

THE JOURNAL OF THE  AMERICAN SAILING ASSOCIATION

# AMERICAN SAILING

## FEATURE STORY: ASA CELEBRATES 25TH ANNIVERSARY

I hung my newly finished sign for our new sailing school and club, Bareboat Charters in Marina del Rey. Not only was I turning a page in my life by starting a new business, but I had also convinced my wife, Cindy, to leave her career and embark on this new adventure with me.

I was going to be a sailing entrepreneur. Had I ever taught sailing? No. But I had fallen in love with the sport and had a strong desire to share it with others. Did I have the knowledge and experience of Paul Miller, founder of California Sailing Academy, or the foresight and vanguard spirit of Marina Sailing, one of America's first commercial sailing clubs?

*continued on page 3*



*ASA founder Lenny Shabes and his wife Cindy share the helm. Shabes started ASA 25 years ago with the idea of giving the U.S. a set of standards for teaching sailing.*

## LIVING THE DREAM • SUZIE WILLIAMSON

We were alone, standing at the back of the church. The last bridesmaid was almost through her walk and all eyes were about to turn around to look at us. My Dad was career Navy and the "dress blues" he was wearing not only cost more than my wedding gown, they had enough gold braid and medals to outshine any little girl bride. I hooked my arm in his and just then he leaned into me and said, "Well Slim, I guess this means we're not going to sail around the world in a two masted sailboat."

*continued on page 4*

## INSIDE THIS ISSUE

- >> Member Profile  
John and Linda Frost
- >> Sailing Destination  
Edmonds, Wa.
- >> Product Review  
Road Rules
- >> Book Review  
50 Places to Sail ...
- >> Member Benefit  
Members on Vacation
- >> Instructor Tips  
Reef for Speed

# The Charley Noble

**W**e have two great updates to share with you. We've now officially set the date and location for American Sailing Week 2009, our annual ASA members' sailing vacation in the Caribbean. The event will take place from April 17th – 24th, 2009, and will be held once again at Sunsail's Club Colonna resort in Antigua.



Though we looked into some other locations for the event, we were not able to find one that offered all the amenities found at Club Colonna at a comparable price. Plus, the event has been such a success with prior years' attendees, we knew we couldn't go

wrong! You can access details about the event from our homepage at [www.asa.com](http://www.asa.com), as well as photos and videos from previous ASA Members' Events in Antigua. This year's price includes your room at the resort, most meals, sailing, ASA members-only parties and resort activities.

The Members' Event sailing opportunities cover the spectrum. Sunsail will provide group sailing opportunities on Sunsail premium charter keelboats and catamarans exclusively for ASA members. You'll also have unlimited access to dinghy sailing on Lasers, Optis, Trapezes, Hobies, windsurfers and more. In addition, ASA will have a dedicated instructor at the resort for anyone who wishes to get certified to the ASA 110 level, Small Boat. Check it out!

*"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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ASA instructors gather on one of the fleet boats.

### ASA's 25th Anniversary

2008 marks the 25<sup>th</sup> anniversary of the American Sailing Association. To commemorate the event, we're hosting a major reception and press event on Saturday, October 11, during the Annapolis Boat Show week. The event starts at 6:30 p.m. and will take place at the Annapolis Sailing School, one of ASA's affiliate schools whose owner Tim Dowling was kind enough to volunteer his very impressive facility. ASA members who will be attending the show should consider coming to our reception. Please contact Kathy Christensen at ASA for details.

### New Celestial Navigation Course

We're continuing our mission to add meaningful courses to the ASA curriculum. Our newest addition is a Basic Celestial Navigation Endorsement. In the age of satellite telephones, global internet access and GPS, many people consider celestial navigation to be obsolete. While it is true that the sextant is seldom used as a primary means of navigation, learning how to find one's position with celestial navigation offers a number of rewards that outweigh the relatively small investment of time required to do so.

As some of you know, ASA already offers a full celestial navigation course (ASA 107). The new Basic Celestial Navigation course differs from the existing one in that it doesn't require one to learn the somewhat cumbersome (and frustrating to new students!) sight reduction process. Since the course requires a lot less math and lookup tables, students have more time for practicing sextant use—which makes the course both more fun and more practical.

The bottom line is that the skills learned in the basic course will allow you to find your position at sea to within about three miles, while you might be able to fix your position to within one mile using sight reduction. But if you are sailing from Los Angeles to Honolulu, you'll make the Honolulu Yacht Club with either method! Check out our website, or call ASA, for more information on how you can register for this great new course.



(Above) An early ASA instructor plots a course with students. (Right) An ASA advertisement shows a student with a log book and certificate, steps taken toward organizing standards everyone could use.



### FEATURE STORY

*continued from page 1*

No, but I thought I was a good communicator who really enjoyed teaching and I wanted to make my passion my livelihood.

#### The Beginnings

We bought several J24s as teaching boats and moved in with a new boat dealership in order to build our fleet of charter boats. We soon grew into a fleet of 30 boats ranging from Newport 27s to a Stevens 47.

Our company thrived with Cindy running the office while I gave the sailing lessons. I don't remember which books or reference materials I used as teaching guides and exams, but I am sure that they were Xeroxed questions that I thought best quizzed the students. I also did lots of checkout rides with potential charterers from around the world.

One day in 1982, a gentleman from Canada came in and asked to charter our largest boat and go to the Channel Islands which are called the west coast Galapagos: not an easy sail.

I told him that he could take the boat as long as he passed a lengthy checkout sail on the boat performing well under both sail and power. He replied that he would be happy to take any necessary tests that I gave him, but asked that I take into consideration his sailing experience.



He then showed me his sailing resume that he had compiled in a Canadian Yachting Association (CYA) logbook. He had logged thousands of hours aboard various yachts around the world. In addition, he was certified to the Canadian Yachting Association's highest level, Offshore.

I studied the logbook in awe. Not only did the logbook clearly outline each level of sailing proficiency, both on the water and ashore, and contained endorsements for each level, but more importantly, it contained a nationally agreed upon set of standards for sail education.

This guy had more sailing experience than I did and probably could have been checking me out. Of course, we still went for a very abbreviated check out.

From that day, the logbook and the idea of national standards took over my life.

*continued on page 10*

## LIVING THE DREAM

*continued from page 1*

I cried through all the rest of my wedding.

Thirty-five years later I am about to actually set foot on a sailboat to sail for the first time. My partner at the time, the lovely Englishman Frank, had asked me what I wanted for my birthday and he gave me what I asked to receive, sailing lessons for both of us. Dad and I had talked and talked about sailing. We had restored a 1960's Chris Craft Cavalier and enjoyed motoring the creeks, rivers and marshes between Brunswick and St. Simons Island, Ga., but we had never learned to sail. Sailing our two-masted sailboat was a dream. I was about to put skill to the dream.

Oriental, North Carolina, calls itself the sailing capital of North Carolina (not an immodest small town). I live in North Carolina, so going to Oriental to learn sailing seemed just right. Frank and I spent several days with the very able Capt. Jim Nixon on a Cal 24. He performed a small miracle, taking ordinary folk and turning them into sailors. At the end of the course, I was certified to sail a keelboat, had experienced a two-crew solo sail (with a reefed main) and had sailed into the slip. I'm still not sure how Capt. Jim arranged for the wind to be perfect for a brand new novice to sail into a slip, but then I've already used the word miracle.

A few months later, I was on an airplane with my dear friend Anna Bell Chandler and we were on our way to an Antigua adventure. Anna Bell and I had met over a business lunch a few months earlier and sailing came up during the course of conversation. The lunch was followed shortly by a brief call from Anna Bell that started with, "the American Sailing Association is having a trip to Antigua and ..." I interrupted with, "That sounds like fun, let's go."

The 2007 ASA Antigua Get Away was just what we each needed and far more that I had imagined. Some of it was just plain fun like the two of us sitting beside the lagoon during an afternoon rain storm enjoying our "sundowners" far too much to be bothered to get out of the rain, or sharing our newly acquired taste for Pusser's rum with Andy & Lou and the incomparable Capt. Earl Morrow. Of course, it was the sailing that took the prize. While Anna Bell worked at her certification, each day I sailed one of the three 47-foot Beneteaus as either crew or at the wheel.

On the last sail of the trip we were a small group. Capt. Dennis was skipper, his wife Susan and I were crew. Capt. Earl was just along for the ride and had neatly deposited himself on the port stern with an arm causally draped on the sternrail, a stance he never changed. The wind was a steady 22 knots and each of the girls took a

turn at the wheel with a bit more than necessary instruction from the skipper to keep her steady. Somewhere right after we made the turn into the wind to return to Sun Sail we realized the Dennis had been so busy all week helping others that he had not been at the wheel. Well, Capt. Dennis became the skipper of a boat with an all-girl crew, and we had a ride. With rail in the water he acknowledged the "keep her steady" might not have been as easy as he had earlier thought. Laughter filled the cockpit, and we had a ride indeed. Needless to say, my skills and confidence increased by leaps and bounds.



*The author takes on the less than dreamy aspects of boat ownership.*

When I returned to Raleigh, I began participating in the Durham Sailing MeetUp. I sailed with my new friends on their boats, began racing as crew with Lawrence Miller on his boats and have been sponsored for membership in Blackbeard Sailing Club in New Bern, NC. Anne Taylor, the organizer of the Durham MeetUp, Dottie Black and I took an adventure trip to the New Jersey Yacht Club last November and took the ASA Coastal Navigation course. A supportive community of sailors is now an essential part of my life. As I'm writing this article, Pete Thorn, an excellent sailor and racer, has asked me to be race crew with him on his Tanzer 16, and the next race is the Tanzer 16 Class Association Nationals. I'm excited and feel very privileged.

So, during the week of July 4<sup>th</sup>, I began to live in a whole new world. On Saturday afternoon, my friend Anne Taylor and I headed Moon Dance, a 26-foot Capri, out of the marina near New Bern. We sailed that afternoon, then rafted up for the night with Dances With Wolves. Good friends, John Stokes and Dottie Black, sail Dances, a 33-foot Pearson. John fixed a fine dinner and we popped the cork on a good bottle of Champagne.

Dad was there in my heart. My beautiful dreamer Dad is wearing his dress blues today. Sister Ginger and I laid him to rest, next to our Mom, in the uniform of his beloved Navy. Dad's and my dream has mellowed with time. I'm not planning to round the world in a sailboat, just spend as much of the rest of my life as I can on a sailboat. You see, Saturday July 5, 2008, was a day for celebrating dreams that come true. That day was the maiden voyage of Moon Dance, and she belongs to me.



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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](mailto:sailing@SDSA.com)



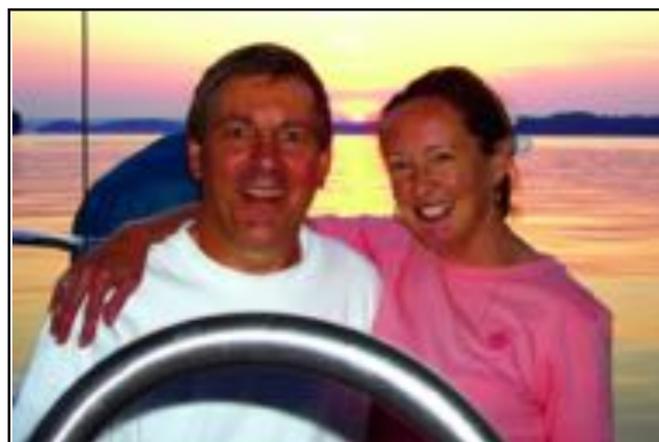
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## ASA MEMBER PROFILE • JOHN AND LINDA FROST

**A**SA members John and Linda Frost were high school sweethearts who married after college in 1972. John is a semi-retired safety engineer and Linda is a biologist-turned-homemaker, who live in Huntsville, Ala. Both had minimal sailing experience before purchasing their first boat from a friend for \$50, soon after their wedding. It was an 11-foot-long Styrofoam Sea Snark. It had an advertisement for “KOOL” cigarettes on the sail. John says that while it looked like a floating disposable coffee cup, it really got them hooked on the wind and the water. Even their Black Lab, Molly, enjoyed the trips on the lakes of Kentucky and Texas, once they got over the problem of getting her in and out of the little craft.



In 1974, a job move took them to the New Jersey coast where they moved up to an older British-built, 19-foot Sea Rover Hurley. They named her Southern Comfort to honor their southern heritage while in the midst of “Yankee Land.” The boat had twin keels out to the sides and conveniently stood up straight when the outgoing tide occasionally left them aground. They began to learn the sailing ropes by taking Coast Guard boating courses as well as sailing courses through local colleges. They were lucky to spend many weekends on the water with one particular mentor who taught them tips like watching perched sea gulls to determine wind direction at a particular spot (perched sea gulls face into the wind). They particularly remember sailing among the tall ships visiting New York Harbor for the nation’s bicentennial celebration. Another job move in 1978 sent them back to their home state of Alabama and forced them to shovel their beloved Hurley out of a snow bank and sell her (though at a nice profit).

They continued to sail their “Kool” Sea Snark on Alabama’s Lake Guntersville until 1985 when they broke down and bought a brand spanking new Catalina 25 with a swing keel and pop top. They named her Puff, in hopes of encouraging more wind on the lake and also as a reference to the beloved magic dragon in a favorite song of their two young boys, both of whom were in diapers at the time. The Frosts recall spending many memorable hours on Lake Guntersville sailing, fishing and just hanging out as a family. Most voyages included overnight stays in their favorite anchorages in quiet coves. Puff turned out to be a great baby sitter as the natural rocking of the waves put the young boys to sleep for long naps, giving John and Linda some nice quiet time. The biggest nautical challenge for Linda was what to do with all those dirty diapers. They sailed Puff regularly for 14 years, seeing their babies grow up to be six-foot-tall, strapping young men who shared their parents’ love of sailing.

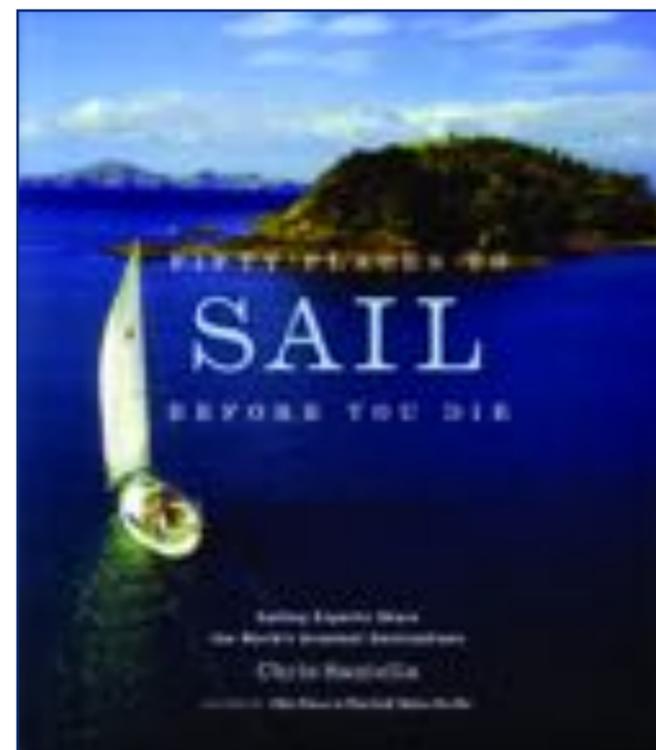
In 1999, John and Linda had a great opportunity to purchase a barely used Catalina 270, again from a close friend. It had the headroom that college boys require; and with a wing keel, furling jib, inboard diesel and wheel steering, it sailed like a charm. John says that they named her Passage Of Time after a famous James Taylor song that advises “The secret of life is enjoying the Passage Of Time.” They have put Passage to good use, spending most every available weekend on the water, normally culminating in a grilled steak, glass of wine at sunset and a night on the hook. John’s latest discovery is the joy of fresh coffee in the morning from his new French press.

In 2006, John saw a write-up in a travel magazine about the second annual ASA Members Week in Antigua as being a recommended “Best Buy.” He signed up to celebrate his and Linda’s 34<sup>th</sup> wedding anniversary and now says it “was one of the best ideas I ever had.” They loved the instructors, the activities and most of all, the other ASA members. That is actually where John learned from another member about the joys of using a French press for coffee on board. They had so much fun that they came back to this year’s event and plan to make it a regular part of their newly retired lifestyle.

When asked what she loves most about sailing, Linda responded “It really gets into your blood and is a genuine thrill when you suddenly realize that you actually know what you are doing. Direction, speed and timing become an addictive mental challenge that is wonderful to try to solve. Remember the first time you were able to ride a bike all by yourself? I get that feeling every time the wind fills our sails.” John adds poetically, “Sailing: It’s the best fun we’ve ever done.”

By the way, the Frosts report that they are now giving thought to moving up to a bigger Catalina, but plan to always keep their beloved Sea Snark around.

## ASA MEMBER BOOK REVIEW • BY ART BOUFFARD



**Title:** Fifty Places to Sail Before You Die  
**Author:** Chris Santella  
**Publisher:** Stewart, Tabori & Chang 2007  
**Pages:** 223  
**Hardcover:** \$24.95

**A**s you get to that retirement age, as I am, you begin asking yourself, “What is it that I want to experience in travel, excitement, new worlds, cultures?” Few of us want to sit in front of a television set! Then you pick a book off the shelf, *Fifty Places to Sail Before You Die* by Chris Santella, and you know exactly what you want. Suddenly, you have a condensed resource highlighting the favorite locations of some of the best-known sailing men and women in the world. Author Chris Santella takes you from the South Georgia Islands to Nha Trang.

The book contains the favorite sailing spots of Tom Whidden and Gary Jobson (members of the winning 1987 America’s Cup crew); Jeff Johnstone of J-Boats, J.J. Isler, the first female inductee into the Sailing World Hall of Fame; and Herb McCormic, former editor of *Cruising World* and *Latitude 38*; and, many, many more. Each location is accompanied by stunning color photos and tips of what you’ll find at each location. Each chapter highlights a brief biography of the person taking you there, a history of the area, how to get there, best time to visit, available charter operators, mooring

availability, and on-shore accommodations.

The book offers suggestions for sailing around Cape Horn with its relentless gales, rollercoaster seas and marauding icebergs – often a graveyard for even the most competent sailors. Lake Huron’s North Channel, Glasgow, Scotland’s The Firth of Clyde, the Dodecanese Islands of Greece, Hyeres of France, Spitsbergen of Norway, Mopelia in French Polynesia and a host of other exotic locations are but a few of the cultures so expertly described.

For the faint of heart, there is Lake Champlain, Vt.; Newport, R.I.; Lake Dillon, Colo.; San Francisco Bay, Boothbay Harbor, Penobscot Bay and Southwest Harbor, all in Maine, and Key West, Fla.

Planning for my next decade of sailing, there are a dozen places that I have identified from Santella’s book as places I will sail. The Blue Coast of Turkey, a stretch of Mediterranean from Bodrum (in the west) to Antalya (in the east) appears my favorite. Perhaps The Republic of Seychelles, an archipelago of 115 islands in the Indian Ocean located 1,000 miles off the coast of Kenya and 600 miles north of Madagascar is one of my future destinations. The Seychelles sit right on the equator, and appear to provide as idyllic a tropical environment as you’ll ever experience, according to Penelope Kellie, operator of Penelope Kellie World Wide Yacht Charters and Tours.

Santella, a freelance journalist and marketing consultant, employed a unique technique that involved interviewing notable sailing veterans and then condensing the information in a very colorful style. It is the same technique he used for three previous books: *Fifty Places to Fly Fish Before You Die*, *Fifty Places to Play Golf Before You Die*, and *Fifty Favorite Fly-Fishing Tales*. Santella is a frequent contributor to the *New York Times*, *The New Yorker*, and *Travel & Leisure*.

*Fifty Places To Sail Before You Die* is not only a great resource but also a book that is attractive enough to accompany other books on your coffee table.

*Art Bouffard, a landlubber locked in the high desert of Santa Fe, N.M., is relative newcomer to sailing. Last summer, he earned ASA certifications in keelboat, coastal and bareboat sailing from Pacific Sailing School in Santa Cruz, Calif. He’s sailed his 22 MacGregor from L.A. to Catalina and 26X MacGregor from Florida to the Bahamas. Currently president of the New Mexico Lodging Association in Santa Fe, he and his wife, Sharon, plan on retiring soon and sailing to destinations around the globe.*

## SAFETY AT SEA • THE DIESEL ENGINE

By Drew Harper, Spinnaker Sailing School, San Francisco

I have a friend with an old Monterey fishing boat. You've seen them, the little double enders scattered all over Fisherman's Wharf. Italian fisherman called them Felucas. My friend's boat has a single cylinder Hicks gas engine built at the turn of the century (the last century that is). It's a finicky, temperamental beast, but he can always get it running through sheer determination. No starter, you just put your shoe on the 300-pound flywheel and spin it like you were getting ready to jump up on a log roll.

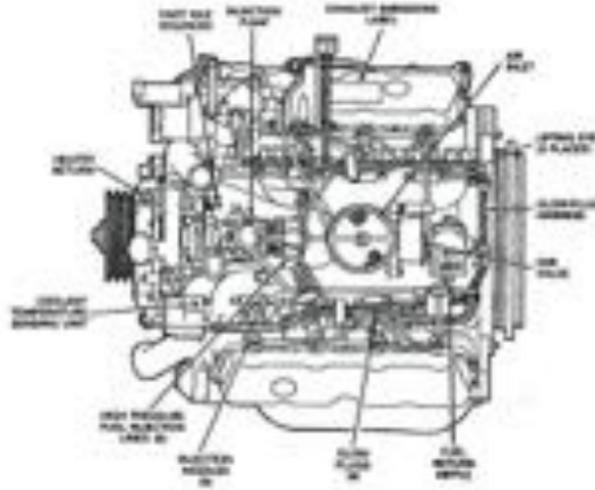
Thank goodness the modern diesel is the predominant engine in today's sailboats. While the diesel engine is a reliable beast of burden, it does require maintenance, and being mechanical, it will break or falter at some point in time.

I'm not going to delve into the complex issues here, just keep it simple which will deal with perhaps 90 percent of the problems you'll likely encounter.

As diesels don't have an ignition system (other than the electric starter and its requisite parts) most of the problems you'll encounter will be fuel related. Critical to the diesel engine is a constant and uninterrupted fuel supply. Probably one of the easiest preventative maintenance procedures that you can do is to make sure the fuel tank is always nearly full. Additionally, it's important to keep some sort of diesel guard in the tank. This is an additive that keeps a specific form of algae from reproducing in the tank. Also, it keeps your fuel filters clean and reliable.

Small sailboats generally hold less than 30 gallons fuel. With all the rocking and heeling, it's easy for the fuel to slosh around so much that the engine picks up some air, killing it within a few minutes. If this happens, you'll need to "bleed" the engine to initiate an uninterrupted supply of diesel once again. It's easy to see why keeping the tank pretty full helps a great deal, especially in areas where the boat bounces considerably.

Bleeding a diesel fuel system is really much easier than most people think. The key is understanding that you start at the engine mounted fuel filter (there better be one), move on to the injection pump bleed screw, then finally the injectors themselves. It's absolutely imperative that you take all precautions to insure that NO fuel gets into the water. It's best to find a small can to let this fuel run into while you're bleeding the various components. Use a product such as 3M's Oil and Petroleum Sorbents to absorb any fuel that might escape



the can. These pads are designed to recover oil and other petroleum-based products while repelling water.

Now you're ready to bleed the engine. First, find the fuel pump. Usually, it's engine operated via a cam. There's a little lever that you simply pump to move fuel through it. You open the exit hose from the filter, making sure as fuel comes out there is no hiss or bubbles. If there are, keep pumping until there isn't. Next, open the bleed screw on the pump. Some have a couple and it's important to check the owner's manual to ensure you're opening the right one(s). Once you have clear fuel running through that, barely crack the fuel inlets to the injectors and make sure you have no air escaping those. Voila, you're done.

The one electrical problem you are likely to encounter is that the starter either won't turn over the engine fast enough to get it started, or it won't turn over at all. This is the most frustrating of issues as you generally really need the engine to start when you hit that button.

The key to keeping the starter working is ensuring that the batteries have not been depleted of reserve amperage during your great day of sailing. The best way to accomplish this is to always, without fail, turn off one of the batteries (or the engine battery if it has a separate one). Most modern boats have two or more batteries aboard. Make sure you switch to the "house" battery while you are sailing to prevent draining the engine battery with electrical loads from water pumps, electronics, autopilots, etc.

One issue everyone should be aware of. The engine

*continued on page 21*

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## FEATURE STORY

*continued from page 3*

I learned all about France's Federation Ecole d'Voile, Germany's Deuch Saigaling Faband and the CYA. I traveled to Canada and adapted and licensed their entire certification system. I borrowed money from all of my friends and started the American Sailing Association.

I based it on an ideal and a clear-cut need for agreed-upon national standards. I also thought I could sell a lot of logbooks!

### ASA Today

Well, it's 25 years later and the ASA has certified over 300,000 people and 5,000 instructors. We have 350 affiliated schools around the world, and we are still growing. The founding of the ASA is the accomplishment that I am most proud of but keeping it going for all these years is all to Cindy's credit and you our partners. We appreciate the ASA schools, instructors and members for giving us the opportunity to do the work we do together.

We take comfort in the progress we've made, but being comfortable is never an option. The ASA staff, officers and directors recognize that our continued success depends upon continued growth, development and service.

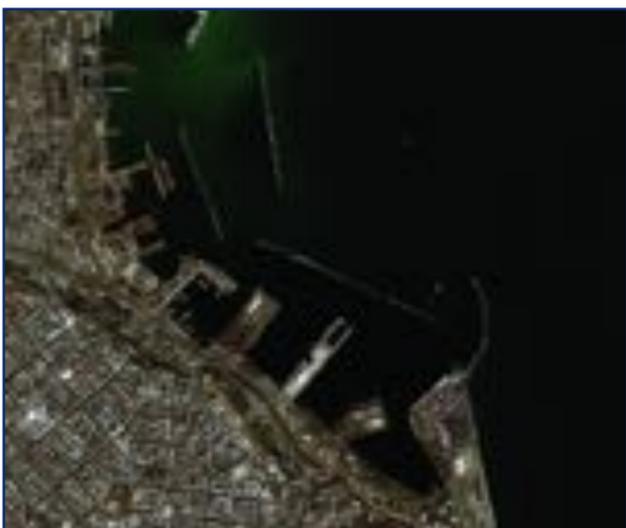
Here's to twenty five more, Happy B'day ASA!!!!

*Lenny Shabes is the founder of ASA and also Chairman of the Board.*



*ASA brought together materials that created a standard for sailing throughout their schools and the country.*

## WHERE AM I?



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# SAILING DESTINATION

*Edmonds, Washington • Story and Photos by Jo Anne Richardson*



*The rock jetty at Brackett's Landing Shoreline Sanctuary is a lovely spot to catch the sun setting behind the Olympic Mountains.*

Just eight nautical miles north of Seattle, and approximately sixty-five miles south of the San Juan Islands, is the picturesque village of Edmonds, Wa. Edmonds, an upscale community with a thriving arts scene, is an easy sail to or from some of the world's most beautiful cruising grounds and ports. For many sailors, it is a must-stop on their Pacific Northwest itinerary.

Situated

on the Puget Sound, Edmonds provides magnificent views of the Olympic Mountains, Whidbey Island, and Mt. Baker. It also provides great sailing, and a welcoming community – for eight years, Edmonds has claimed the title of Western Washington's friendliest city. A transportation hub, Edmonds is a Washington State Ferry port and provides train service via Amtrak. Take a stroll along Sunset Avenue, a few blocks from the port, to catch the sun setting over the Olympics, while trains roll by and ferries, barges, sail and power boats cross the sound.

### *Ideal sailing location*

Edmonds' location midway between Seattle and Everett, in the heart of the Puget Sound, is scenic and convenient

to numerous other cruising grounds, ports and towns. Although the region's reputation for rain holds true during the winter and spring, conditions are ideal in summer and early fall. Long days with temperatures in the mid 70's to low 80's, steady breezes, and low humidity, make the area a perfect sailing getaway for those seeking to escape hotter summer climates.

If you fly into the Seattle area and want to charter, you can do so at one of the many companies near Shilshole Bay Marina or Elliott Bay Marina. Heading north through the sound, it is an easy and short sail to Edmonds. If you are coming from the north, you'll find several charter companies in Bellingham, Everett and Anacortes.

Edmonds is a great stop en route to the fertile cruising grounds of the San Juan Islands to the north or to the many sailing opportunities located in the south sound. However, there is a long list of other sailing destinations to explore out of Edmonds, many of which are less than a day's sail away. Hop over to Kingston for lunch and catch a beautiful view of the Olympic Mountains as you head west and the Cascade Mountains as you head back east. Or, head north to see beautiful Whidbey Island up close. Whidbey has several peaceful spots where you can hook up to a mooring buoy or drop anchor, and several charming villages to explore.

For many, Edmonds is a launching point for a visit to the Hood Canal and the Olympic Peninsula. A great overnight visit is to head north through the Sound, then turn south into the Hood Canal until you reach Pleasant Harbor, a popular canal destination. Heading further north on the Peninsula, you'll find the resort town of Port Ludlow. And if time permits, don't miss Port Townsend, a lovely town and a major boat building and repair center, located only 24 nautical miles from Edmonds.

For some, the charm and physical beauty of Edmonds makes it the only destination on their sailing itinerary. Many visitors plan a sail and overnight stay to coincide with a show at the Edmonds Center for the Arts or one of the town's numerous festivals (all within walking distance of the marina). Regardless of your destination in the Puget Sound, you'll find Edmonds to be an ideal spot to re-stock, plan your next stop, or simply relax after a day of sailing.

### *Moorage for a day or overnight*

Whether you are planning to stay



*(Above) Lovely Main Street and the town fountain are part of Edmonds small-town charm. (Below) Here, Edmonds is seen from the air. Photo by Keith Opp.*

overnight, or for just a few hours, you'll find guest dockage, a fuel dock, showers, supplies, and a weather center, at the Marina at the Port of Edmonds. The marina, with its exceptional facilities, and beautiful views and grounds, was named Marina of the Year by Marina Dock Age magazine in 2006.

When you check in at the marina, staff will provide you with a Destination Port of Edmonds tote bag. This bag contains gifts and discounts for use at over seventy local retailers and restaurants. If you are staying less than four hours – ample time to walk to nearby shops and restaurants - there is no guest moorage charge. You can also take the port's free shuttle into town.

### *Variety of food and drink*

Edmonds has many outstanding restaurants within a short distance of the marina. For fine seafood and

*continued on next page*





*(Above) Numerous works of art and the sight of Washington state ferries crossing the sound, help make Edmonds a picturesque and pleasing stop. (Right) A sailor heads north through the Puget Sound between Edmonds and Whidbey Island.*



## SAILING DESTINATION

*continued from previous page*

brehtaking views, check out Anthony's Homeport & Beach Café (located next to guest moorage) or Arnie's, both located on port grounds.

In the downtown area, only a few blocks from the port, you'll find a wide variety of restaurants providing outstanding cuisine and entertainment. You'll also find cheese, wine and coffee shops, as well as a full-service grocery store where you can stock up on food and supplies.

### *Numerous land activities*

During your off-boat time, you can enjoy several recreation spots and activities close to the marina. Within blocks are an athletic/tennis club, a popular wildlife and bird sanctuary, and two popular public beach front parks, Olympic Beach and Marina Beach Park. These parks are connected by a one-and-a-half-mile boardwalk that runs by the marina. If you've

### *For more information*

*Contact the The Greater Edmonds Chamber of Commerce at [www.EverythingEdmonds.com](http://www.EverythingEdmonds.com) or 425-776-6711.*

brought your dogs along, take them for exercise at the Marina Park's waterfront off-leash dog park. Also near the marina is a public fishing pier and the Edmonds Underwater Park. Just north of the ferry dock, the underwater park is a 27-acre marine preserve that attracts scuba divers from around the world.

### *More than a sailing destination*

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## ASA MEMBER PRODUCT REVIEW

by Capt. Jean Levine

In February of 2007, Weems & Plath came out with a new teaching tool called the Road Rule US ATONS: A study aide for the US Aids to Navigation and the Rules of the Road as prescribed by the Inland Navigation Rules. It is made of durable two-sided black PVC and similar to a slide rule. One side has various pictures of both sail and power boats which show through cut out frames, a third frame displays the wind direction. One piece slides in and out to reveal different scenarios such as: two sailboats crossing, one on starboard tack and one on port tack. You then rotate the tool to read the correct "Road Rule" that applies through a magnified bar along the side.

The fixed portion of the slide rule lists the order of priority; vessel not under command, restricted in ability to maneuver, constrained by draft, fishing, sailing and power driven. Alongside the picture, the day shape is displayed. Also listed are maneuvering and warning signals pictured with a dot or a dash for short and long with a brief, concise description.

The US ATONS is on the reverse side. Four smaller cut out frames reveal, in two frames at a time, the various aides to navigation and their chart symbols. It is printed in color and, although slightly harder to read, works well to identify the different buoys. On the fixed portion of the slide rule is pictured various bridge lighting: fixed, double leaf bascule, vertical lift span and double opening swing. Light characteristics and Intracoastal Waterway yellow markings and their significance are listed. Additional information is listed on the plastic sleeve in which the instrument is stored. This is a good tool for new students to use and keep on hand as they progress through Basic Keelboat, Coastal Cruising and Bareboat certifications. This one instrument has lots of information and is a good value at \$25. I have been using the Road Rule in my ASA 101 and 103 classes and the students asked, "Where can we get one of those?" I think it would be good to offer new students along with the course book *Sailing Fundamentals*. The only draw back is the size of the print on the slide; perhaps a magnifying glass double the current size would help those of us with less-than-perfect eyesight.

Designed along the same format is the Weems & Plath LIGHT rule COLREGS item #190 made of durable PVC and printed in color. It features essential recognition of various vessels by lights or shapes based on the International Regulations for preventing Collisions at Sea. Pictured on one side of the fixed portion are the Maneuvering & Warning signals plus notes on Tugs and Towed Vessels. This side displays Starboard and Stern



The road rule gives both students and sailors a quick and easy reference guide in various nautical situations.

For more information

Visit [www.weems-plath.com](http://www.weems-plath.com).

lighting when the slide is moved. The pictured vessel's lights change to display what you should see on the water. You rotate the rule to read the vessel description through a magnified lens along the side, allowing you to quiz yourself on the required lighting.

The other side displays Port and Bow lighting. Also, on the fixed portion of the slide is printed the sound signals in restricted visibility and notes on the U.S. Inland Waterways. This tool is good for a student preparing for the USCG Captain's License and other more advanced students. The instrument is difficult to read at night but is an excellent study tool. Boat owners I spoke to around the marina reviewed the Light rule and all said they would keep one on board for reference when making an occasional night sail. The \$25 retail price on this instrument is almost twice the price of the Davis Instruments Quick Reference Navigation Rules card but the unique presentation of the "slide to what you see" feature makes it worth the extra cost.

*Capt. Jean Levine grew up sailing with her father on the Chesapeake Bay. She has a USCG Master 100 GT; is an ASA certified instructor in Basic Keelboat, Coastal Cruising and Coastal Navigation; is ABYC Standards Certified; and is a member of the Society of Accredited Marine Surveyors. President of Antigua Marine Survey and Consulting, she also teaches for both Adventure Cruising in Gulfport, Fla., and Flagship Sailing in Clearwater, Fla.*

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### SAFETY AT SEA

*continued from page 8*

exhaust runs through a muffler, which is cooled by the exiting raw (salt) cooling water after it has run through the engine. The only way for the water to exit the exhaust is for the engine to be running. These exhaust mufflers have drains installed on them in case you can't get the engine started and need to drain them. If you don't drain them, cooling water can back up into the engine cylinders and cause a hydrolock (seize up the engine). If you have to crank the engine more than a minute or so, make certain you drain the muffler before you damage the engine. The muffler is remote from the engine, after the exhaust manifold, but before the through-hull.

If the starter doesn't engage at all, make sure you have the battery switched on and the ignition key turned on (move it a little to make sure it isn't corroded). If this doesn't work, then head down into the engine room and locate the starter. It's down low at the rear of the engine as it engages against the flywheel. Double check the wires running to the starter and the solenoid. Make sure everything is tightened and that the wires aren't green. You may have 12v to the solenoid, but low amperage won't allow it to turn. It takes well over 100 amps to

start the engine, so good electrical connections and a well-charged battery are a must.

As you can see, I could go on and on about all the issues that come up when running a diesel.

Use the troubleshooting flowchart below to help do a quick diagnosis of your engine trouble. There are several great books on diesel engine maintenance in the Retail Space at Spinnaker. Check 'em out and have some fun sailing (and motoring) this season!

*Drew Harper is president of Spinnaker Sailing in San Francisco. He started the company back in 1978 with Rich Ferrari who now owns the Spinnaker in Redwood City. Drew is a 200-ton, oceans USCG master, ACC instructor and part-time musician. His personal boat is the Santa Cruz 50, Yukon Jack, Fast IS Fun! Spinnaker Sailing also owns Rendezvous Charters, located next to AT&T ballpark, which operates 77-, 48- and 25-passenger USCG inspected sailing yachts. He hopes his three young kids will grow to love sailing as much as he does ... so far, so good. For more information on Spinnaker Sailing, visit their web site at [www.spinnaker-sailing.com](http://www.spinnaker-sailing.com).*

#### Troubleshooting your Diesel Engine - Causes and What to Check

<i>Engine won't rotate</i>	<ul style="list-style-type: none"> <li>• <i>Low battery voltage, loose starter connections or faulty starter</i></li> <li>• <i>Defective starting motor switch</i></li> <li>• <i>Internal Seizure</i></li> </ul>
<i>Low Compression</i>	<ul style="list-style-type: none"> <li>• <i>Exhaust valves sticking or burned</i></li> <li>• <i>Compression rings worn or broken</i></li> <li>• <i>Cylinder head gasket leaking</i></li> <li>• <i>Improper valve clearance adjustment</i></li> <li>• <i>Blower not functioning</i></li> </ul>
<i>Low Cranking Speed</i>	<ul style="list-style-type: none"> <li>• <i>Improper lubricating oil viscosity</i></li> <li>• <i>Low battery output</i></li> <li>• <i>Loose starter connections or faulty starter</i></li> </ul>
<i>No Fuel</i>	<ul style="list-style-type: none"> <li>• <i>Air leaks, flow obstruction, faulty fuel pump or installation</i></li> <li>• <i>Injector racks not in full-fuel position</i></li> </ul>
<i>Inoperative Starting Aid at Low Ambient Temperature</i>	<ul style="list-style-type: none"> <li>• <i>Improper operation of fluid starting aid</i></li> </ul>



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## INSTRUCTOR TIP

By Capt. Dave Lumian, ASA Instructor Evaluator

### Increase your speed through reefing

It is generally believed “the more sail area, the faster the boat will sail.” Actually, reducing canvas by reefing the sails will often help the boat sail faster.

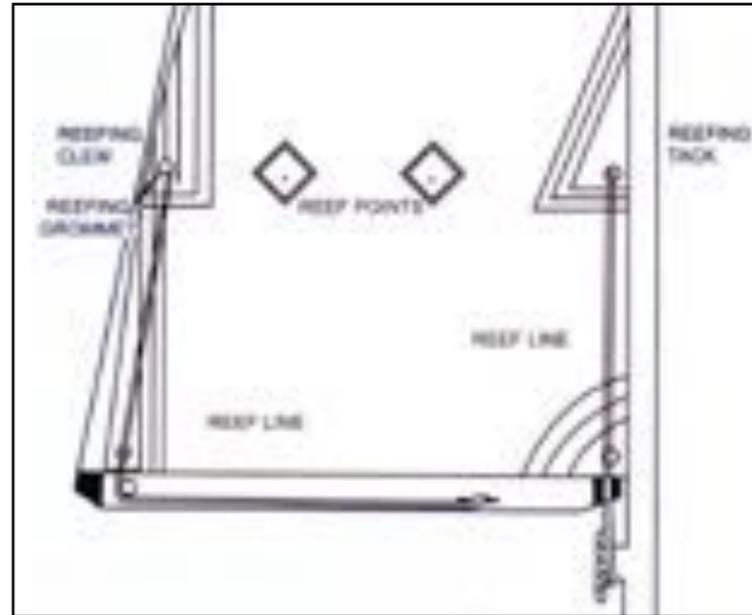
Recently we had Angelsea, a Catalina 400, in 17 knots of wind on a close reach. The boat was significantly heeled while experiencing weather helm. The top of the wheel was over to three o'clock.

When we made the first reef, the boat's center of effort moved forward and the boat righted slightly. The weather helm reduced, moving the rudder toward the center and putting the top of the wheel at two thirty. Neither the velocity of the wind nor the point of sail changed. The boat's speed picked up about a third of a knot!

Reducing weather helm by reefing allows the rudder to be closer to the center. The rudder acts as a brake, slowing the boat. Reducing heel also reduced drag on the hull and keel.

Likewise, reducing excessive heel will result in better performance. While some heel improves performance, too much heel slows the boat down.

The conditions remained steady: 17 knots of wind, close reach. We took the second reef on the mainsail. We heeled less. The boat's center of effort moved forward again. The weather helm lessened so the top of the wheel



*By using systems in place on your vessel, reefing of the sails is accomplished, leaving less sail area to catch the wind.*

moved to two o'clock. The speed picked up another third of a knot!

Finally by roller reefing the genoa we had similar results. The top of the wheel moved to one-thirty and, yes, again the boat's velocity increased another third of a knot!

Of course, results will vary in different boats and conditions. However, altogether we picked up a knot of boat speed while increasing safety and comfort.

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