

THE JOURNAL OF THE  AMERICAN SAILING ASSOCIATION

# AMERICAN SAILING

## FEATURE STORY: SUMMER SAILSTICE A HIT WITH ASA MEMBERS

“In my 56 years, I honestly believe this to have been my best holiday ever!” said John Gialanella after returning from his first American Sailing Week with ASA during their Summer Sailstice celebrations in Antigua. For anyone who loves sailing, it’s hard to imagine not liking it even more if you get to do it for nine days in a tropical paradise. John and the almost 100 other ASA members and guests celebrating sailing in Antigua were part of the larger global celebration of sailing taking place around the world for Summer Sailstice.



*Cecilie Ann Witt (second from left) and fellow ASA members wave from their Beneteau as they sail the waters of Antigua. Witt won the Summer Sailstice trip from ASA and Sunsail.*

The 2007 Summer Sailstice was the seventh year of a celebration of life under sail.

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## LIVING THE DREAM • KYLE AND KATHY HARRIS



Like many people, my wife and I dreamed of someday purchasing a sailboat and embarking on a life of visiting exotic anchorages in distant places. And like many people, we knew that the dream was only a distant possibility for someday in the future.

Only in retirement, if our health remained good and our income adequate, could we foresee that the dream might become a reality.

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AUTUMN 2007





**ASA Member Event 2008**

Yes, we are already planning for our fourth annual ASA Members Week, which will take place sometime in June at Club Colonna in Antigua. Check the ASA website for exact dates. Although we considered moving the event to a different location, everyone enjoyed the arrangements so much that we decided to heed the old saying, "if it ain't broke, don't fix it!" We hope you can join us this year. Many attendees said "it was the best trip we have ever been on!" It can't get much better than that. Check the ASA website for all the 2008 details and see photos and reviews from past events or e-mail Kathy at [kc@american-sailing.com](mailto:kc@american-sailing.com).

A number of those who attended our event in June are already chomping at the bit to sign up for 2008, so we feel confident in telling you that everyone who attends will have a great time. We had over 80 attend in 2007. Let's get over 100 next year and fill the resort with ASA members!

**ASA Winter Flotilla**

There are a few spots still available for ASA's winter flotilla in the British Virgin Islands. This year the event will be taking place from Saturday, December 1, to Saturday, December 8. If you are interested in attending, please call ASA and ask to speak with Brenda Wempner. We will be planning and holding more flotillas soon, so check the ASA website regularly for updates.

**Address Changes!**

If your mailing address has changed, you will need to contact Sailing Magazine directly to avoid having your subscription go to your old address. They can be reached either by phone at (800) 895-2596 or through their website at [www.sailingmagazine.net](http://www.sailingmagazine.net). Also, please update your address with ASA by emailing us at [jm@american-sailing.com](mailto:jm@american-sailing.com). Please be sure to include your old address so that we can locate you in our database.

# The Charley Noble

Thanks to the many of you who called and emailed us in response to our request for members to help write book and product reviews for our magazine! Since we plan content for future editions of our American Sailing Journals many months in advance, we still need a few more volunteers.



Additionally, we are looking to our members for some of our special columns such as "Living the Dream," "Adventures in Cruising," and our newest column, "Sailing Lessons," which gives you a chance to share your personal adventures in learning how to sail.

If you are interested in helping with any of these, please contact Kathy Christensen, ASA's Membership Coordinator by email at [kc@american-sailing.com](mailto:kc@american-sailing.com) or by phone at (310) 822-7171. As I mentioned last month, publishers send Kathy the newest sailing books, all of which are waiting to be read and reviewed. Likewise, we have a number of sailing products that come our way. We can get you one of these to try out and review as well.

Our member profiles give you the chance to share the unique way you enjoy our sport, whether it's a weekend trip with the kids or a passage across the Pacific. Even if you don't want to share your story, we welcome good, high quality photos for inclusion in future ASJs. We will credit you and send you some great ASA merchandise if yours is selected for publication.

*"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.*

## THE AMERICAN SAILING JOURNAL

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*With its turquoise waters and rolling hills, Antigua makes a perfect place for an ASA event. Sailors used to breaking out the heavy-duty foul weather gear will find this island paradise a welcome change from their colder home waters in the north.*

## FEATURE STORY

*continued from page 1*

Created in 2001, Summer Sailstice is an annual event held on the weekend closest to the solstice connecting the sailing community in a global celebration of sail. All sailors, regardless of where or what they sail, are encouraged to declare their participation and create parties, events and celebrations all posted on the event's host website at [www.summersailstice.com](http://www.summersailstice.com). While the ASA trip to Antigua may be one of the most desirable ways to revel in the sailing lifestyle, numerous others were creating their own Summer Sailstice parties and events in all corners of the sailing world. This is the third year ASA has scheduled its American Sailing Week to coincide with Summer Sailstice, the start of the summer sailing season and the longest sailing days of the year.

### *The Joys of Life Under Sail*

What is it that makes sailing worth celebrating? Drop into any rum soaked sailing party or slip into the cockpit of a comfortable daysailer ghosting along during an evening sunset to ask why they enjoy being on the water under sail and you'll likely get some very common answers – freedom, escape, beauty, nature, adventure. Despite the fact that some sailors like to cross oceans single-handed while others windsurf and still others search for that perfect, gentle breeze for an afternoon on the bay, most sailors love that moment when the engine is cut, the sheets are hauled in, the

rattling of the sails and blocks cease and all you hear is the hiss of the water and slight flutter in the sails. A day or a life under sail is cause enough for celebration.

Amongst the many folks enjoying non-stop, tropical sailing fun in Antigua with ASA was Cecilie Ann Witt. She started just over a decade ago with a sail in Provincetown, Mass., and has since become an almost non-stop sailor after acquiring her own Catalina 25 now sailed out of Alexandria, Va. In fact, she's now so addicted, she sails all year round except perhaps when it's snowing. Fortunately, this wasn't a problem in Antigua.

Cecilie had the good sense to sign up early on the Summer Sailstice website for 2007 and also had the good fortune to be the chosen winner for a free trip to ASA's American Sailing Week courtesy of ASA and Sunsail. Beyond getting every sailor on the planet to connect for a global sailing party, Summer Sailstice provides a long list of prizes contributed by sailing businesses that like the idea of supporting everyone's "random act of sailing." This past year, over 60 companies donated more than 300 prizes, awarded by random drawing, to sailors signed up and sailing on the solstice and the weekend closest to it.

As an avid Virginia sailor, Cecilie manages a regular schedule of coastal sailing in the variable mid-Atlantic weather. Antigua couldn't have provided a better contrast.

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## LIVING THE DREAM

*continued from page 1*

And then, suddenly, reality showed up. For many years, we had worked deep in the rain forest of Papua New Guinea where we served as missionaries to a remote group of people. The closest we came to boating was the occasional ride down a tropical river in a dugout canoe. That all changed in 2002 when we were asked to begin a new work on the coast of PNG. Overnight, our horizon changed from jungle green to the sapphire blue of the Pacific.



*(Top) Natives of Papua New Guinea paddle a traditional boat. (Below) Going to the fuel dock never looked quite like this.*

The biggest challenge of this new work was finding a way to travel between villages along the coast and up the river. In addition to transport, we also needed a place to live for weeks at a time in each village. Roads are virtually non-existent in the area, so it was clear that we would be purchasing a boat. As we surveyed the area, checking water depths, locations of reefs and sandbars, possible anchorages, and access routes, an idea began to bubble to the surface that it wasn't just any boat we needed. What we needed was a sailboat. With a sailboat we could get around without spending a fortune on fuel. There were plenty of good anchorages in the area where we would be working, and the sailboat would provide us with a place to live.



"chill out" in Melanesian Pidgin. We had it trucked to our home in Illinois where it sat on the hard, 100 feet from the Mississippi River, while we did a complete refit to prepare the boat for blue water cruising. Six months and several large bags of money later everything was ready. In November 2004, we splashed the boat in the Mississippi and headed south for Mobile, Ala.

It took nearly seven weeks to make the 1200-mile journey to Mobile. Our trip down the rivers provided a good introduction to living on board in a reasonably safe and comfortable environment. It also gave us lots of practice handling the boat under power, docking and anchoring. Also, once or twice, we had a chance to practice, shall we say, getting unstuck.

Finally, in January 2005, we arrived in Mobile. Our plan was to spend several weeks there finishing the refit and polishing our sailing skills in the confines of Mobile Bay.

*continued on page 7*

Finding a boat in PNG proved to be impossible, and since we were scheduled to return to the States on leave, we decided to buy one there. Oh, did I mention that there was also the small matter of our complete lack of sailing experience? Other than a few hours of dingy sailing Kyle did in Boy Scouts many, many years ago, our sailing experience was zip, nil, zero. The first step down the path to our dream, therefore, would be to begin learning how to sail.

April of 2004 found us standing on a dock in San Diego, checking out the Hunter 29 belonging to San Diego Sailing Academy that would be our home for the week. The course was excellent. We had a wonderful time, and, by the end of the week, we felt a confidence that comes from discovering that the fundamentals of sailing are just not that hard. This was combined, however, with a strong sense that we really needed a lot of practice before those fundamentals would become second nature. That practice would come over the next couple of years.

An internet search led us to Lake Erie where we purchased a 1976 Tartan 30 which we renamed Stap Isi,



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## FEATURED FACILITY • ANNAPOLIS SAILING SCHOOL

By Rick Franke

In the summer of 1959, Annapolis resident and sailor Jerry Wood began a small sailboat rental business on Back Creek off the Severn River. A classified ad in the *Washington Post* soon had potential sailors arriving at Wood's door. Most of them, however, had little or no sailing knowledge. Since he found himself teaching his clients how to sail anyway, the next step was to hang out a shingle as the Annapolis Sailing School.

From these modest beginnings was born the nation's first commercial adult sailing school. The ideal location of the school on the small boat-sailing paradise of Chesapeake Bay and Jerry Wood's vision of sailing as a relaxing, recreational sport, available to everyone, coincided with the availability of low cost, low maintenance fiberglass boats. A revolution in sailing was underway.

The "Annapolis Way" developed as a non-technical, low-key introductory approach to the sport, emphasizing hands-on learning. The basic outline of the school's most popular "Become a Sailor in One Weekend" course has been honed and refined over the last half century, but remains the industry standard. Even in introductory level courses, students are sailing within an hour of the beginning of the course. This learn-by-doing approach permeates all the courses offered by Annapolis Sailing School, from introductory to the most advanced.

As a pioneer in sailing instruction, Wood's organization was responsible for many firsts in the industry, including: the development of the Rainbow, the first fiberglass sailboat specifically designed as a training vessel; the first flotilla cruises; the first live-aboard cruising courses offered on a per person basis; and the first nationally recognized course in preparation for bareboat chartering.

After 49 years as the industry leader and more than 200,000 satisfied graduates, the Annapolis Sailing School continues to lead the way into the new century.

In 1996, the school added KidShip, a comprehensive junior sailing program, to its traditional offerings to expand the Annapolis Way to youngsters from five to 15. Kidship courses run on the same schedule as the adult



Annapolis Sailing School's 73 boats require full-time, dedicated staff in order to maintain them and have them ready to go when customers arrive.

### For more information

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classes, allowing the whole family to receive age-appropriate instruction in preparation for a lifetime of sailing adventures.

The modern trend toward larger, more complex boats led to the recent introduction of a two-day introductory course taught on new Hunter 36 sloops. This course, designed for new sailors who are planning to start their sailing career as charterers or big boat owners and do not want to learn the traditional small boat way, has been popular with weekend students.

The school is based in the Eastport section of America's Sailing Capital. Students receive their introduction to sailing at the school's 2.5-acre campus located at the mouth of the Severn River on Back Creek. The school's facilities include three floating docks, two classroom buildings, a full-time maintenance staff and a company-owned fleet of 73 boats ranging from 12-foot Lasers to a Morgan 44. This ideal location provides protected sailing on the waters of the creek and the river when the wind pipes up and immediate access to the wide waters of Chesapeake Bay when the students are ready. Taking the first steps in learning to sail in the shadow of the United States Naval Academy adds an unexpected thrill to the experience.

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## LIVING THE DREAM

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Due to some health problems that Kathy experienced, those several weeks turned into several months; and we ended up spending most of 2005, including a rather robust hurricane season, in Mobile. By December, though, with lots of practice and more than enough hurricanes under our belt, everything was ready, and we shoved off for Panama.

Along the way, we visited Isla Mujeres in Mexico, the Bay Islands of Honduras and Isla Providencia. In many ways, this was the hardest leg of our entire journey back to Papua New Guinea. While in the Gulf and northern Caribbean, we were subject to the cold fronts coming across the U.S. Further south in the Caribbean the trade winds were howling. Therefore, the high point of this leg was the morning we looked out and saw dozens of ships anchored off the north entrance to the Panama Canal and knew that we were leaving the Caribbean behind.

After a month-long wait, we finally transited the Panama Canal at the end of March. We will never forget the afternoon that the Mira Flores locks opened up, and we motored slowly under the Bridge of the Americas into the



Kyle and Kathy Harris purchased this 1976 Tartan 30 renamed Stap Isi, "chill out" in Melanesian Pidgin.

Pacific Ocean. It probably seems weird since we were still seven thousand miles from Papua New Guinea, but in some strange way we felt like we were home. Finally, at last, we were in the correct ocean, and all we had left to do was sail across it.

People have written entire books about sailing across the Pacific. How does one encapsulate a dream come true in a few words? The seals swimming around the boat each morning in the Galapagos; landfall in Nuku Hiva after 28 days at sea; the crystal clear waters of Ahe atoll in the Tuamotus; the friendly people of Pago Pago; being for a few days the only cruising boat in the entire country of Tuvalu; drifting quietly on a glass calm sea on a windless day; these are only a few of the memories of the trip that we will hold with us forever.

And today? We just returned from a trip up the PNG coast to Broken Water Bay where we anchored for a couple weeks off the village of Marangis. The people say that ours was the only cruising boat to anchor there in many years. Each day, we sat with the villagers and tried to learn their language, walked along the beach looking for shells, or took a dugout canoe back into the mangrove swamps to visit the more secluded hamlets. Each evening, we sat on the bow watching a billion stars wheel overhead, listening to the surf and the sound of singing from the village, and savoring the dream.

Kyle and Kathy Harris can be reached at [kandkharris@flyingfox.org](mailto:kandkharris@flyingfox.org).

## WHERE AM I?



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ANSWER ON THE ASA WEBSITE AT [WWW.ASA.COM](http://WWW.ASA.COM)





## ASA MEMBER PRODUCT REVIEW

by Don Mierzeski

As an avid sailor and diver, I've tried to find ways to share my experiences with my friends and family. However, the dilemma we've all faced is that we would like a camera that can stand up to the rigors and abuses that come with our form of fun, while, at the same time, delivering high quality images. Diving off San Diego, Baja, Hawaii and Mexico, I've had my share of disappointments with underwater cameras or enclosures that have let me down. However, when I won the EcoShot while at the ASA SailWeek in Antigua I was blown away. A rugged, waterproof camera with a six mega pixel display and large buttons that I could push with gloves on - life is good!



(Above) The EcoShot's "underwater" feature uses software that applies a reddish tinge to compensate for the lack of light penetration at depth. (Below) The EcoShot's durable exterior allows photographers to take it into a variety of environments.

What first struck me about the EcoShot was the design of the buttons. In particular, the button to actually snap the photo is very smartly designed. You push down on the plunger, and you know that your picture is going to be taken, and you know that the plunger is going to come back up. It feels that good! The other buttons are the same way - large enough to work with no matter what is on your hands, yet clear in both function and layout, so that you are not digging an instruction manual out each time to use the camera. Most buttons do double duty, like the on-off button also being the optical zoom. Within 10 minutes of reading the instructions, I knew how the playback, zoom, thumbnails and movie features all worked.

Examining the design of the EcoShot, it appears that SeaLife has really put together a tough package. The camera itself appears to be literally baked into a hard polycarbonate-like case with tight o-rings and gaskets around the openings. Then, the case itself is rubberized. I've dropped the camera, first just to test what the manufacturer claims and then while walking backwards and rudely running into someone. I only had to reach down, dust it off and keep on shooting. If I had done that with my other camera, I would have been crying and picking up pieces, rather than smiling and shooting more images. In fact, the only negative thing I can say about the design is that I would personally like to have a door over the lenses to keep both saltwater and dirt from getting on them.



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Although I would have to slide it open, I would just feel a little better not worrying about scratching that particular surface. Only time will tell if that happens.

Like most digital cameras these days, the EcoShot has features available through its software that you have to scratch your head as to why they are there. However, one that I particularly enjoy is the "spy" feature, which will turn the camera on and snap an image at regularly timed intervals.

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## FEATURED FACILITY

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Students find not only great sailing on Chesapeake Bay, but an almost overwhelming choice of unique and historic villages and marinas for day trips, weekend and week-long cruises. Modern, well-equipped marinas and deserted, quiet coves abound within easy reach in this cruiser's paradise. A typical cruising course will pass under the Chesapeake Bay Bridge on the way to an overnight anchorage behind Dobbins Island in the Magothy River. On the way, the boats pass the Gibson Island Yacht Club, home to many famous sailors including Carleton Mitchell. The next leg crosses the Bay to Maryland's famed Eastern Shore, rounding Love Point and up the Chester River to Mears Point Marina on Kent Narrows.

The next morning, the fleet goes through the drawbridge and south down Eastern Bay to the Miles River and the historic village of St. Michaels, home of the Chesapeake Bay Maritime Museum. A visit to the museum is a fascinating way to spend an afternoon and learn why the village is "the town that fooled the British." Rhode River on the western shore is the next day's objective. Arriving after an exhilarating sail across the bay, students anchor in a protected cove close to the unspoiled shores of the Smithsonian Environmental Research Center. The return to Annapolis the next day takes the boat past the historic Thomas Point Lighthouse, the last remaining "screw pile" or cottage style lighthouse and a Chesapeake Bay icon.

Sailing school day classes also offer lots of opportunities to enjoy the Chesapeake Bay experience. Annapolis was a major port in colonial times and was known as the "Athens of America." Visible evidence of the vanished era of the "Tidewater Aristocracy" includes the largest collection of original Georgian architecture in the world and the nation's oldest state capitol still in legislative use. A visit to the senate chamber in the Maryland State House, where the Treaty of Paris was ratified in 1783, recognizing the Independence of the United States and ending the American Revolution, is a must. After the tour, visitors can dine in several colonial taverns once frequented by George Washington.

Most courses end by 4 p.m., allowing plenty of time to explore the town's great restaurants and historic sites, including the U.S. Naval Academy, where history and seagoing tradition abound. A walking tour is the best way to see "the yard" as the academy is known, and no sailor should miss a visit to the tomb of John Paul Jones, the father of the U.S. Navy.

The Annapolis Maritime Museum, located in a converted oyster packing plant, provides a unique insight into the importance of the seafood industry to the economic



*(Below) New owner and former long-time employee, Tim Dowling, has taken on the task of continuing to teach sailing in a way that encourages fun, hands-on learning.*



history of the region. A visit by boat or car to Cantler's Riverside Restaurant on Mill Creek, north of Annapolis, can include a tour of the shedding tanks and other artifacts of the blue crab industry that has made Maryland famous.

City Dock, in downtown Annapolis, is also home to the U.S. Sailing Hall of Fame. The Hall of Fame is a comprehensive interpretation of the history of sailboat racing in the United States. For a more active experience of the fun of racing, there are several tour boats that take visitors out on Wednesday evenings for ringside seats at the Annapolis Yacht Club's Wednesday Night Series, where 120 or more sailboats contend for honors.

The seagoing ambiance and sense of living history, which set Annapolis apart, make it a great place to begin a sailing career.

With the recent passing of the school's founder, the ownership of Annapolis Sailing School passed to a new generation with the purchase of the school by long-time employee Tim Dowling in the summer of 2006. Under Tim's leadership, the school's program has been expanded to include new introductory and advanced courses with an emphasis on modern boat design and electronic equipment. The well-established principles, which govern the "Annapolis Way" to teach sailing, have been enhanced, reinforced and expanded. Jerry Wood's original concept that sailing should be taught as a fun, lifetime activity is still the key concept underlying all that we do. Building on our half-century heritage of excellence, Annapolis Sailing School will continue to lead the industry in recreational sailing instruction well into the 21st century.



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# SAILING DESTINATION

*Sandpoint, Idaho • by Bram Fiebelkorn*



*A kayaker enjoys a lake sunset. Photo by Chris Bessler*

**M**ajestic, snow-capped mountains and lush forests provide a stunning backdrop for inland sailing on pristine Lake Pend Oreille (pronounced Pond-er-ay) at Sandpoint, Idaho.

Located in Northern Idaho just 60 miles south of the Canadian border and 75 miles northeast of Spokane, Wa., Sandpoint is a hidden gem offering stunning lakefront mountain scenery. With its small-town Pacific Northwest charm and superior setting, Sandpoint is a virtually undiscovered outdoor paradise, one that is already being called the "Next Lake Tahoe." Sandpoint has already merited a mention in the *New York Times*, which raved about its "old west atmosphere in a sporting paradise."

Sandpoint owes its charm to the surrounding Cabinet and Selkirk Mountains and beautiful, Lake Pend Oreille, Idaho's largest body of water. The magnificent mountains and deep blue lake await outdoor enthusiasts who will appreciate the area's world-class hiking, boating, horseback riding,

trout fishing, mountain biking and golf. In winter, the area offers 2,900 acres of fresh powder for skiing and snowboarding at Schweitzer Mountain.

Sailors will find perfect conditions for sailing on the 43-miles-long Lake Pend Oreille, as well as 111 miles of beautiful shoreline. Boaters will appreciate the strong winds from the southwest and deep water – at some parts 1,200 feet deep. Winds regularly blow at 10 to 12 knots, making it a perfect site for the numerous regattas held here every summer.

Lake Pend Oreille offers, on average, seven months of sailing each year. The season opens in April with six weeks dedicated to the spring racing series, and boaters will find comfortable, enjoyable sailing through October. Throughout the season, there's plenty to do for any sailor. The Sandpoint Sailing Association holds many weekend regattas and a Thursday night race series, and the city's recreational department hosts a growing youth sailing program.

Access to Lake Pend Oreille is convenient. The city-owned Windbag Marina's ramp is outfitted to handle



*Photo by Trish Gannon*

*Tyler Clay Cochran of Sandpoint devours his way through his piece of fruit at a Fourth of July watermelon-eating contest.*

trailer boats and offers plenty of nearby parking, while the south end of the lake offers a crane to hoist the larger boats. The lake regularly hosts big J/22 class boats, J/24s and a fleet of J/80s. Ranger 20s and Holder 15s can be rented at

## *For more information ...*

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either end of the lake, providing great day sailing opportunities. The city's 18-acre sandy beach park, which juts into the middle of the lake, offers a great place to tie up. Because 75 percent of the lake's 111-mile shoreline is public property, there are plenty of calm spots to anchor for a peaceful evening.

The long stretches of wild shoreline also provide many protected coves with calm conditions for water skiing, wakeboarding, swimming and lounging on the beach.

Fish are bountiful in the clear, cool lake waters. Northern Pike, Tiger Muskie and the giant Kamloops trout, legendary for pushing nearly 30 pounds, are frequently reeled in. Bald eagles, ospreys, bears and moose can all be found in residence.

Sandpoint is also home to a number of private resorts that cater to boating enthusiasts. One of its most impressive is Seasons at Sandpoint, a luxury residential resort on nine acres of lakefront property, designed in harmony with its natural environment. Seasons' mix of luxury and the great outdoors is unique and inviting. All 154 one-, two- and three-bedroom condominium homes and the eight townhouses at Seasons have views of Lake Pend Oreille and feature fireplaces, wood cabinetry, natural stone countertops and wood and porcelain floors.

For boaters, Seasons offers a private 80-slip private marina where boats can be docked just steps from home. The resort also boasts a boat club with rental boats available for residents. Overlooking the lake are viewing decks, a swimming pool and four hot tubs



*Photo by Chris Bessler*

*(Top) Lake Pend Oreille offers beautiful views and lively winds throughout a six month season. (Below) The Parade of Boats proceeds down Sand Creek during the Wooden Boat Festival that Sandpoint hosts each July, attracting classic wood craft from around the Inland Northwest.*

alongside firepits and al fresco dining areas. Its many amenities include a three-story 11,000-square-foot resort-style clubhouse, aptly named The Retreat, The Spa at Seasons with an array of rejuvenating services for the sailor, as well as fire pits, dining alcoves and viewing decks, where residents can soak in the majestic scenery. Seasons is also a stone's throw from Sandpoint's unique downtown, which offers plenty of shopping and cultural activities. Each summer, music fans are treated to the Festival at Sandpoint, which has showcased Willie Nelson, Natalie Cole, the Beach Boys and the Doobie Brothers. An arts haven, Sandpoint boasts nearly two-dozen galleries located in town and the surrounding area.

The town's winery, which won Idaho's Winery of the Year in 2003, offers tours for visitors. During Sandpoint's annual Lost in the 50s celebration, held the third weekend in May, the whole town's clock turns back some

*continued on next page*



*Photo by Chris Bessler*





(Above) The resort, Seasons at Sandpoint, offers luxury with a deck overlooking the lake, a swimming pool and four hot tubs alongside firepits and al fresco dining areas. (Below) The Idaho Draft Horse and Mule International show is staged at Bonner County Fairgrounds.

## SAILING DESTINATION

continued from previous page

four decades.

The celebration showcases hundreds of vintage cars and music of the era. Shop-a-holics will relish Coldwater Creek's flagship store and the unique log structure of the Cedar Street bridge, overlooking Sand Creek.

If there's not enough to do in town, the nearby Kootenai National Wildlife Refuge and six state parks and forests offer Seasons residents spectacular day excursions on more than 75 hiking trails covering 275 miles. Golfers love the five golf courses near the resort, with a Jack Nicklaus Signature course slated to open soon. Ski and snowboard terrain are easily accessible from November until April. The ease of learning on its 82 trails and open bowl skiing attract many beginners. A quick 11-mile drive on the Seasons resort shuttle and a ride on Idaho's only six-person high-speed lift will take skiers to a summit on Schweitzer with stunning views of three mountain ranges, three states and Canada.

Timing a visit to Sandpoint depends on one's preference. The town is lively and bustling with activity between Independence Day and Labor Day, a good time to enjoy the lakeside cafes and a brisk south wind for sailing. The season winds down after Labor Day, when the lake hosts its highly anticipated Spud's Cup



Photo by Chris Bessler

Regatta, with each year seeing nearly 60 participating sailboats. Some say this is when the mountains best display their natural beauty, with the reddening of huckleberry bushes and snow beginning to fall on the highest peaks.

Sandpoint is accessible by plane, train or automobile. Although the Sandpoint Airport caters to private and chartered aircraft, commercial flights arrive at Spokane International Airport just 78 miles away. The town's Amtrak station doubles as a historic railroad depot with trains running daily in and out of Sandpoint.

Getting there is easy. With the majority of its 6,000 residents, vacationers who decided to stay, it seems

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## FEATURE STORY

*continued from page 3*

"It was the bluest water I'd ever sailed in," Witt said as she ticked off the many wonders of Antigua sailing. Steady winds of 20-25 knots every day in warm temperatures made comfortable by those very same winds. And despite sailing every day, Cecilie couldn't get enough; but you have to eat and sleep sometime!

"If you're into sailing, you'd be into Club Colonna anytime and especially during American Sailing Week," said Witt. "The beachfront is littered with small boats, and for American Sailing Week they have the larger boats for perfect, thrilling half-day sails. Without a lot of small boat experience, I steered away from them in the fresh, tradewind breezes, sticking instead to the keelboats; but beach-launched sailors always returned with a grin."

"Outside the resort, we also enjoyed a trip to St. John, where we enjoyed some shopping and some of the fabulous, authentic West Indian cuisine. Later, we traveled the island for a sunset from Shirley Heights – one of the most spectacular views possible looking west over English Harbor with local music livening up the evening. Now, I'm back with some great memories but will maintain the Antigua sailing spirit while sailing the Virginia coast."

### *Sailstice Around the World*

Over the past seven years, literally thousands of sailors have signed up and started their own Summer Sailstice celebrations in their home sailing waters. Sailors have participated from 49 states – all except North Dakota. Does anyone know a sailor from North Dakota? Beyond the States, sailors have been joining in from Europe, the Caribbean and Asia. While the summer solstice is ideal for the Northern Hemisphere, it happens to be the shortest day of the year in the Southern Hemisphere.

That didn't stop one Australian from signing up and commenting, "down here we'll be celebrating on the shortest day to sail, but it's the longest night to party!"

So it goes, more Summer Sailstice parties springing up across the planet on reservoirs, lakes, rivers and up and down the coasts. It's not a national holiday anywhere yet; but, every year, sailors are getting a step closer.

Of course, not many of the Summer Sailstice celebrations rivaled the quantity or quality of sailing and celebrating going on at Sunsail's Club Colonna – the host site of ASA's sailing holiday week. Club Colonna is one of the Sunsail charter company's dedicated sailing resorts or, as ASA instructor Jean Levine stated, a "sailing camp for grown ups." The sailing "toy box" included 75 small sail boats such as Lasers, Topazes, Hobie Cats and Sport 16s sailed off the beach, while anchored out there was a



*With trips to neighboring harbors, ASA members got the chance to sail for longer stretches.*

Dufour 30 and three Beneteau 473s, which you try not to sail onto the beach. Naturally, a Caribbean beach resort comes with all the other attractions dreamers and doers can imagine – a lush garden, luxurious pool, beautiful sandy beach and tropical snorkeling.

Despite all these beachfront toys, the rum drinks might have compensated for it all if they'd just happened to go missing. The solstice party was on the 21st and, since it's the longest day of the year and the sun sets late, you've got to party late as well. This year, it was with the island's best band, Dread and the Bald Head. While sounding a bit like the feeling you might get as you round the bald shoreline of Cape Horn, they kept people's tired and sun-stroked bodies jumping late into the evening. Fortunately, those who began faltering on the dance floor could have their vitality restored by the ancient Caribbean, pre-Red-Bull-era energy drink – rum punch. Many found it helped fire up the night but also slowed down the morning.

Depending on where you sail, you might own and frequently use, an offshore set of heavy foul weather gear you wear over layers of long johns, fleece and other weather protection. Sailing at Club Colonna couldn't put those memories further from your mind.

*continued on next page*



## FEATURE STORY

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As ASA member Earl Morrow wrote, "Imagine being on a tropical isle, drink in hand, pleasant breezes and company of your choice and dreams. Well jump that up two steps! Our ASA Antigua getaway was more: much, much more. ASA staff had planned and provisioned for us so well, it was as if we each had our own concierge for the entire stay. Our voyage was navigated in advance, artistically and expertly provisioned, and we were pampered ... free to pursue relationships, fun, ease, sailing, exercise ... paradise."

Setting out under sail anywhere is pretty magical but Antigua certainly has the potential to spoil you!

Not unheard of, the romance of island sailing captured more than a few hearts while in Antigua. Susan Williamson, who arrived from Raleigh, N.C., wrote us to say, "I felt safe, secure and supported as I started a love affair with sailing. As with all wonderful loves, if I had only known it would be this good, I would have started sooner. Thanks ASA, I'll be back next year!"

Susan, who had previously completed her basic keelboat certification, had serendipitously connected in the spring with a friend who mentioned an Antigua sailing vacation and about three seconds later, she'd agreed. As she relayed it was "an adventure that changed my life!" More proof that quick decisions are often the best ones!

It was similar for Sailstice winner Cecilie Ann Witt. She received an email notification of her winning and, despite the normal doubt (have you won the UK lottery or had money transferred to you from Nigeria lately?), she waited a few nanoseconds to respond to the ASA offices saying she'd accept a free sailing trip to Antigua. Now, it's hard to imagine why anyone would ever say no, but in this modern era of 'a-prize-a-second' online



*Between the parties and the sailing, it's a wonder ASA members had time to sleep.*

winnings, there is room for doubt. Now, weeks later, Cecilie says she still has to pinch her tanned self to remember that it really all came true!

For other American Sailing Week sailors, Summer Sailstice in Antigua was a perfect way to celebrate the sailing life and to kick off the summer sailing season.

As Anna Bell Chandler said, "By near the end of the week, we had dozens of new friends from Virginia Beach on the East Coast to San Francisco on the West Coast and many points in between. As we said our goodbyes, we knew it was only until the next great sailing trip. Thank you, American Sailing Association, for these many great gifts."

American Sailing Week 2008 is being planned for some time in the month of June at Club Colonna in Antigua. For more information on dates, log on to the ASA website. Also, be sure to bookmark both [www.summersailstice.com](http://www.summersailstice.com) and [www.asa.com](http://www.asa.com) to keep up to date with plans for the 2008 events.

Bon Voyage!

*John Arndt, lifelong sailor and ad rep for Latitude 38 sailing magazine, founded Summer Sailstice to unite and showcase the best of sailing community. You can reach him at [john@summersailstice.com](mailto:john@summersailstice.com).*



## BUYING THE RIGHT SAILBOAT FOR YOU • PART TWO

By Captain David C. Bello, Fair Wind Sailing School

This article is the second of a four-part series on the process of buying a sailboat. Unlike most boat purchase advice, written by manufacturers, the suggestions in this article are written from the perspective of a sailboat *buyer* and are drawn from the collective wisdom of my dozen or so sailboat purchases as well as conversations with many, many other sailboat buyers. This article will focus on applying the buying process to purchasing an appropriate vessel for light air sailing.

### The Buying Process

In Part One, we introduced a multi-step process to purchase a sailing vessel. Our emphasis was on assuring that purchases were based on a detailed description of how and where the vessel would be used and then identifying the best set of vessel characteristics for the specific type of sailing to be completed. We also introduced five vessel characteristics to be considered in the purchase. In this article, we apply those five characteristics to light-air sailing areas.

Let's start by describing light-air sailing areas. Light-air areas are sailing areas that average 10 knots of wind or less. Moreover, winds over 15 knots will rarely be experienced either due to lack of wind or lack of desire by the owner to sail when stronger winds are present.

### Vessel Characteristics for Light Air

To begin, we assume you have already identified your usage in detail as we recommended in Part One. Next, it's time to find a vessel that best fits the usage in light air areas. Our primary consideration in light air areas will be to trade some stability and weight to gain speed and maneuverability – exactly how much depends upon our desired usage. This does not mean sacrificing safety.

Our first vessel characteristics are keel design and depth. While cruising in light air, we look for maneuverability and responsiveness more than stability. Given this trade, a fin keel boat provides better maneuverability and quicker response at slower speeds than a full keel boat. So, for light air – fin keels win over full keels. In addition, cruisers should also lean toward a shoal draft keel to reduce weight and gain access to more anchorages. Racers have a more difficult dilemma. While racing in light wind, we will still prize the maneuverability of a fin keel, but shoal draft keels don't perform as well up wind. Racers will need to balance upwind pointing ability against weight and downwind speed when selecting keel depths.

The next variable to consider is sail area and sail plan. In light air, we will want a generous amount of sail area.



This sloop rig has a high aspect ratio main sail along with a fin keel, perfect for light air.

As we did with keel design, we will lean toward more sail area and sacrifice a little stability. Racers will want the most sail area (SA/D over 20) while cruisers may opt for slightly less sail area (SA/D 17-20). Either way, assuring a generous sail plan is key to good boat speed. Also, we will want sail area high off the water where there is more wind. This means the sloop rig is the winner over both the multiple mast rigs and the cutter rig.

Finally, we consider displacement. Heavier vessels accelerate and move more slowly in light winds, so we will want a light vessel for light winds. The balance will be to assure that we preserve sufficient space to comfortably accommodate the typical number of passengers on a normal trip. Don't forget to plan for space for safety gear, tools, spare parts and provisions.

### Summary

When sailing in light air, a primary consideration is assuring we have a boat that can move at a comfortable speed and maintain maneuverability in the light-air condition. While we never sacrifice safety, light air means reducing some stability (compared to an ocean-going vessel) to gain performance. The best design is a fin keel vessel with a sloop-rigged sail plan. Displacement will vary depending upon the average length of trip and number of passengers, and the keel depth may vary based on usage (cruising vs. racing).

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*Adventure Sailing Schedule with John Connolly*

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## PRODUCT REVIEW

*continued from page 8*

As a new pet owner, one of the first tasks for the EcoShot was to perform some urban wild-life photography on our new heeler pup as he made it through the day. I swear the dog knew it was on camera. Another feature I like is the ability to toggle between macro and landscape mode without having to go through the software to switch back and forth. The toggle is conveniently located next to the image display.

Perhaps the most important feature that the camera presents is its "sea" mode. Like its other modes: "auto," "sport," "night," "portrait," "landscape," "backlight," "ext. flash" and "spy," this mode somehow ingeniously makes the underwater photos more vivid. Although getting used to the reddish tinge of the display was a bit strange at first, by enhancing the red on the image, the software improves the color of underwater photos. To be honest, most of my photos underwater have required flash, and I have only noticed a small difference between this mode and "auto" while underwater. But, I am using this feature more and more and do like the pictures so far.

As a testament to this camera's ability, I frequently dive under sailboats to clean bottoms for races. Now, I have proof to show the owners that I'm not just hanging out

for 20 minutes under their boats.

The camera has a stepwise digital zoom, but lacks an optical zoom. More than likely, this is because it would be very difficult to seal a moving lens without a full enclosure. I like this camera largely because of its size. Also, like most cameras over two mega pixels, you can zoom in on the display of the image on the back of the camera to bring out detail that you wouldn't otherwise see, so I'm happy with simply the digital zoom.

So, would I recommend this product to others like me? Absolutely! At a retail price of \$279, this camera prices comparably against those without its host of benefits. Am I happy that I own the EcoShot? Definitely! At only 10.4 ounces and with 14 MB of internal memory, this camera has quickly become my camera of choice for all of my image needs.

*Don & Tina Mierzeski live in Bellingham, Wa. Don is a Quantitative Financial Analyst for Group Health Cooperative, and Tina is a Realtor with Coldwell Banker. Both are avid sailors and divers, using their holidays to go either to the beautiful San Juans or different parts of the Caribbean and Hawaii. Don also sails International 14s in the Columbia River and is anxious to try a camera on the boat that can withstand punishment and frequent spills at the Gorge.*



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## INSTRUCTOR TIP

By Capt. Curtis Collins

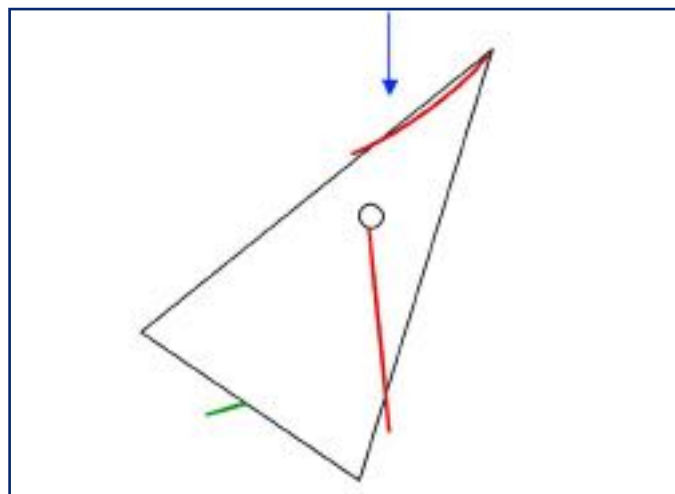
### Get Ready to Heave-To, Sailors!

**H**eaving-to is an important skill to learn and is a required sailing skill for Basic Coastal Cruising. By following these steps, you'll be able to effectively slow your boat to a crawl while keeping yourself more stable than you could by dropping the sails.

1. Come to a close-hauled point of sail, making sure the jib is sheeted in good and tight.
2. Tack the boat, but do not tack the jib.
3. As you come through the wind, ease the main significantly and let it luff (the jib is now backed). Allow the boat to lose almost all way while in position.
4. Put the tiller down hard to leeward (rudder steering you toward the wind).
5. You are now hove to- and the action on the sails is countered by the action on the rudder. You should be calm with no forward motion. The boat will be basically stopped; however, it will very slowly drift downwind.

To resume sailing, the jib should be brought around to the other side where it is no longer backed.

Notes on heaving-to: The basic concept of heaving-to is that you are setting up opposing forces between the jib and the rudder, effectively stalling the boat. The keel also plays a role in slowing your leeway and as the pivot point for the battle between rudder and jib. The dynamic forces acting upon the boat keep it more stable than if you dropped sails. As the wind blows against the backed jib it starts to push the bow downwind. The boat gains a little bit of way and water starts to flow over the rudder. This causes the boat to head back up to windward. The jib loses power and the boat slows. While hove-to, the



*In the above diagram, the sails are represented in red, the rudder angle by the green and the wind direction by the blue arrow.*

boat should be in the same position as a close hauled to close reached point of sail. A beam-to attitude is not good - especially if you are in large seas. The boat will cycle through this range of sail as it slowly heads up and falls off. Speed over ground should not exceed 1.5 knots.

The boat will slowly drift downwind while keeping its bow into the wind and seas, so make sure you have plenty of sea room and regularly check your position.

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