

THE JOURNAL OF THE  AMERICAN SAILING ASSOCIATION

AMERICAN SAILING

FEATURE STORY: NEW ENDORSEMENTS TEACH VALUABLE SKILLS

ASA is pleased to announce that, effective December 1, 2007, we will be adding two fantastic new classes to our certification program. The first is a Weather Endorsement; the second, a Docking Endorsement.

We refer to these courses as “Endorsements” for two reasons. First, unlike most ASA courses that provide education across a spectrum of topics, endorsements provide in-depth study of a single topic. Second, endorsements are not required as part of the keelboat sequence of courses.

Students interested in taking one or both of these courses should check the ASA website to view the list of

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The ability to dock in adverse conditions could save your boat. ASA's new docking endorsement gives sailors a better grasp of how to use outside forces to help you.

SAILING LESSONS • THE WINE COUNTRY CLASS



How is it possible to have this much fun without drinking a drop of wine? And, we were not even in the wine country, or taking a wine appreciation class somewhere. No, we were by the windy San Francisco Bay taking a Tradewinds Sailing Basic Keel Boat class in Point Richmond, Calif. Four sailing novices put their trust into our BKB-class boats, the fast and fabulous 25-foot Catalina Capris and me, their instructor, to learn the American Sailing Association “standard of sailing.”

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Mark your calendars! The next ASA Members' Week will take place from March 7 through March 14, 2008, almost four months earlier than in previous years.

The fourth annual Members' Week, also known as American Sailing Week, will once again be based at Sunsail's Club Colonna in Antigua. Club Colonna will close from late next spring through summer for renovations. This meant that it would have been impossible to hold our event in June or July as in the past. While we considered alternative locations, we could not find a resort offering a comparable set of complimentary boats and sailing related activities—not to mention the great food and other activities—for the price ASA negotiated with the resort.

A proven draw of the event is its being based at a resort. By doing so, we open attendance to not only those interested in experiencing sailing for the first time, but also experienced sailors vacationing with friends or family more interested in land-based activities. Flotillas, in which everyone lives and sleeps aboard for the duration of the trip, are not for everyone.

Some of the guests most enthusiastic about their experiences are those who got to try sailing for the first time and, of course, loved it. Others had earned their ASA 101, 103 or 104, but had not yet had the opportunity to practice their new skills in an unfamiliar location, or on an overnight cruise. Hopefully, you're beginning to see our point: American Sailing Week has something for everyone!

The event has been better and had more and more attendees each year, so expect 2008 to be fantastic. Weather should be more comfortable too. Early March in the tropics will be comfortably warm, but the heat will not be nearly as intense as in the summer.

If you are considering attending, but aren't ready to make the call to Sunsail to put down your deposit, we encourage you to call Kathy Christensen, ASA's membership coordinator at ext. 30 to get the details. But I'll warn you, few people say no after hearing her enthusiastic description of all the great sailing, parties and other fantastic events.

The Charley Noble

ASA recently added an exciting web-based service that allows all current ASA members to view their certification levels online and make changes to your information. To utilize the new feature, visit www.ASA.com and click the blue "Members" tab at the top of the page.



(ASA instructors must access this feature through the instructors area rather than the members section.) Once there, click on the "Members Only Content" link on the left side of the page. This takes you to a login screen, where you'll need to enter your last name and ASA member number that is printed on the plastic membership card you received in your membership package. Once you have successfully logged in, you can view your certification levels and update your mailing and email address so that ASA can stay in touch with you. (ASA does not sell or share its member list with third parties.)

An added benefit to this service is that if you need to charter a boat away from home and are without your membership card, you can always go online and show a charter company your certifications.

I encourage you to go online and give this new feature a test drive. If you have difficulties using the system, please contact Kathy Christensen, ASA's membership coordinator.

Charlie



"Charley Noble" is the old time nautical name for the smokestack over a galley. ... So I'll try to keep my "hot air" in the American Sailing Journal continued to this column.

THE AMERICAN SAILING JOURNAL

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FEATURE STORY

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schools offering them. As they are brand new, the number of schools offering them will be somewhat limited in the months immediately following their launch. But if you are interested, please call your local school and urge them to consider offering them!

Docking Endorsement

Getting that big boat into a little slip can be a daunting challenge, even for experienced sailors. But it's an important skill, like learning to take-off and land an airplane if you're a pilot. To dock competently and without injury or property damage requires an understanding of the forces that act on a boat, how you can control them, and lots of practice.



Capt. Tom Tursi

ASA has teamed up with Captain Tom Tursi to produce a new text entitled Docking Techniques, which covers the basic theory and hands-on techniques needed to dock and cast-off single engine boats in an efficient manner without damage or injury. Included is a discussion of the various forces that act on the boat during docking such as wind, current, propeller action, rudder control and mooring lines, and how you can use these forces to your advantage to accomplish successful dockings. A number of typical docking and casting-off scenarios and techniques are described and clarified with more than 30 diagrams and step-by-step procedures. Additional topics include preparations for getting underway, crew assignments and training, line handling techniques, outboard and inboard engine control, mooring line arrangements, spring line use, and close quarters maneuvering.

Close-quarters maneuvering is an example of one of the skills taught during the course. It teaches how to turn the boat in a circle only slightly greater than one boat length, and how to use the wind to advantage in doing this maneuver. The techniques for doing this are discussed in detail along with diagrams, precautions and abort considerations.

To accomplish the teaching objectives, a two-day, hands-on course allows students to learn theory and practice repetitive docking and casting-off maneuvers to reinforce understanding of theory, methods and skills. Both novice and experienced sailors will benefit from this course as the techniques apply to small outboard powered boats in the 15- to 20-foot range on up to 50-foot inboard single-screw cruising yachts.

In addition to the text, the course is supported by a set

of ASA docking standards listing the knowledge and skills that students should accomplish during the course, a recommended outline for the two-day course, and a written examination to test knowledge and understanding of docking principles and procedures.

Captain Tursi, who developed this course, has been a lifelong sailor, owning a number of different racing and cruising sailboats, and has completed over 50,000 miles of blue water ocean sailing throughout the world. He holds a USCG Ocean Masters License, is an ASA Certified Sailing Instructor and founder of The Maryland School of Sailing & Seamanship of Rock Hall, Md.

Students successfully completing this course will not just gain basic docking skills. They will experience a significant increase in enjoyment in all of their sailing ventures because they will no longer fear docking at the end of the day. Spouses particularly enjoy mastering these skills because it helps them to become more proficient and confident as crewmembers.

Marine Weather Endorsement

The second new endorsement is our marine weather course. The marine weather course is intended to teach mariners how to take weather into account in the planning and navigation of voyages, both local and global. Anyone who ventures onto the water can benefit from this course. Dinghy sailors, sailing in local lakes and rivers, cruising and racing sailors on inshore or coastal waters, and ocean-going sailors, racing or cruising, will all find merit in this class.



Capt. David Burch

The course was developed by David Burch, director of Starpath School of Navigation in Seattle, Wa. (www.starpath.com). Starpath has had more than 26,000 classroom students in marine navigation and weather, and more in home study, online, and on the water training since 1978. David is also the developer of the Starpath Weather Trainer software program that has been in use worldwide for over 15 years. Additionally, he is the author of the text Modern Marine Weather. He has been the winning navigator and tactician on the Victoria, BC, to Maui, HI, yacht race several times; and, as such, held the elapsed time record for boats under 36 feet from 1984 to 2000. He has more than 60,000 miles of ocean sailing experience, including the 1993 Sydney to Hobart race. He received a USCG citation for a successful ocean routing analysis related to a search and rescue operation, and he has recently provided the training and ocean routing for the winners of the 2006 transatlantic rowing race. Their accomplishment is now in the Guinness Book of World Records.

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SAILING LESSONS

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Also, they would earn their first certification as competent and confident sailboat skippers.

We met at the Tradewinds office on a sunny Saturday morning and were pleasantly surprised to find that all hailed from home ports in the same vicinity - the California wine country. We checked each other's preferences:



The women of the wine country enjoy their sail, learning to captain a vessel on the open water with confidence.

The Ladies

The teacher from Cloverdale likes a good Cabernet Sauvignon, the lawyer from Windsor a fine Zinfandel, and the real estate appraiser from Napa a fruity Sauvignon Blanc. The doctor from Sonoma likes any wine that tastes good. And for myself, from Sebastopol, I've never met a wine I didn't like, except the one my husband made in the garage some years ago.

Yes, we all drink a little wine, we admitted, but what brought us together was the need to go sailing. Sailing and all the wonderful things it brings. Everyone was ready to get involved, and we exchanged our sailing preferences and why sailing had come into our lives.

Carol, the teacher, and her husband would like to own a ketch. They window shop and daydream, and both prepare by taking Tradewinds lessons for that day when she can pack up her dulcimer and they will cast off to spend summers in Puget Sound and winters in the British Virgin Islands.

Gayle, the lawyer, and her husband have their eye on an Ovni 48, a strong French aluminum cutter, in which they plan to crush ice in high latitudes around the world. Both signed up for lessons, and he just attended our Celestial Navigation class to steer by the sun and the stars, should the GPS give up the ghost.

Marie, the real estate appraiser, and her husband are getting ready for a cat. They are finding their sea legs on monohulls, but see themselves sailing a fast Gemini catamaran doing coastal cruising and getting experience on the challenging California coast first. After that - watch out.

Megan, the doctor, has been sailing on the bay with friends, caught fire, and is scheming to get her husband interested as well. She wants to feel the wind in her hair and plans to charge around the bay in a small boat, heeling like crazy, spray flying, the more the better.

Some more good points why they had come: "I want to see what my husband is dreaming about." "I want to be able to sail the boat when, for some reason, my husband can't." "I want to sail and take charge because my husband doesn't, yet." And, "I want to know what's going on when we are out on the water."

Wow, what a crew! We set out immediately. We had two weekends to cover and practice the skills necessary to handle a 25-foot boat safely and take a written test of the required sailing knowledge.

Fun on the Water

Starting with nautical terminology, boat familiarization, safety around the water, and preparing the boat for departure, we went on to tie knots, determine tides and currents, and figure out how to start the outboard engine. We laughed a lot. We learned to maneuver the boat in the harbor and how to dock under engine power. We "kissed" the docks (passionately); it takes a lot of practice not to, but parked safely every time. Then, we sailed out to our practice area beyond Point Richmond. And that was just on the first day.

The following class days had full programs as well. The short time we spent indoors doing book-work was punctuated with laughter and camaraderie and Butch Florey, Tradewinds' owner, stopped by wondering, "Why is it that women have so much more fun together?" We didn't tell.

Craig Walker, our lead instructor, came in to use the Xerox and stayed to chat and laugh with us. He seemed to need a lot of copies that morning. And when Carol played her Dulcimer and sang the ballad of "The Mary Ellen Carter," a sunken ship to rise again, Matt Kepner, who is forever busy running the place, poked his head through the door and said: "Wait, I'll get my coffee and hang with you guys."

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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.

email: sailing@SDSA.com



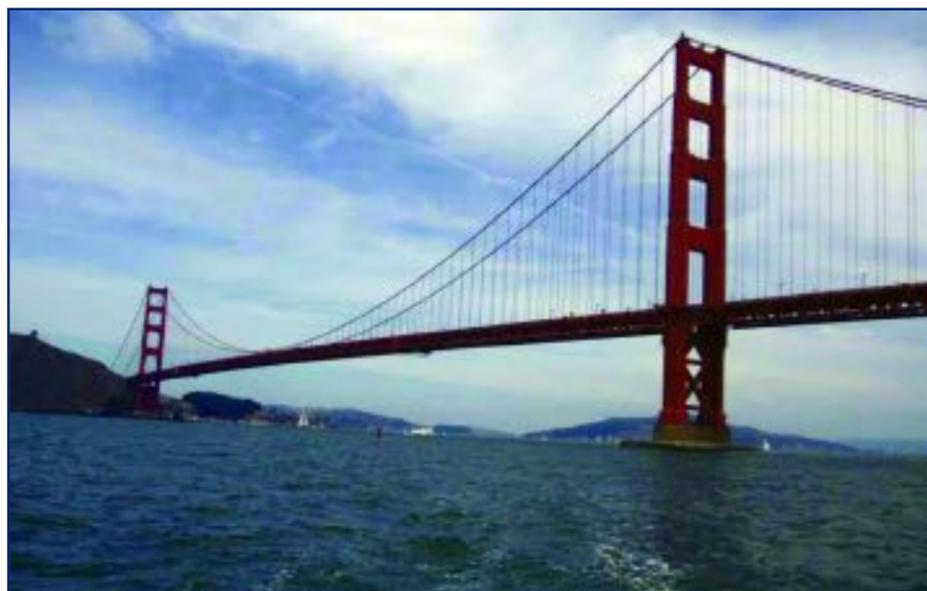
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FEATURED FACILITY • TRADEWINDS SAILING SCHOOL

By Mariam Wheeler

When most people think of a day sail in clear blue water on a hot, late summer day or of sitting around dressed in t-shirts and sandals at a dockside BBQ, chances are San Francisco Bay doesn't readily come to mind. Isn't it always cold, foggy and windy out there? Don't you live in foul weather gear the moment you step onto a dock and never leave home without a hot thermos? Well yes, our bay is notorious for fast, chilly, and wet summer sails. But then, there's the rest of the year. Fresh, breezy spring, glorious Indian summer in fall, and mild, calm winter periods in the rainy season add countless days of sailing fun in sunny and warm conditions.



Students at Tradewinds Sailing School and Club in Point Richmond, Calif., regularly pass under the Golden Gate Bridge and into the Northern California Pacific while learning.

Sailing year-round, Tradewinds Sailing School and Club in Point Richmond, Calif., thrives in all seasons and sets a high level of learning for its students. It has offered all the fun, and all the challenges, of San Francisco Bay, and beyond, for more than 45 years. With its special location and the goal of making sailing available to all people, it is an ideal place to enjoy sailing. Its motto "You don't have to be a millionaire to learn how to sail," captures the spirit of Tradewinds and continues to be true, especially now, under the ownership of Skipper Butch Florey and his family.

Butch has been with Tradewinds for a good many years, running the school and club together with founder Kirt Valentine, and later, with owner David Kory. In 2004, he took over the helm entirely. He brought his daughter Brandy (Operations Manager) and son-in-law Matt Kepner (Maintenance/IT) on board, and soon their baby boy A.J., Tradewinds youngest sailor, joined. Rounding out the crew is First Mate Lynn, Butch's wife.

Tradewinds' Philosophy.

Fun and safety on the water are Tradewinds highest priority. Only experienced, patient instructors, ASA qualified and U.S.C.G. licensed, have been chosen to share their love of sailing. Presently, there are twenty-one instructors on the roster. Some have been with Tradewinds since its earlier days. Others include "Women with Women" instructors geared toward a specific group.

All Tradewinds instructors apply the ASA Standard of Sailing through ASA classes from Basic Keelboat to

For more information

Visit www.tradewindsailing.com

Bareboat Chartering year-round on San Francisco Bay. For Advanced Coastal Cruising and Offshore Passage-Making, they guide students out the Golden Gate into the even more challenging waters, and often extreme conditions, of the Northern California Pacific – only for the hardest and most experienced of sailors. Tradewinds also developed specialty courses, like Basic Catamaran, Advanced Anchoring, and the popular Advanced Docking, which helps take the adrenaline rush out of docking and mooring when the wind blows and the currents run strong.

Tradewinds wants everyone to enjoy sailing and finds that enjoyment comes with competence. They believe one of the best ways of teaching sailing is to start with small boat handling and progress to larger vessels gradually. This encourages students and members to sail on many different types of boats to find out what they like or could do without. The facility has seven fast and fun 25-foot Catalina Capris for beginners and a variety of boats in the next level of 29-foot boats, to cruising boats 33 to 42 feet in length. They are brand new and classic models, including a 42-foot center cockpit Beneteau and a treasured Islander 36. With a total of thirty boats, and more continually added, Tradewinds sailors spend plenty of time on the water, honing their skills and building experience, having a good time.

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Back on the water, no matter how much joking, we meant business. All had filed down their nails and donned gloves to hoist and unfurl, trim and ease, and crank those winches with might. We learned more boat-work, sang out "ready about" and sailed to our hearts' content in varied wind conditions from slow-go to lift-off mode.

While comparing sun screens and evaluating hats and sailing clothes, we worked all points of sail, tacked and jibed, put in reefs underway and shook them out again. Most importantly, we applied the Rules of the Road and practiced the figure eight man-over-board recovery. Giving our all to rescue the M.O.B. (a PFD Type IV cushion) and get him back on board, we really got into it.

"Quick, bring him back to life and toss him in again!" Gayle shouted with glee.

And, we did! When a seagull practically landed on the cushion in the water trying to take possession, we were ready and willing to beat it off with the boat hook to aid and reclaim our victim.

The Ups and Downs

Not that all our sailing went perfectly throughout the class. We sailed donuts when we jibed, and we jibed when we meant to tack. But, we recovered our course every time and trimmed to it. We had to wrestle the

moody, black outboard engine beast when it quit on us, usually when needed most. But, we triumphed. We knew what we were doing, and we were doing it well. We were sailing! When the wind picked up, we hung on to the tiller and to each other, the boat heeled and we hiked out hard, slicing through the afternoon chop, taking salty spray on the nose. When the wind turned light, we leaned back in the cockpit, catching our breath, and gazed at the beautiful sight around us. Carol let fly one of her crystal clear laughs and we all turned, what, what? "Nothing," she smiled, "I'm just happy to be here."

Then, as if to top off our wonderful time, we were treated to a most amazing sight – Whales! Whales in the bay, a female with her calf! They surfaced close ahead of us, lazily bending out of the water. Really, we all saw them. And no, there was no wine aboard. We hoped they would find their way back through the narrow Golden Gate, out into the open sea.

When we felt prepared enough, we took the ASA written examination. Everyone passed with flying colors and got certified with the ASA Official International Log Book, a sort of passport to sailing the world.

What Came of It All

So, how did everyone feel at the end of the class?

Marie: "My highlight was, when I understood the difference between a tack and a jibe. My husband has been explaining that to me forever and I felt stupid for not getting it. Now, I know. It was like an epiphany. I feel empowered."

Megan: "The calm instruction helped me a lot. It was a good blend of book learning and going out sailing. I learned and had a good time doing it."

Gayle: "I loved the all women's class. We laughed so much and shared our concerns. If we fell apart – no big deal."

Carol: "Women cheer for each other. When we tie a knot we cheer, when we don't, or do, crash the boat into the dock, we cheer. What can I say? Yee-haw!"

We all joined in her resounding laugh and agreed that we really enjoyed sailing together.

I was inspired by this class. I want to keep on teaching women to love sailing and show their spirit.

I'll raise a glass of Chardonnay to them. Aye, my seaworthy mates! Cheers, and more wine for my friends!

Mariam Wheeler has been a Tradewinds Instructor since 2002.

WHERE AM I?



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ANSWER ON THE ASA WEBSITE AT WWW.ASA.COM



ASA MEMBER PRODUCT REVIEW

by Captain Jeff Grossman

I am a native Floridian who has also spent a great deal of time in the Bahamas and Caribbean. Good eyewear has always been a must for me, especially with eyes made a bit more sensitive from wearing contact lenses. Sunglasses must be comfortable and rugged enough to handle the rigors of everything from surfing a Laser to sailing 50 footers offshore.

Panoptx offers many choices in sunglasses with a variety of frames and lens combinations. The glasses tested were Typhoons with grey tortoise shell frames with polarized lenses. The frames had a solid feel with strong arm hinges and bridge. The lenses meet 100 percent UV requirements and have special coatings for glare and water repelling. The inside of the frames are outlined with a rubber gasket called an "air dam." It is designed to cut the turbulence and debris that can bother the eyes in high winds.

Testing

The Panoptx sunglasses were tested on a sail in the Gulf of Mexico off Clearwater, Fla. It was a clear Florida summer afternoon and thus there was no problem finding plenty of intense sunlight and lots of glare off the water. It was quickly apparent that these sunglasses had excellent glare rejection. The glasses should be good for picking one's way through passages in unmarked reefs that can only be done safely with good visibility. Anyone who has visited Wardrick Wells in the Bahamas will appreciate this! Sometimes a lens has great polarization for glare, but has the polarization oriented such that it is difficult to read LCD instrument displays. Our Simrad LCD displays were completely clear and easy to see with the Panoptx.

These glasses weren't designed for best use when driving a car, which is good since they obscure too much of the peripheral vision for my taste. On the boat, however, I find I'm looking in all directions all the time so this turned out not to be a problem. These Panoptx are designed to prevent back glare (light coming in from the sides and bottom) and they did that effectively. The reduction in glare resulted in less fatigue on the eyes.

I had to think a bit about how to test the frames' "air dam" in high winds and the lenses' water rejection abilities. Our summer afternoon thunderstorms frequently bring winds well above 50 knots with very heavy rain which would be perfect. But these storms also



For more information

Visit www.panoptx.com

come with massive volleys of lightning, so Plan B was called for. I resorted to putting the top down on the convertible and sticking my head out for the high wind test and standing in the shower for the rain repelling. The Panoptx passed both tests quite well, though the convertible test was a bit brief.

The glasses have a coating that causes both fresh and salt water to bead. A good breeze helps keep the lenses clear, or a careful wipe with the provided cloth. The instructions included with the glasses recommended not wiping them with other materials (e.g. T-shirts, shorts) since the coating could be damaged. I found a good "huff n' puff" blew most of the water off the lenses yielding a view without the usual smeared water distortion.

The Final Analysis

Because of a smaller viewing area and the fact that, as sailors, we are rarely at the speeds where the air dam comes into effect, I may not use these as everyday wear. However, they will be kept carefully below in the Nav Station where I can quickly get them for high wind, high seas or special water visibility requirements like reefs.

Because the lens technology was so impressive I will also spend more time at the Panoptx web site looking for a 'daily' wear pair! At \$139 MSRP I would consider the Panoptx Typhoons with the Marine Lenses a good value.

Capt. Jeff Grossman grew up sailing in Florida and has been actively sailing over 15 years, skippering boats since the age of 15 and sailing in the '70s through the Bahamas using only compass and Radio Direction Finder. He has extensively cruised with his current boat, a Sky 31, in the Caribbean and Florida.

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FEATURED FACILITY

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Once they have their first three ASA courses, their International Logbook certifications, and a bit of saltwater crust, many Tradewinds sailors fly out to charter vacations in exotic places all over the world, either on their own or with a Tradewinds flotilla. Former Tradewinds owner David Kory expertly leads charter trips far and near, - to the San Juan Islands, Sea of Cortez, Caribbean, Mediterranean, Tahiti - to any sailing destination imaginable, making dreams come true and memories for a lifetime.

But some of the best sailing is right here in our San Francisco Bay. You can experience the full spectrum of sailing from mild to wild, all in the same day, in one of the most beautiful places of the world.

Outward Bound

Leaving Tradewinds in Point Richmond - locals call it the "Richmond Riviera"- you may start out warm and sunny in deceptively light winds. Heading northeast toward the Richmond-San Rafael Bridge, you continue in fine wind and weather. Setting course toward the Sacramento Delta, you will be rewarded with hot, hot times, diving off the boat to cool down and maybe check out where you ran aground in the Delta mud. On the way back, put on the foulies over your bathing suit. Late afternoon winds in the twenty-knot range will often have you short tacking into a wall of fog until you are in the lee of Tiburon, a peninsula between Point Richmond and the Golden Gate.

Heading southwest between Tiburon and Angel Island toward San Francisco, you'll be in brisk winds on most days, wearing your fleece, and fighting five knot currents in Raccoon Strait if you haven't planned your trip around the tide tables. Near Sausalito, before you reach out of the Strait and into the full force of the infamous Northwesterly that typically howls through the Golden Gate, would be a good time to pull in that reef you have been thinking about and to roll up a few feet of jib. Be prepared to get chilled and thrilled slicing through white-capped wind waves several feet high as you are crossing the "slot," a blustering wind funnel created by the narrow, natural Golden Gate opening into the bay.

On the far side and turning left, broad reaching along San Francisco's waterfront will give you a well deserved break and to starboard, on a fog-free day, a stunning view of the "City by the Bay." To port, Alcatraz, the famed prison on the rock, stands as if it grew out of it. Thick, yellow walls on thick, yellow sandstone are guarded by a stern looking, flashing beacon. Further down, Treasure Island and Yerba Buena hold up the Oakland-San Francisco Bay Bridge. To the right, opens



Tradewinds Sailing School and Club, in the San Francisco Bay area, offers a variety of courses to prepare students for future sailing.

the long and shallow South Bay. Inland, the rolling hills are covered with cities. Almost all cities edging the bay have boating facilities and modern marinas full of masts.

Don't get sidetracked too much, though, as you are awed by all the views surrounding you. Keep an eye out for traffic and know the rules of the road. You will see white sails all over, motor yachts, fishing boats, private or commercial and fast-moving commuter ferries. The Red and White Fleet shuttles visitors back and forth to Alcatraz, now a California State Park. The Blue and Gold Fleet runs tourists back and forth to admire the Golden Gate Bridge and Marin Headlands. Don't be surprised by the silent and fast approach of huge container ships, or even a grey, looming U.S. Navy ship on the way to Alameda.

Heading Home

Crossing the "slot" again to make your way home rounding Angel Island, pick your lay line, plant your foot on the cockpit side, and hang on. There's more spray flying, wind screaming, and crazy current shoving, one more exhilarating run, until you reach the lee of Angel Island. Tradewinds likes to take advantage of the cross winds, strong currents and fast swirling eddies that stir up the water in the cove and students tackle adverse docking and mooring conditions regularly. From Angel Island it is a short reach in usually fair winds to reluctantly return to home to Brickyard Cove in Point Richmond.

Sailing San Francisco Bay lets you choose the kind of sailing you want. It builds top-notch sailors ready to take on all kinds of wind and weather. It delivers fog and strong winds in summer and steady breezes or calmer air the rest of the year. When the offshore Pacific High, a huge high-pressure zone responsible for most of the fog, moves to other latitudes in September, even hot, late summer days can be counted on. Blue sky, blue bay, hot and sunny days - Tradewinds rolls out the BBQ and Skipper Butch, wearing his familiar smile, stands in a thick cloud of smoke flipping hamburgers and hot dogs, listening to sea stories of his Tradewinds sailors.



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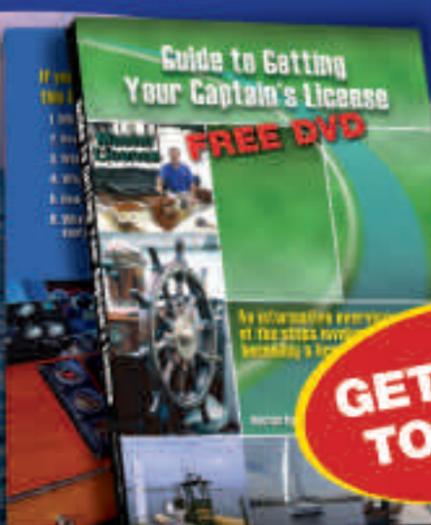
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SAILING DESTINATION

Jamaica • Courtesy of the Jamaican Tourist Bureau



With rolling green hills meeting down to turquoise water, Jamaica represents some of the best scenery the Caribbean has to offer.

Jamaica's moderate climate, lush tropical surroundings and a culture all its own, make it a truly unique getaway with the perfect blend of adventure, elegance and practicality. The variety found within the Jamaican culture is what distinguishes it from anywhere else in the Caribbean or the world. Jamaica's destination resort areas, including Port Antonio, Ocho Rios, Negril, Kingston, South Coast and Montego Bay are ideal locations for luxurious getaways, family holidays or a corporate event. The diversity of accommodation, music, geography, flora and fauna, art, literature and cuisine is truly invigorating, and the hospitality of the Jamaican people is unsurpassed.

Jamaica is a popular sailing destination for the windward bound, with serviceable ports around the island such as Montego Bay, Port Antonio and Kingston. In fact, a team from Jamaica is currently competing in the Clipper Round the World Yacht Race, led by

For more information ...

Norman Manley International Airport (KIN) is just 13 miles from Kingston's primary resort area. Sangster International Airport (MBJ) is ideally positioned for visitors traveling to the cities of Montego Bay (30 miles), Negril (52 miles), and Ocho Rios (67 miles). Both airports are undergoing multi-million dollar expansion projects featuring new arrival and departure wings, modernized terminals and customs halls, along with new food and retail concessions.

Located within 200 miles of the Florida coastline, Jamaica is an easily accessible destination. It is two hours from Atlanta, three hours from Chicago or New York, five hours from Los Angeles and one hour from Miami. It is serviced by airlines including Air Jamaica, American, Continental, Delta, Northwest, Spirit, U.S. Airways and United.

Visit the Jamaican Tourist Board's website at www.visitjamaica.com or call (408) 233-1118.

captain Simon Bradley and his crew who are racing against teams from Australia, Scotland, Singapore and the U.S. Port Antonio is one of the stops on the race route and they are expected to reach the Errol Flynn Marina on May 19, 2008.

Errol Flynn

Any link between Jamaica and sailing must pay homage to the legend of Errol

Flynn. In 1942, on a sailing trip to the Galapagos Islands, Flynn was caught in a storm and went off course, docking in Port Antonio, which he most famously described as "the most beautiful woman he had ever laid eyes upon." His fascination with Jamaica gave birth to a new era in his life. He bought property in the Port Antonio area, even going so far as to buy a hotel and pioneering Jamaica's signature Rio

Grande river rafting trips via original banana boats.

Fittingly, Port Antonio has named its marina after him, and it offers 32 fixed dockage berths (European) and excellent facilities for a superior yachting experience in one of the world's most beautiful and protected harbors. For those who seek an experience beyond the ordinary, there are nearby land activities including sport fishing, rafting, scuba diving and mountain biking. The Errol Flynn Marina is on par with traditional boat-servicing destinations along the Eastern Seaboard of the United States and crews can expect first-rate professional services and first-rate equipment. The Marina is a designated free zone and offers hull repairs, custom fitting, engine service, out-of-the-water boat storage and state of the art fuelling facilities.

For those who don't have the time to voyage from their home port, local watersports vendors and many of Jamaica's resorts offer sunfish, hobie cats and more available for rent. Also, daysail trips to local attractions abound.

Things to do

Jamaica is considered by many to be the best golf destination in the Caribbean, due to four highly acclaimed courses in Montego Bay. The Rose Hall Golf Association has created a partnership between Half Moon, Rose Hall Resort & Country Club and The Ritz Carlton Golf & Spa Resort, Rose Hall. The courses, Half Moon Golf Club, Cinnamon Hill and the White Witch, conveniently located within five minutes of each other, feature diverse challenges in terms of terrain and design. Tryall Golf Club, 30 minutes from downtown Montego Bay is widely considered to have the fastest set of greens in the Caribbean.



Top: A sailing catamaran anchors alongside a power boat, letting off tourists eager to see the cliffs above and the reefs that lie below the surface of the blue-green waters. Below: This monument celebrates the opening of the Errol Flynn Marina at Port Antonio.

Jamaica's thriving culinary scene excites and tantalizes the appetites of passionate foodies from around the world. Jake's Hotel offers guests wholesome organic cuisine grown by local farmers. Luxurious getaway Roaring Pavilion Villa & Spa has introduced sophisticated and nourishing rejuvenation spa menus. In addition, there are many great culinary events throughout the year such as the Portland Jerk Festival every summer allowing visitors to sample the best Jamaican jerk cuisine throughout the island. Diners can take advantage of Kingston Restaurant Week's diverse range of menus from the hottest eateries every November.

Spa lovers will warm to Jamaica's hospitality and native nurturing for the mind, body and soul. With spas in all of Jamaica's resort areas, the only stress is which spa to choose. The Fern Tree Spa at Half Moon in Montego Bay integrates modern spa techniques with Jamaica's ancient healing remedies.

continued on next page





Above, Watersport events abound on the beaches of Negril, along with places to eat, drink or just relax in the tropical sun. Below, Wide Fossil Fjords populates all trips by sea for tourists, locals continue the 100-year tradition still to be.

SAILING DESTINATION

continued from previous page

A Spa Elder will guide guests through the four phases of wellness: addressing the individual, body, mind and spirit. The new development also includes six signature beachfront spa suites, providing all the comforts of a traditional hotel suite along with personal spa services. KiYara Ocean Spa at Jamaica Inn is nestled on the cliffs of Cutlass Bay, just outside of Ocho Rios. Clients may choose a variety of treatments, including massages, body beauty rituals and facials. With treatments drawn from the plants of the island and its scenic setting, KiYara Spa reflects both the tranquility of nature, and the richness of the Jamaican culture.



will extend over one hundred acres of coastal land. The Palmyra Resort & Spa at Rose Hall, currently under construction, will be the first luxury beachfront condo hotel in Jamaica, offering one-, two- and three-bedroom condominiums and three-bedroom villas on 16-acres of pristine waterfront land.

With its easy access from the US, beautiful waters, luxurious accommodations and wide variety of activities, Jamaica makes a wonderful location to consider for your next sailing vacation.

Jamaica is in the midst of a development surge, with a variety of new construction throughout the island's main resort areas, as well as refurbishments to existing resorts and attractions. More than 15,000 new rooms are coming on line over the course of the next five years. Returning to its roots as a luxury destination, several high profile developments are in the works. One of the largest and most highly anticipated is the 2 billion dollar Harmony Cove Resort in Trelawny. Goldeneye, the seaside hideaway where British author Ian Fleming created the character of James Bond and wrote his thrilling spy novels, is adding luxury residences to its boutique resort. This luxury resort



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FEATURED SAILBOAT • MARSHALL SANDPIPER

The Marshall Sandpiper was originally designed in 1972 to round out the Marshall catboat fleet with a smaller half-decked version of the 18-foot Sanderling and the Marshall 22. The idea was to create a boat that was an easily handled, trailerable boat with responsive sailing characteristics, while maintaining the classic Marshall catboat appearance. It was apparent from the beginning that this boat achieved those goals.

At 15 feet six inches LOA, a beam of seven feet one inch, displacement of 1050 pounds, and a sail area of 166 square feet, she will not break any speed records. However, she is surprisingly nimble even in a light breeze and incredibly stable when the breeze builds. Perhaps her best feature is the draft of 16 inches with the centerboard raised. It is not uncommon to see a Sandpiper skipping over the waters within a stones throw of a beach or marsh. She also makes a great picnic boat that can be nosed up to a beach for the day and easily pushed off when it is time to head for home.

The simplicity of the gaff rig is quickly discovered on this boat. There are two halyards to raise the gaff and adjust the shape of the sail if need be. Once the sail is set, the only line that needs tending is the mainsheet. This aspect makes the Sandpiper a very easy boat to singlehand. However, with a very spacious cockpit, I don't know of many other 15-foot boats that can accommodate four and sometimes five adults comfortably.

The hull is solid hand-layed fiberglass. The deck is also fiberglass with foam core in the foredeck to provide additional strength. Each boat is fitted with hand crafted teak trim and bronze hardware to create a classic appearance. The cockpit is a molded gel-coat finish, which is easy to maintain. Closed cell foam is installed under the seats to provide positive flotation. The ruggedness and durability of these boats is evident as almost all of the Sandpipers are still being sailed today, and the older boats are still as solid as the newest ones.

In 1990, Marshall Marine developed an aluminum hinge for the mast that allowed Sandpiper owners to easily raise and lower the mast without removing the sail or



With its up-to-down mast-lower, one-sail design, the Sandpiper makes a perfect small vessel for a single-handed sail. With its spacious cockpit, it will accommodate up to five.

For more information

Visit www.marshallcat.com

unstepping the mast. This innovation added a great deal of versatility to the boat. It now became a very simple process to lower the mast and pack the boat up to take on vacation. With the growing lack of mooring or dock space availability, the Sandpiper with the hinge is also very conducive to trailer sailing.

The Sandpipers have become very popular up and down the East Coast, especially in shallow protected waters such Cape Cod and the Islands, the New Jersey shores, Chesapeake Bay, various parts of Florida and many harbors in between. As typically happens, once two or more of the same boats are on the water together an impromptu race develops. Today, there are at least ten well-organized racing fleets in various parts of the country that continue to grow.

Over the past 35 years, Marshall Marine has built over 550 of the Sandpipers in both the open deck version as well as the cuddy version. The annual production is usually about fifteen boats, and each one is customized to the owners' specifications. Marshall is fairly flexible towards the wishes of each owner as they want to create a boat that matches their needs as closely as possible.

ASA MEMBER BOOK REVIEW • BY WALT WOOD

Title: Things I wish I'd Known Before I Started Sailing

Author: John Vigor

Publisher: Sheridan House, 2005

Format: 187 pages, paperback \$17.95

If you are like I am, you love to sail, you love to dream about sailing, and you would appreciate a little book to stir a dream or add to your understanding of sailing or sailing lore. A book you can spend a few minutes with as you doze off at night or that you can finish in an hour, this little jewel by John Vigor fits the bill perfectly. And whether you are new to sailing or a salty dog, Vigor's latest book has something new for you.

He offers advice on just under 200 subjects, listed alphabetically from anchoring to zinc blocks. Each subject is headed by a catchy subtitle, such as "sea monsters really do exist," and followed by a tip, in this case what to do if you encounter a giant squid.

The appendix contains tables and formulas sufficient for even the oldest salt to discover something new. For example, Vigor presents ways to use your arm and hand to estimate horizontal or vertical angles. At the end of the book is a reference to other valuable books on sailing entitled, you guessed it, "Books I Wish Someone Had Told Me to Read."

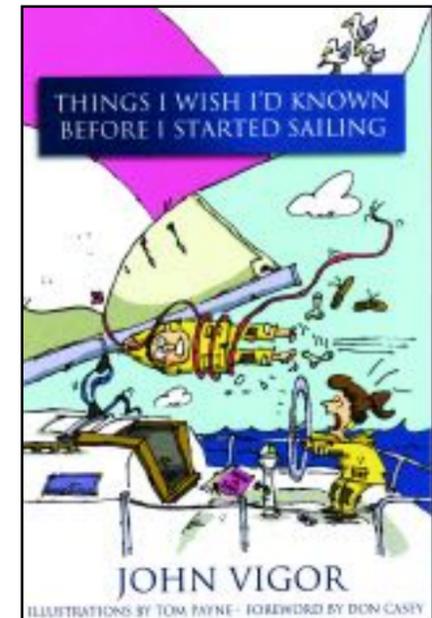
John Vigor is the author of numerous articles and eleven sailing books, including the Boatowner's Handbook and Twenty Small Sailboats to Take You Anywhere. The foreword is by well-known cruiser and author Don Casey and illustrations are by the cartoonist Tom Payne.

Vigor's advice ranges from subjects as complex as how to estimate your boat's battery needs to as simple as a way to help prevent mold from growing down below. There is advice for the small boat enthusiast, "even on a daysailer, you need to dog down the locker lids with secure hasps;" for the cruiser who has had the frustrating experience of cooking with an alcohol stove; and for the voyager, "after heavy rainfall, the top inch or so of the ocean is mostly fresh water floating on top of salt water" - just scoop it up.

I have been sailing for years, and when the wind is up I still find pulling into a slip a challenge. There are, of course, basics to docking a boat, but what a relief it was to read: "It's no good pretending that practice makes perfect; the circumstances are never the same twice. There are always differences in the speed and direction of wind and current, and the number of idiots who get in the way as you line up your approach."

It is opinions Vigor offers. You may not agree with everything, but if, for example, you share my frustrations with getting a spinnaker to fly right, it is nice to read: "The most unseamanlike sail is a spinnaker." I like this guy.

Do you yearn for a catchy saying to help you or your students remember the color and numbering of navigation aids? Did you know that an inexpensive AM



radio can be used as a navigational aid to find your way home in the fog? Is it news to you that bigger boats are not necessarily more seaworthy? Would it surprise you that drinking seawater (a tiny bit) may help when you are seasick? Do you understand why wave height is always exaggerated? It is all there and much more.

For those of us who teach sailing and sometimes overemphasize jargon, it is good to be reminded by Vigor that "almost anybody can learn to sail in an hour." Sailing is, after all, about enjoying a safe trip from one point to another. He wisely observes that, "if you can sail a 10-foot dinghy, you can sail anything."

Maybe you are in the process of moving up or moving down, and it is time to sell your boat. Vigor has some often overlooked advice: "When you want to sell, move all your personal gear off and scrub everything spotlessly clean." Or here is one I especially like: "Varnish your teak only once just before you put your boat up for sale."

For those planning to cast off the lines to shore and sail the seven seas, Vigor cautions you not to expect to make a living from writing books or articles. Without reservation, I suggest you help to make this advice inaccurate, at least for Mr. Vigor, and buy this book.

Walt Wood has been sailing for over 35 years. During the week he is an employee benefits consultant, and on the weekends he runs the Chesapeake Sailing School out of Galesville, Md. on the Chesapeake Bay. He holds a US Coast Guard license and is an ASA certified instructor.

BUYING THE RIGHT SAILBOAT FOR YOU • PART THREE

By Captain David C. Della, Fair Wind Sailing School

This article is the third of a four-part series on the process of buying a sailboat. This article will focus on applying the buying process to purchasing an appropriate vessel for heavy air sailing.

Let's start by describing heavy air sailing areas. Heavy air areas are sailing areas that average 15 knots of wind or more. Moreover, wind speeds exceeding 20-25 knots are not uncommon. What areas would be considered heavy air areas? Typically, consistent winds in these speed ranges are driven by global weather and geological phenomenon. Some of the best known areas qualifying as heavy air areas would include the thermal winds of San Francisco Bay, the Caribbean trade winds from December through March and most latitudes below 40 degrees south.

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 heavy air areas. In heavy air areas, we will not be concerned with powering up to the boat like we would be in light areas. Most of the time, we will easily reach hull speed, and our primary concern will be assuring stability and steerage. To accomplish this, we want a flexible sail plan that assures the vessel can be controlled and safely sailed on all points of sail in the expected strong wind conditions.

The first vessel characteristic to consider is keel design. While cruising in heavy air, we look for stability and stiffness (resistance to heel) more than maneuverability and weight reduction. In these conditions, the full keels shine. The improved steering, resistance to turning, and full-keel length are all desirable characteristics provided by this design. In addition, a full-length keel allows for shallower drafts than fin keels (while maintaining similar resistance to heel), permitting access to more ports of call while still maximizing stability. This is not to say that fin keel boats cannot perform in heavy air; they can. It is only to say that in heavy air, the full keel boat can provide ease of steering and good stability without excessive draft.

The next two factors to consider are sail area and sail plan. The key to safely sailing in heavy air is to reduce the sail area to match the increasing wind speed while maintaining a balanced sail plan. In order to accomplish this, we want a very flexible sail plan with many configuration options. Now is the time for cutter rigs and multi-mast rigs such as ketches and yawls. The increased number of sails on these rigs allows for far more flexibility in sail area and sail placement and gives the sailor many more options to keep the sail plan



The Island Packet's cutter rig offers multiple sail plans and its full keel provides additional stability in heavy winds.

balanced with less and less sail area. A sloop rig simply can't provide all the configuration options available with these other rigs. Also, the largest drawback to these rigs is eliminated in heavy air. While cutters and multi-mast rigs have increased drag, this is not a concern in heavy air since we have more than enough wind to reach hull speed anyway. For consistent sailing in heavy air, cutter rigs and multi-mast rigs are the way to go.

Finally, we consider displacement. Sailing vessels get stiffness, or resistance to heel, from sail area reduction, hull design and other factors. One of those factors is displacement. More displacement helps increase resistance to heel (for a given hull design), so it is advantageous in heavy air where strong wind forces will increase heeling forces dramatically. In addition, heavy winds, particularly on open water, create larger waves with more potential to slow or stop a vessel when going to weather. To keep moving, we want increased displacement so that there is more momentum to keep going through bigger waves.

With the right vessel, heavy air sailing can be accomplished safely and enjoyably. When sailing in heavy air, a primary consideration is assuring we have a vessel that remains stable and maneuverable as the wind force increases. This means matching (reducing) the sail area, while continuing to balance the boat, to the increased wind force. The best boats for these conditions are the ones that provide the most flexible sail plans. Multi mast rigs and cutter rigs are superior to sloop rigs for this purpose. A keel design that helps keep the boat steering straight through large wind forces and waves is also a help, so full-length keels are preferred over fin keels. Finally, stiffness, the resistance to heel, and momentum to move through larger waves are critical, so more displacement is favored.

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FEATURE STORY

Continued from page 3

The recommended text for the course is Modern Marine Weather and the accompanying Marine Weather Workbook, designed specifically for the ASA weather endorsement course. Instructors will use graphics from the Weather Trainer program as well as other resources developed by Starpath to supplement their own materials and experience. The course is intended to run from 12 to 18 hours as adapted by individual instructors to best meet the needs and desires of their students. The course can be adapted to local sailing conditions by expanding upon the more locally relevant parts of the overall course syllabus and standards.



Besides the nature of wind and how it interacts with water and land, by the end of the course, the student will have learned the role of marine weather in their overall navigation program. This will include how to plan the time and route of a voyage—be it across an ocean or around a nearby island—and once underway how to monitor changes in the weather that might affect previous decisions. For this they will learn use of the latest wireless communications and new weather resources now available, along with time-honored traditional shipboard observations of barometer, wind, clouds, and sea state to judge the validity and progress of the forecasts they have received.

To prepare for unexpected or unavoidable circumstances, the course also covers the properties and behaviors of squalls, fronts, storms and hurricanes. And to bind these elements of practical goals, students will learn about atmospheric pressure, clouds, fog, global wind patterns that lead to what we see in specific cases, and an in-depth understanding of the relation between wind and sea state, including how to predict wave heights. An inevitable byproduct of the study will be a thorough knowledge of weather maps and how to use them.

With weather being the most pressing factor in a journey by sail, this course is a must-do for those looking to make their trip a memorable experience for all the right reasons.

Weather is a big subject with many facets, but when it comes to marine weather it boils down to the wind. Wind drives the boat and wind makes the waves the boat must drive through. But it is not just strong winds and how to avoid them that matters. The course also teaches how to find more wind when there is little to be had—a skill that will be used to much benefit by sailors far more often than avoiding too much wind.



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INSTRUCTOR TIP

By Capt. Paul Mirenda

Marine Battery Switch Operation

Most cruising sailboats have two batteries or banks of batteries which are isolated from each other, but are connected to a battery switch. Battery number 1 is normally used to start the engine while battery number 2 provides power for the electrical system. The battery switch has positions labeled as: 1, 2, All and Off.

The purpose of the battery switch is twofold: When motoring, the switch determines which battery is being charged by the alternator. In position 1 or 2, only the battery selected is charged while in the "All" position, both batteries or banks of batteries are being charged. It is wise to recharge both batteries often while motoring as marine batteries should never be discharged past 50 percent to insure longer battery life.

Under sail, this switch determines which battery will provide power to the electrical system. Keep this switch in position number 2 while sailing so only battery number 2 is used. This way, if battery number 2 runs down you can still start the engine by selecting battery number 1.

If this switch is left in the "All" position while sailing, both batteries are discharging. This could run down both batteries, resulting in no power and no way to start the engine. It is wise to carry a solar panel on extended cruises as a backup in case you make this mistake.



Using position number 1 while motoring, only the starting battery is charged. Under sail, battery number 1 provides power to the electrical system if left in this position. This is not recommended since battery number 1 should be kept fully charged.

Position number 2 charges only the deep cycle battery used to power the electrical system when motoring. It draws power only from this battery when sailing with the engine off.

In the all position, the alternator charges both batteries when motoring. Both batteries are simultaneously discharging while under sail. Move from "All" to number 2 each time the engine is stopped to begin sailing.

In the off position, neither battery is charged while the engine is running. Under sail, no battery power is being used. When plugged into dock power, both batteries are charged regardless of the battery position.

Note: Although common on sailboats, this type of switch may not be found on some newer high-tech boats. In this case, refer to the manual. Additionally, if you own a used boat that had any wiring done by a former owner, check to be sure that your switch has been wired with position 1 being the starting battery and position 2 as the house battery.

Paul Mirenda is a USCG Licensed Captain since 1992 and ASA Certified Sailing Instructor since 1994.

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