

Built of composite materials, Mirabella V is capable of sustaining speeds around 16 knots, and sails surprisingly well to windward. She features six spacious, solid teak en-suite guest cabins, and is currently available for charter. But start saving your pennies now: even if you're planning on splitting the cost with 11 friends — the maximum number of guests typically allowed is 12 — a single week charter will set you and your friends back a bit over \$20,800 each at Mirabella V's weekly charter rate of \$250,000. But hey, the meals, open-air movie theater and pool with Jacuzzi are included along with impeccable service from your crew of 13-16.

If the accompanying photos don't adequately portray the magnitude of the world's largest sloop, perhaps some of the facts about it will...Mirabella V's boom weighs 2700 kg. (watch out for that accidental jibe!) She has 110 km of electrical wiring throughout. She displaces over 750 tons. Her lift-bulb keel alone, the heaviest in the world, weighs 150 tons. When retracted, the boat draws 13 feet. After spending the requisite eight minutes to lower the keel, the draft becomes 33 feet. The shallower

retracted draft was a building requirement so that Mr. Vittoria could get the boat into Palm Beach Harbor.

If you actually did sell all your Internet stocks before the market crash and are interested in chartering Mirabella V, visit www.mirabellayachts.com for more information. You may also email Jacqui Beadon, who operates the chartering company for Mirabella V at Jacqui@beadonyachts.com.



Photo credit: Andy Walder



A double-decker-bus fits inside the hull of Mirabella V
Photo credit: Julian Hickman

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Momentum on her way to the marina after launching

LIVING THE DREAM

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construction and 90% picking out fabrics. We were not-so-calmly commanded to move the boat as soon as possible despite the fact the hull was unfinished, concreted to the ground and, let us not forget, still upside down!

It was another complex set of factors that brought us to the decision to truck the boat to Virginia to be completed. Despite all that we had accomplished, no boat yard in Florida seemed to be interested in an unfinished, wooden, homebuilt hull. So we started our move by hiring a crane to flip the hull. This would be the first in a series of precarious positions the boat would be in as we watched like frightened parents. Shortly thereafter we arranged the transport truck. Six months into the project, we did the inconceivable and moved the empty shell almost 1000 miles from where it was built.

After settling into the yard in Virginia and surviving a distinctly colder winter, we found the progress on the interior and deck to be quite different than the hull construction. Instead of toiling day after day on the same task, each day dramatic change was evident. Before we knew it, a deck appeared along with trunk cabins and port lights. Soon an engine was installed and a rudder was wrought from stainless steel and wood.

To be sure, there were certainly times when things went less than smoothly. Every once in a while, a “discouraging” word was shouted as a wobbly sawhorse was heaved through the air. We even had to spend the better part of a month tearing up and repairing some hardwood decking that refused to stay in place.

We found, however, that we were never presented any challenge we were incapable of working through. The daily difficulties never disappeared completely, but with every passing day we accumulated a little more experience with which to battle them. The passing daydreams of what she would be like once she was coursing through the waves were often enough to sustain

us through the rough spots. There is an odd comfort in knowing that the problem that is merely annoying today would have likely been debilitating a few short months ago. Before you know it, creating two 50’ masts from scratch doesn’t seem as difficult as, say, building the 50’ boat that goes with them.

Nearly 16 months after beginning the journey, a crisp November morning became the day to transcend the boat yard. As the travelift drove to the slip with the hull swaying gently in the slings, I was at peace with the fact that what lay ahead was truly out of my hands. All of the difficulties of the past disappeared as the hull hit the water and glided gracefully to the dock. There was still a long way to go, but she had come a long way already. She was ours in so many ways.

Jeff Stack is a 100-ton USCG captain and the former Education Coordinator for ASA. He and his wife Christine live in Hampton, Virginia where they continue to work aboard their schooner. Charters aboard their new vessel will be available in the summer through www.schoonermomentum.com



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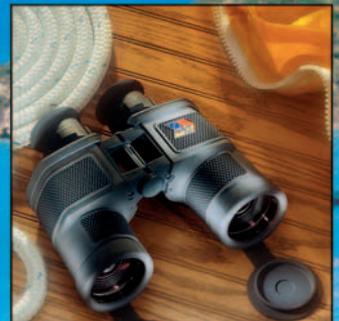
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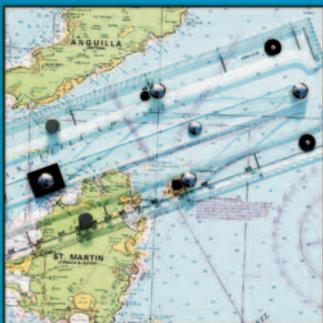
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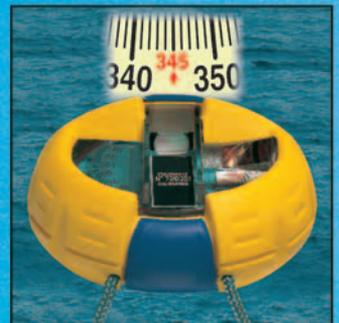
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SAILING DESTINATIONS

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Another destination popular with yachties is Nuku'alofa. But don't stop there. Nearby Tongatapu is surrounded by uninhabited islands where a yacht can anchor safely—and in private. You'll have your own island here, and remain far from the maddening crowds. Royal Sunset Resort on Atata Island and Fafa Island Resort also offer good anchorages and welcome guests for meals.

Tongatapu has many land-based activities to offer. Anchor your boat med style, then come ashore for a day of sightseeing in a taxi, rented car or island tour vehicle.

The reassuring thing about all of Tonga is that it is probably as safe and hassle-free as you will find anywhere in world. Most of the locals speak English. Tipping is not encouraged. The mobile telephone service is very reliable and can be easily accessed by purchasing a SIM card on arrival to get international dialing at excellent rates. The currency is the Tongan "pa'anaga," which is currently valued at about 2 to 1 to the U.S. dollar.

For more information about Tonga, please email Lee and Roger Miller at rogerlee@kalianet.to



Fafa Island

Around Tongatapu

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NAUTICAL CHALLENGE

NAVIGATIONAL AIDS *By Tom Tursi*



ASA Certified Sailing Instructor - Tom Tursi

Even with the highly accurate GPS and electronic chart plotters available today, it's essential to periodically confirm your position by actually laying your eyes on the buoys marking the entrance to a tricky passage, especially at 2:00 am on a dark and stormy night. And when you see a buoy under these conditions, you'll want to know for certain that it's the one you think it is. But if the Coast Guard recently changed the buoy numbers, and if your charts are six months old, how will you be certain?

Navigational charts show the locations of the Nav Aids and some descriptive information, but chart information may be out of date due to changes to Nav Aids from a variety of factors including damage from storms, ice, ships and aging as well as channel modifications.

The Coast Guard installs and maintains most of the Nav Aids used by mariners in US tidal waters and publishes a series of Light List printed volumes giving details of each aid; however, they are expensive (about \$50 per volume) and become outdated as continuing changes are made to the Nav Aids. Today, Internet downloads solve the cost and currency problems, but it takes a significant effort to

download, print and organize information for the Nav Aids of interest.

To look up the latest Nav Aids information on the internet, go to the American Sailing Association website at:

<http://www.american-sailing.com/> Sailing Resources link, and from here link to the NGA website at <http://164.214.12.145/index/>

and choose NGA On-Line Navigation Publications. This will bring up NGA Digital Navigation Publications. Choose the USCG Light List and select the volume applicable to your area of interest. **Then enter the Nav Aid numbers, if you know them, or choose Minimum Bounding Rectangle where you can specify the latitudes and longitudes and choose whether you want all or some aids within that rectangle. For example, if you enter 38°58N-76°26W and 39°00N-76°20W and ask for all aids from Light List Volume II, you'll get a summary of search results indicating that five aids, #7840 through 7980, were located. Click on the search link provided and you'll get the details of these five aids.**

Note that Minimum Bounding Rectangle only gives Nav Aids for which the Coast Guard lists Lat-Long positions, which is only a small portion of all aids in an area. To find the other aids in an area, you need to know their specific aid numbers. You can look up these numbers either in a printed copy of the Light List, or use the aid numbers from the Minimum Bounding Rectangle procedure described above, and arbitrarily select a range of numbers that includes these numbers. In this case you'll get all aids within that range of numbers.

Question: So, you're planning to sail to San Diego Bay and want to ensure that you know the characteristics of the entrance range markers. Your chart shows Point Loma at approximately 32°40'N and 117°15'W. What is the number, location, light color and light flashing sequence for the front light of the entrance range?

Tom Tursi is an ASA Certified instructor, owner of the Maryland School of Sailing and the author of ASA's NEW Coastal Navigation Course, Coastal Navigation & Piloting. For additional information on the Maryland School of Sailing and Seamanship/ visit their web site at www.mdschool.com or call the school at 410/639-7030.





ASA FEATURED FACILITY • YACHT EXPLORER, LTD - SINGAPORE

By ASA School Owners Roland Amador (American) and Paul Deurenberg (Dutch)

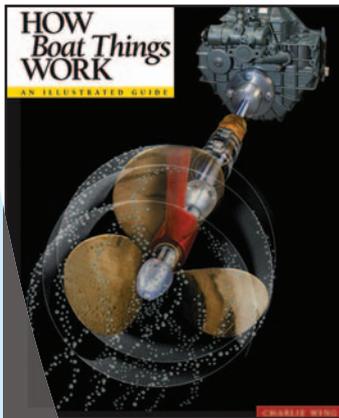
When we opened our facility in Singapore as a semi-retired businessman and a university lecturer, we wanted to pass our passion for sailing and cruising in particular on to others. We both have many miles under our keels, and have extensive experience in all aspects of fleet maintenance.

So we decided to set up our company/sailing school at the end of 2003 and had the company registered

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ASA MEMBER BOOK REVIEW • BY JACEK POLUBIEC



Title: How Boat Things Work
Author: Charlie Wing
Publisher: International Marine/McGraw-Hill
 Published in 2004

If you are anything like me you are curious about stuff. For as long as I can remember I have been fascinated by how things work. As I grew older, and caught the sailing bug, the world of sailboats, boats and anything that has to

do with boating has become a wealth of mysteries waiting to be discovered, at least by me. No matter what your approach to boating mechanics is, How Boat Things Work not only belongs on your shelf, on your boat and in your glove compartment, but most of all, it belongs in your hands.

The layout is quite simple. The book is divided into 7 chapters, each covering a separate area:

Propulsion, Steering, Rigging, Line Handling, Ground Tackle, Electrical and Plumbing. Each chapter is then divided into smaller sections dealing with each particular item in greater detail. I was most impressed with how thorough this work is. With only 175 pages it has a wealth of information reserved to encyclopedia-type publications.

It seemed that the author made a special effort to back every piece of writing with a detailed diagram. Every page has a drawing or two that includes all the components and parts down to tiny screws and springs all so essential and easy to overlook. Because of these drawings How Boat Things Work is not only a feast for your mind but for your eyes as well.

This book is for you if you already have an extensive nautical library and you wish you had one book that pulls all the information together in a compact form. This book is even more for you if you are just getting into boating and you have never owned a boating book before. How Boat Things Work is a perfect way to begin or supplement your collection. Fair winds and enjoy the book!

Jacek Polubiec is originally from Warsaw, Poland. He now resides in Croton On Hudson, NY with his two daughters, Alexandra and April, ages 11 and 14.



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The Coastal region of Republic of Croatia is truly a land of islands situated on the Adriatic Sea. In fact, 1185 of them along its 1,100 miles of coastline. Like many countries in Western Europe, Croatia was founded on the ruins of the Roman Empire. **Both legs offer (BBC & ACC)**

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ASA MEMBER PRODUCT REVIEWS



look like strands of blue spaghetti with the chicken pox. These bumpy laces ensure that once your laces are tied, they will hold a knot even when wet. Under the hood, we find a neoprene lining around the ankle-area providing wetsuit-like warmth and elasticity that allow these lightweight shoes to slip on and off like a pair of bedroom slippers. Wet or dry they are the most comfortable pair of boat shoes I have ever worn and felt great from the moment I slipped them on.

Although slippers are comfortable, I'm not sure I'd want to sail in a pair all day and in every type of weather. This is where I found the Solo Vela's to be a compromise between form and function. Although I only tested the shoes under sunny Santa Barbara skies in light winds,

Your feet will not be flying solo in their quest to stay dry while donning Timberland's stylish Solo Vela sailing-inspired shoes. Why "sailing-inspired" and not sailing shoe? I can only imagine it's because the Solo Velas are like no boat shoe you've ever worn. They fit like slippers but resemble the offspring of a saddle oxford father and tennis shoe mother. They're equally at home complementing a pair of shorts as a pair of slacks, allowing you to transition seamlessly from dock to dinner.

The shoes are designed with a number of innovative features to shed water and facilitate quick drying while keeping your feet warm and cozy. The instep of the Solo Vela is dotted by a matrix of pea-sized water drainage ports allowing excess water to pour out with each step. The uppers are made mostly of mesh, allowing your feet to breathe and accelerating evaporation. Overlaying the mesh down the center and sides of the shoe is a layer of blue leather, which not only adds structural support but also sets these shoes apart in looks from your "dime a dozen" boat shoe. A layer of clear rubber on the back of the shoe provides the dual benefit of structural support but sheds water like a galosh.

These shoes are designed to stick to a deck thanks to non-marking rubber soles which are criss-crossed by a series of wavy channels that shed excess water under foot. My best attempts to slip on a wet deck with wet shoes were thwarted every time. To top it all off, the shoes are equipped with nautical laces which basically

if I were engaged in more demanding sailing or more extreme conditions, I would prefer a beefier shoe with more cushion under foot, more arch support, and more lateral support. Many times I found that despite the sole sticking to the deck, my foot would slip around inside the shoe. This contributed to an occasional unstable feeling under foot. However, as an alternative to sandals, bare feet, or for light to medium sailing the Solo Vela's would fit the bill for any level of sailor.

The shoes are well constructed using double stitching in many places, full-grain leather, thick mesh, and durable rubber. At \$65 the Solo Velas are less expensive than comparable shoes in the marine sports category so you could always add a pair to your sea chest for those warm weather days or when you just want your feet to stand out from the crowd.

For more information about Timberland Solo Vela sailing inspired shoes as well as their complete line of marine shoes check out their website www.timberland.com or call them at 888/802-9947.

Brian von Dedenroth never learned to sail as a kid, despite growing up within sight of the Channel Islands. While attending college in San Diego, he talked his way into a great summer job teaching kids, of all things, how to sail. With the help of an introductory sailing book and free access to the club's fleet of Hobie 16's and Capri 22's, he taught himself enough in one week to pass for a basic sailing instructor. It was the best homework assignment he has ever had. Since that quick intro, he has dedicated more time to refining his sailing skills through ASA, racing, and sailing recreationally in California, Mexico, and Hawaii. Brian currently splits his teaching time between clubs in Marina del Rey and the Santa Barbara Sailing Center.



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FEATURE STORY

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disturbance was that - minimal. The third yacht was at anchor at Phi Phi Island. While an adjacent anchored fishing boat ended up in the trees ashore, our yacht rode out the day at anchor. Unlike most sailing companies here, our policy of having oversize anchoring systems, mobile phones on board and two rescue boats really showed its benefit. Our clients were ashore for breakfast and were thankfully uninjured. They contacted us by phone to let us know they were OK and stayed on the island assisting in the rescue effort. Thanks to Thomas and Chris for your efforts.

Due to prevailing international perception, all our January (peak season) bookings have been cancelled. Media talk of the spread of disease is pretty dramatized. There is no reported disease here and no outbreak is expected. There is no shortage here of drinking water and food. 80% of the local hotel rooms remain open to business as usual. (If people wish to help, they should visit.) This will help keep everything going and will help people to survive.

We are planning a charity day on January 30 to raise funds for the local victims of the tsunami, because my fear is that once the tourists affected by the disaster are gone, people will lose interest in the situation and the locals left behind will suffer.

Should anyone wish to donate, please contact us and we will give you the details. The proceeds will be passed to a Royal Charity to ensure the money gets to the places it's most needed without any deductions. yachtpro@phuket.asianet.co.th



An upturned fishing boat lies at the cliff base beside a day trip boat swept ashore.



The boat that rode the wake of the Tsunami and survived!

SAFETY AT SEA

continued from page 4

either present or forecast, that might be hazardous to small boats. If a mariner notices a small craft advisory pennant displayed, he should determine immediately the reason by tuning his radio to the latest marine broadcast. Decision as to the degree of hazard is left up to the boatman, based on his experience and size and type of boat. There is no legal definition of "small craft." The small craft advisory is an advisory for Coastal Waters and Nearshore forecasts for sustained winds, frequent gusts, or sea/wave conditions, exceeding defined thresholds specific to geographic areas. A Small Craft Advisory may also be issued when sea or lake ice exists that could be hazardous to small boats.

Notice that NOAA states that "no legal definition of 'small craft' exists." So what might we consider to be a "small craft?" To "clarify" this point, look at the answers from one recent internet discussion group I viewed:

"According to *Chapman's*, the Weather Service defines "small craft" as "small boats, yachts, tugs, barges with

little freeboard or any other low-powered craft. There are also exceptions for "small craft" in some of the 72 COLREGS. In this case, "small craft" are those under 12 meters (39.4 feet)... If, when cruising, a small craft warning gets your attention and makes you a little concerned...you have a small craft... If you have to ask ... it's a small craft! The US Navy's definition of the distinction between a ship and a boat is this: "If a craft can be lifted and placed onto a ship, it is a boat!"

NOAA regional definitions for small craft advisories, two examples:

Eastern (ME.SC, Lake Erie, Lake Ontario) - Sustained winds ranging between 25 and 33 knots (except 20 to 25 knots, lower threshold area dependent, to 33 knots for harbors, bays, etc.) and/or seas/waves 5 to 7 feet and greater, area dependent.

Pacific (HI, Guam, etc) - Sustained winds: northwest through east/southeast winds of 25 to 33 knots for the

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ASA FEATURED FACILITY

continued from page 12

with the Singapore authorities in early 2004. We became accredited with ASA to instruct and certify basic keelboat, basic coastal cruising, bareboat chartering, coastal navigation and advanced coastal cruising standards.

The boats we are currently using for training are a 38 ft Tachiao CT38 (1989) and a 33 ft Jeanneau Sun Odyssey (1995). Both boats are category A (ocean) rated and fully equipped for long cruises. As a company we also cater corporate events and provide skippered cruises. The standards we have set for our school and for the students are high: nobody receives advanced certification until we, as trainers feel confident in their abilities.

What is special about sailing around Singapore? The conditions in Singapore (1.20 N, 103.50 E) are in various aspects unique with many navigational challenges. But at the same time, beautiful beaches and coral islands are a short distance away.

While Singapore is one of the busiest ports in the world, and the traffic in the narrow Singapore Straits and the Straits of Malacca can be a real challenge to a recreational sailor, opportunities for hands-on learning abound. Shallow areas, reefs and currents can be strong, sometimes up to 4 knots.

The weather is generally pleasant, apart from brief thunderstorms, sometimes with squalls. Winds sometimes crop up to 40 knots for short, defined periods in the afternoon, not lasting long enough to really upset the sea. Winds in Singapore are either a rather strong (10 – 20 knots) NE monsoon (November to January) or a more moderate (10-15 knots) SW monsoon (May to September). The transition periods are generally very calm.

Leaving Singapore behind you, the picture changes dramatically. There are nice destinations within a day sail. Some paperwork (port clearance, immigration) has to be done as these destinations are either in Indonesia (Riau Archipelago) or Malaysia. Depending on the monsoon period, we provide courses and cruises on the west coast (NE monsoon) up to Phuket, Thailand or the east coast (SW monsoon) up to Ko Samui, Thailand on the Malaysian peninsula, distances up to 600 miles.

Possible destinations are beautiful beaches and coral islands with possibilities to swim, snorkel and dive. We have relationships with diving schools in the region. Local people are very friendly, and help, if needed, is always offered with a smile. One particular delight is having dinner in one of the small local restaurants on the beach while anchoring or having your own catch or fish bought from one of the many local fishermen for bbq onboard.

More information about sailing with us is available at www.yachtexplorer.com.sg



SAFETY AT SEA

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coastal waters (30 to 33 knots for the channels between the islands); southeast through west winds of 20 to 33 knots for both coastal waters and channel winds. **Swells:** open ocean swells 10 feet and greater; swells 6 feet and greater with short periods (6 to 8 seconds); south swell 4 feet and greater with long periods (13 seconds or longer); north and northeast swells 5 feet and greater with long periods. Frequent gusts are typically long duration conditions (greater than 2 hours).

Small Craft Advisory versus Warning

Weather Advisories - indicate hazardous conditions that, if caution is not exercised, may threaten life and/or property. A weather advisory implies that these conditions are imminent, have a high probability of occurrence, or are already occurring. Boaters should take immediate measures to minimize the potential danger.

Weather Warnings - indicate weather conditions that do pose a threat to life or property and are either imminent, have a high probability of occurrence, or are already occurring. Boaters should take immediate action to minimize risks.



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ASA INSTRUCTOR TIP

By Capt. Robert McCreary • ASA National Education Coordinator

The Sailing Circle – Bridging the Gap between Seasons in the Sailing Environment

Now that you have had some experience sailing, you may have gotten a bit rusty over the winter, or, if truth be told, you're not as current with your points of sail as you were at the end of last year's sailing season. I always say that sailing is like riding a bicycle after you've done it regularly. But until then, as beginners, we tend to require some remedial time to reacquaint ourselves with the dynamics of wind and sail trim each time we go out.

Here's an exercise that will help you "bridge the gap", putting into motion the theory of the sailing circle prior to leaving the dock.

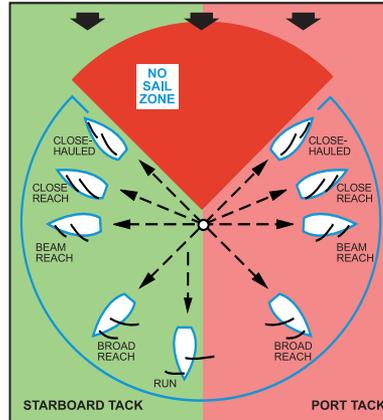
Try this: Points of Sail Exercise Phase 1: The Sailing Circle

Step 1) While on the dock, or even at home, stand with your palms together and your arms extended, representing the bow of your "boat." Pick a stationary object (a dock piling, a moored boat, the fireplace in your home, the TV, whatever) to represent the eye of the wind. Better yet, you can even use the actual wind itself!

Step 2) Start out "in irons," with your "bow" pointed directly into the wind. Now, begin to turn your body (your "boat") through the points of sail, "falling off" to a close haul, close reach, beam reach, broad reach, and then to a run. Name the points of sail out loud as you progress.

Step 3) "Head up" the other side of the circle, again calling out the points of sail: Broad reach, beam reach, close reach, close hauled, and "in irons" as you are once again pointed straight into the wind.

Your goal is to become so familiar with the points of sail that you can point your "bow" from one point of sail to another, faster and faster, even selecting points of sail out of order, so that knowing your relative position to the eye of the wind becomes easy and natural.



Try this: Points of Sail Exercise Phase 2- Maneuvering

This will help you put tacking and jibing "into motion" as we did before with the points of sail:

Step 1) Put your hands together and your arms out as before.

Step 2) Start head-to-wind as before. Fall off slowly, saying "falling off, falling off, falling off."

Step 3) As your bow (and your stern) cross the eye of the wind, say "Jibing" out loud.

Step 4) Continue back upwind in the circle, saying aloud "heading up, heading up, heading up." When you get to the close reach, pause for a split second, then make a quick, decisive "tack" through the dead zone and onto the close reach on the other side. Continue this circle several times, reversing direction if you'd like.

Try this: Points of Sail Exercise Phase 3 Wind Shifts

Try the above exercise to include shifts in wind direction. Remaining stationary, pick different object around you to represent the eye of the wind and identify each "new" point of sail.



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