

FLOTILLAS: THE OPPORTUNITY TO PUT EDUCATION INTO PRACTICE

Why flotillas? If you've been with ASA for any length of time, you've probably either gotten an email about an upcoming ASA Flotilla or seen mention of one in this magazine. Many in the ASA community, though, still have only a vague idea of what a flotilla is and why ASA would offer them.

A flotilla provides an opportunity for a fun and practical application of what you've learned in your ASA courses, particularly Bareboat Chartering. They are not ASA courses, but a way to connect with other sailors, gather practical experience, gain confidence and have fun while using the knowledge gained with your certifications.

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Flotillas give new sailors the opportunity to try out their skills without the worry of going it alone. For the more experienced, flotillas provide the chance to enjoy the camaraderie of other vessels and the security of having another boat on hand on longer voyages.

ADVENTURES IN CRUISING • CHARTERING IN COMFORT WITH OLD FRIENDS



Mark and Sue Ramsdell

Not another bus ride!" I proclaimed to my wife Sue last fall, as she proposed a sailing charter vacation in the Caribbean. Particularly not to an unknown land, captain, boat and sailing companions. So you can imagine how surprised I was in February to find myself on a high speed ferry in the Virgin Islands, out on the deck in the moonlight, watching the island lights blur as we sped from Charlotte Amalie on St. Thomas to Road Town, Tortola, in the British Virgin Islands (BVI).

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WINTER 2009



New Logo

You may have noticed that ASA is beginning to use a slightly different logo, an updated version of the one that we have used since our formation in 1983. The new logo was designed to have a slightly less “blocky” and more contemporary look. We will be phasing in the new logo slowly over time. Some of our materials, our schools and our website will continue to utilize the older logo.

Book reviewers wanted!

ASA has a growing pile of advance copies from publishers of books on various sailing related topics. If you are interested in writing a book review for the *American Sailing Journal*, please contact our Membership Coordinator Kathy Christensen at kc@american-sailing.com to have one of the new, exciting titles sent to you. You’ll get a free book and a byline with us.

Thanks for your help

If we had a correct email address for you on file, you likely received an email link to our Members Survey. We received a strong response and would like to thank all who took the time to participate. The information we gathered will help us fine-tune our member benefits and course offerings to best suit your needs. As promised, we had a drawing from the names of the participants and will announce the prizewinners in the next edition of the *American Sailing Journal*.

Sailing instructor clinic video

Have you ever wondered whether you’ve got what it takes to become a sailing instructor? If so, we’ve added an excellent resource to our website to help you answer that question. Visit www.ASA.com and click on the Instructor tab. There, you’ll find not only a list of qualifications to attend an ASA Instructor Qualification Clinic, but also a newly-posted short video showing you what to expect at a clinic. Watch it. If you can honestly tell yourself that you have the ability to accomplish what’s shown, you’re likely in good shape to submit your IQC application. If not, you’ll get some idea of what you need to practice!

The Charley Noble

Following the record-setting sail of Zac Sunderland which was completed on July 16 in Marina Del Rey, California, there are now several young men and women attempting to become “the youngest person to sail around the world alone.” Here’s a brief overview of the different types of records and the qualifiers mentioned in connection with these.

The type of circumnavigation record includes solo, youngest, oldest and fastest. These sound straightforward but involve some ground rules. For example, a sailor’s age is measured on the date of the completion of his or her voyage. So, although Robin Lee Graham began his voyage in 1965 at the age of only 16, he does not hold a world record as the youngest circumnavigator since he did not complete his journey for almost five years when he was in his twenties.



Next, comes the list of qualifiers to the type of record: unassisted, non-stop and south of the five capes. Unassisted involves no third party aiding the sailor while underway—even accepting one small piece of gear from someone else will void this qualifier. “South of the five capes” means that the route taken was the more difficult one—including sailing in the treacherous waters below Cape Horn and the Cape of Good Hope.

One thing is certain: Anyone who sails around the world alone is worthy of a good deal of respect!

“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

www.american-sailing.com info@american-sailing.com

ASA PRESIDENT Cynthia Shabes

ASA EXECUTIVE DIRECTOR Charlie Nobles

ASA EXECUTIVE EDITORS Heather Watt
Kathy Christensen

STORY EDITORS Heather Watt
Charlie Nobles

ART DIRECTOR Kathy Christensen

FEATURE STORY

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Flotillas also provide structure and take care of the details of the trip so you can focus on the sailing and fun.

I remember, years ago, how excited I was when a sailing school in my home state of California informed me that I had passed my ASA 104 exam and on-the-water test and would be receiving my official ASA Bareboat Chartering certification. Suddenly, the world grew larger and the possibilities seemed endless: I was ready to skipper a sailboat on my own, cruising exotic waters in faraway places.

At that point, I was long on enthusiasm and practical sailing skills, but short on real world chartering experience. Where should I go to charter my first boat? What were the things I needed to ask the charter company—both about the local area and the boat—to make sure I was fully prepared? How would I deal with customs and immigration when sailing into foreign waters? How would I arrange for a slip in an unfamiliar area?

It seemed to me that the best first step would be to go on a cruise with an experienced skipper from whom I



Members of ASA’s flotilla in the British Virgin Islands enjoy a photo opportunity at the back of the boat while moored among the other vessels.

could learn. But at that time I was out of luck. Neither ASA nor the ASA Affiliate School that certified me had any flotillas or sailing trips away from home where I could practice my newly acquired skills.

While some sailing schools offer flotillas for their students, many do not. To bridge this gap, ASA began coordinating ASA Flotillas two years ago.

ASA Flotillas are all designed slightly differently depending on the location and cruising grounds. In the San Juan Islands and Gulf Islands, participants enjoyed wine and cheese parties, blindfolded dinghy races with prizes, shore-based picnics with bonfires and some of the most pristine sailing waters with sightings of orcas and bald eagles. Flotillas to the British Virgin Islands and Pine Island Sound had highlights of a pirate treasure hunt, geo-cache treasure hunt using GPS, welcome parties and gorgeous sun drenched beaches. Most flotillas are limited to 10 boats so that we can all stay together, but we have had as many as 14 boats. The best part is that you skipper your own boat with friends and family, get the experience of sailing in new destinations and also the pleasure of meeting sailors from around the world.

Some students dutifully take 101, 103 and 104, master the required skills, earn their certifications, then rarely go sailing. That’s like taking driver’s education, passing your exam and then never taking the opportunity to do a cross-country road trip extravaganza.

Remember, your ASA courses are the beginning, not the end of your sailing education! Check the ASA website to learn more.

Upcoming Flotillas in 2010

March 20-27, Pine Island Sound Flotilla on the Gulf of Florida - Flotilla leaves from Burnt Store Marina in Charlotte Harbor. Participants will cruise to the barrier islands including Cabbage Key, Cayo Costa and Useppa Island. Pirate attire is requested for the final night party.

April 24-May 1, Exuma Islands Flotilla in the Bahamas - This is a unique flotilla on small 21-foot Sea Pearl sailboats. Participants can earn 110 certification. This flotilla will camp out and tour the beautiful islands with a local guide. This flotilla is limited to ten participants.

June 18-25, San Juan Islands Flotilla leaving from Bellingham Washington - This trip is through the beautiful islands of northwest Washington. The winds and the currents make this an excellent destination for the more experienced sailor.

June 25-July 2, British Columbia’s Gulf Islands will also leave from Bellingham, Washington. Participants will learn how to clear customs as they leave U.S. waters and travel to the unspoiled islands just north of the San Juan Islands. There are magnificent marine parks and welcoming marinas.



Zingaro flies along on a breeze amid the tropical waters of the Virgin Islands.

ADVENTURES IN CRUISING

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From there we taxied to Pusser's Landing at Soper's Hole, at the west end of Tortola. We walked down a narrow path, turned the corner and there was our captain, Andy Batchelor, awaiting us as he enjoyed the Saturday night reggae band. We loaded our gear into the RIB and sped off to S/Y Zingaro, our new home for the next ten days.

Sailing Beginnings

Sue and I are new students of sailing. As part of our retirement transition, we purchased a Jeanneau 39i, named her Friandise, berthed her at Solomons Island on the western shore of the Chesapeake Bay, and ventured into the world of sailing. Our contract to purchase Friandise included a provision that we would be taught to sail our new vessel. Simultaneously, Andy and his wife Lisa Batchelor Frailey opened Sail Solomons ASA sailing school. Andy and Lisa are both retired senior military officers (he Royal Air Force and she US Navy) and life-long sailors; their retirement transition included licensing as USCG captains and ASA Instructors, and new careers on the water. They became our teachers and, over the course of a year, we took a progression of courses starting with "Learn to Sail" in a Capri 22 and finishing with ASA 104 Bareboat Charter on our own boat! While we were learning new skills, making new friends and having fun, the notion of a charter vacation seemed remote.

And then last summer Andy and Lisa purchased Zingaro, a semi-custom Passport 47. Both captains were familiar with Caribbean waters and, after making the ocean

For more information

S/Y Zingaro sails from December-March from St. Thomas, USVI with Sail Solomons, offering captained charters and sailing instruction. For details, go to www.SailSI.com.

passage from the Chesapeake to the BVIs, they were ready to bring guests onboard for charters and advanced sailing instruction. We already knew and loved the boat, we'd be with trusted instructors, and we'd be in a sailing destination that they knew and loved. This would definitely not be "just another bus ride." So we went. The charter turned out to be the vacation of a lifetime; a door-opener for better sailing at home, and sailing adventures and bare-boating on our own.

As we describe the 10-day adventure to family and friends, we often reflect on the things we think made it such a great charter. These were especially important to us, since we're relatively new to sailing and chartering, and wanted the experience to make us comfortable "going it on our own."

What we were looking for

First, we needed to be comfortable with our home away from home. Zingaro was perfect – roomy, stable, fast and beautiful. We were always safe and comfortable but also pampered with a great sailing library, bar, swim toys – the works. We learned to operate the RIB by ourselves, and Sue and I had a terrific time planing beyond the reefs.

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START BAREBOATING THIS SEASON!! Private Live-Aboard Sailing Programs

Do you dream of chartering a new beautiful sailing yacht in the Caribbean or reaching south to Mexico and beyond aboard your own voyaging yacht? Since 1989, it's been a reality for many of our students and it can be a reality for you too when you learn to sail from one of our ASA certified sailing instructors. Our sailing program is designed for those who are seeking the skills required to Bareboat Charter from an international company such as The Moorings or Sunsail; or are interested in private sailboat ownership. Through our sailing program you can become certified to expand your own sailing experience. Our sailing coaches are USCG licensed Yachtmasters and certified sailing instructors. We have been to many charter bases around the world, both professionally and as customers. We can tell you firsthand about different locations and fleets of sailboats around the world and help you plan your dream bareboat charter, or give unbiased advice on acquiring a family sailing yacht.

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 Glorrietta 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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104/105/106 BB/CN/ACC	\$2,900	\$3,400	\$3,900
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FEATURED FACILITY • MARINA SAILING

Story and Photos by Gene Prizer

Dolphin are a common sight in the San Pedro Channel between the mainland and Catalina Island, and the four enthusiastic members of the crew were hoping that their first trip to the island would be no exception. After loading their weekend provisions aboard their chartered Beneteau 40, they departed Long Beach Marina around 9 a.m. under power with mainsail set. The sea was calm as they entered the San Pedro Channel so they continued motoring while enjoying a continental breakfast in the cockpit and considering their much-anticipated getaway. When the breeze came, they unfurled the genoa, shut down the engine, and under clear blue skies were able to sail Emerald Bay on a starboard tack. The crew turned more animated as features of the island's terrain gradually became more defined - the canyons, coves, points, the West End. As if on cue, about five miles from the island, a large school of dolphin headed northwest altered their course 90 degrees to greet the first timers. Dolphin of all shapes and sizes swam alongside their boat, speeding ahead, then diving deep into the clear, blue water before returning to the surface and leaping several feet into the air. There must have been over a hundred of them scattered in every direction. The show lasted about fifteen minutes, then the welcoming committee resumed their original course. Within an hour, the vessel was safely moored in sparkling clear Emerald Bay, the crew enjoying lunch and afternoon cocktails while wondering why they hadn't pursued this before.

Marina Sailing is the largest and oldest sailing club of its kind. The concept was the brainchild of Max Thieme. An engineer, recreational pilot and avid sailor, Max created the sailing club to bring affordable sailing to more people. He started the club in Los Angeles Harbor in 1962; his daughter Chris and her husband, Rick Mosier later expanded it to six locations in Southern California including Channel Islands Harbor, Long Beach, Marina del Rey, Newport Beach, Redondo Beach and San Diego.

Whether you are a novice or a seasoned yachtsman, Marina Sailing offers affordable services with a fleet of



Marina Sailing Long Beach offers elegant facilities in which to learn in addition to the beautiful setting of the Pacific Ocean and shores of California.

For more information

Visit Marina Sailing's website at www.marinasailing.com.

over 90 boats available for charter including sailing catamarans, monohulls, and powerboats – all late models fully equipped for cruising. Never sailed before? No problem. As a long established American Sailing Association certification facility, Marina Sailing offers a comprehensive instructional program for new sailors as well as advanced courses for the more experienced who want to fine-tune their skills. All the lessons are presented by USCG-licensed skippers and ASA certified instructors.

There is also the option to charter a boat with a captain. Mark Yaney, one of Marina Sailing's senior instructors in Marina Del Rey and a USCG captain, has been with the company since 1994 and takes his job seriously.

"I really love sailing with families," he commented while preparing a navigation class, "especially on the longer excursions to the Channel Islands and Catalina. I enjoy seeing the son or daughter laughing, or mom's eyes smiling as she realizes she can have her coffee and read her Sunday Times Magazine while the kids swim off the transom. Later she may do a few chores on the boat, if need be."

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FEATURED FACILITY

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Like the majority of ASA instructors, Mark has been sailing for most of his life and there's nothing he prefers doing more. His students, current and past, regard him not only as an excellent instructor and communicator but as a sailing mentor as well, and turn to him for guidance long after earning ASA certifications. Mark enjoys the friends and relationships he's made while offering invaluable advice and suggestions. "I still remember Rick Mosier's voice - which sounded like the wet exhaust of a 350 horse Cummins - reading the last line of my job application, 'Well, Mark, if there's nothing you'd rather be doing, I guess you're hired.'"

In order to satisfy the longing for adventure and a sense of achievement, most sailors aspire to transit at least a piece of ocean to arrive at a new port of call. In this regard, Southern Californians enjoy a great venue for sailing and it's not just because of the fine weather – there's the proximity of the Channel Islands, excellent for snorkeling, diving and hiking as well as the numerous coastal harbors and marinas to explore. When you sail the 25 miles to Catalina Island from the mainland, drop a hook or pick up a mooring in a protected cove and go for a walk on shore, you really feel that you've traveled much further from home. It's an adventure in every sense, and Marina Sailing endeavors to be the club that puts this within reach of the average person. In addition to their instructional and charter services, Marina Sailing organizes custom sailing flotillas in such exotic warm water locations as the Bahamas, British Virgin Islands, Leeward Islands, Tahiti and Tonga, to name a few.

For those with a competitive spirit, there are club races several times a year from various harbors. The races include closed courses around the buoys as well as crossing the San Pedro Channel to Avalon or Two Harbors on Catalina Island. At the end of the race, there is always food and drinks for the crews and an awards ceremony where the top three finishers are recognized with trophies. All this activity in such an ambience can only lead to making new friends and hanging out with people who share the same interest, sailing.

Marina Sailing also offers advantages for those interested in yacht ownership. Placing your yacht in the Marina Sailing Yacht Management Program can help to offset the cost of ownership.



(Top) Whether relaxing on a hillside overlooking sailboats at mooring or heeled and headed out (below), sailors with Marina Sailing enjoy all the area has to offer.

When you consider all that Marina Sailing has to offer, their six locations, their ASA Certified instructional program, their fleet of quality, late model boats, their custom sailing excursions, and their friendly, expert staff, it would be hard to steer elsewhere to begin your sailing adventures.

FEATURED SAILBOAT • WALKER BAY'S RID

Walker Bay's designers and engineers from around the globe worked together to create the ideal balance in performance, aesthetics and engineering. The award-winning rigid inflatable sailing dinghy is an innovative boat unlike any other. Known in the industry as the boat that "rows, sails and motors," it is a sailing vessel, tender and all-round recreational boat.

"The RID is truly a revolutionary boat," says David Shore, keelboat racer, cruiser and former world-class rower. "I expected it would be good at either rowing or sailing or motoring, but was amazed at how well it performed in all three disciplines."

The RID is manufactured using a state-of-the-art injection molding process. Injection molding enables the highest level of finishing and accuracy, making it the technology of choice for products such as plastic computer components, car interiors and bumpers. Never before had a consumer product of this size been injection molded because of the size of machinery needed and technology required to run the mold. With over 16,000 hours spent on developing the 100-ton tooling, Walker Bay can produce boats with unprecedented efficiency and precision. Precisely pre-measured High Impact Marine Composite (HIMC) resin is injected into the 100-ton steel mold with over 9,000 tons of force, and then cooled to take the shape of the mold with a finish that is flawless. The result is a superior one-piece hull that is lightweight and extremely durable with no seams or joints to crack or leak.

The RID has a unique Variable Profile Design tube (VPD) that varies both in diameter and shape to engage with the water only when the load is increased or shifts. Under moderate conditions, the tubes remain clear of the water allowing the streamlined displacement hull to cut through the water efficiently. The tubes enable the boat to take more people and provide increased lateral stability while not compromising the boat's performance when rowing, motoring, sailing or towing. Each boat comes equipped with hydrocurve oars that provide a smooth stroke.

The inflatable tubes lie protected below the gunnel and above the ground so the boat can be dragged up a rocky beach or flipped over onto roof racks without damaging the tubes. An added benefit of the RID when used as a tender, is that it ties up gently against a boat with the tubes acting as a fender. To

For more information

To learn more about Walker Bay's Rigid Inflatable Sailing Dinghy, visit the company's website at www.walkerbay.com.

ensure minimal maintenance and maximum durability for the inflatable tubes, Walker Bay has used a three-layer Maxibond gluing process for seam joints, and tubes are UV treated for protection against the elements. Made from ultra strong 1100 Decitex fabric, each tube has multiple chambers for increased safety and is Coast Guard certified.

The Sail Kit has a high-aspect battened mainsail and aluminum daggerboard to optimize speed and upwind performance. The aluminum rudder is retractable with a quick release system for attaching or detaching. The adjustable tiller extension allows the sailor to move forward and use his weight for speed; and, if not needed, it slips back in to stow in the tiller. The kit has an on/off ratchet

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CIRCUMNAVIGATORS • PURSUE YOUR DREAMS

By John Gage



John Gage finished his circumnavigation in 2007 at age 71.

It is never too late to pursue your dreams. At the age of 71, John Gage departed Sandy Hook, New Jersey in his 42-foot sailboat, Dream Catcher, to pursue his dream of sailing around the world. He completed his 33,000-mile, three-and-a-half-year circumnavigation arriving back in Perth Amboy, New Jersey, on May 12, 2007.

My dream was born in 1977. I was sitting at the kitchen table in my home in Lincroft, New Jersey, making a list of equipment and supplies I would need to sail a canoe down the Yukon River from Circle City, Alaska to Emmonak on the Bering Sea. My wife, Pat, walked into the room and asked how my plans were going. While I was showing her the list and explaining how I would use some of the things I planned to buy, she asked me where in my plan did I list learning to sail.

"You're good at paddling a canoe, but you don't know how to sail a boat. Don't you think it would be a good idea for you to learn how to sail before you got to Alaska?"

We both started to laugh at my blind enthusiasm in presuming that I could learn to sail a canoe while coming down the Yukon River. I immediately put learning to sail at the top of my list.

Learning to Sail

I bought a book on sailing, read it and rented a 16-foot sailboat for two hours at the Shrewsbury Sailing Center on the Shrewsbury River in New Jersey. During those two hours, I accidentally tipped the boat four times taking on ten gallons of water; went aground twice and twice had to climb out into four feet of water to push the boat off

the sandbar. For my final act of creating terror on the water, I nearly collided with another sailboat in the river.

As I walked into the house, soaking wet from the waist down, Pat looked at me, and expecting a tale of disaster, asked, "How did the sailing go?"

I told her the trip down the Yukon was off. She sighed, "Good. I didn't think it was a good idea anyway."

I replied, "Yeah, the trip is off. I'm going to sail around the world."

In two hours on the Shrewsbury River, the sailing bug had bitten me; and I had become infected for life. The idea of being able to move over water in a boat with nothing more than sails and wind was intoxicating. During those two hours, I had created mental pictures of visiting beautiful, foreign lands, meeting interesting and friendly people and witnessing unique and exotic cultures. The world was mine to discover in a boat. As I started to explain the euphoria I felt, Pat looked at me standing in the middle of the kitchen in dripping-wet clothes and started to laugh.

"It's a wonderful dream, so I hope you'll create a good plan for making it a reality. You know what they say; a dreamer with a plan will beat a genius without one."

Over the years, I thought a lot about her comment. But, at that moment, with or without a plan, I was pretty sure she didn't believe I would sail around the world after the two hours of terror I had created on the water. But she was right: A dreamer with a plan will beat a genius without one.

The Plan

From 1977 to 2003 I took classes on sailing, navigation, weather, and engine maintenance. I talked with anyone who had done long-distance ocean sailing and made notes of their experiences and advice. I served as crew on club and ocean races and made boat deliveries to Spain, Portugal, Bermuda and the Caribbean. By 2003, I had logged about 10,000 miles of ocean sailing, had acquired some good sailing and navigation skills and had obtained a U.S. Coast Guard Captain's License and an amateur radio license. But I was running out of time to complete my dream. I needed to find a boat that would be capable of making the 33,000-mile circumnavigation of the world. I ended the search in 2003 by purchasing a 42-foot, Passport sloop. I renamed the boat Dream Catcher because it was going to help me catch my dream of sailing around the world.

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CIRCUMNAVIGATOR

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The Route

I departed Sandy Hook, New Jersey, for Bermuda on December 18, 2003. From Bermuda I sailed to the British Virgin Islands, island-hopped down through the Caribbean Islands to Grenada. At Grenada I turned west, passed through the Panama Canal and into the Pacific Ocean.

I island-hopped across the Pacific to New Zealand, Australia and South Africa. Crossing the Atlantic to Brazil, I then headed north to New Jersey, arriving back in Perth Amboy, New Jersey, on May 12, 2007.

Proud To Be An American

During the three and a half years of circling the globe and visiting over 40 countries and territories, I never met anyone who didn't express friendly feelings about Americans and the United States. Many wanted to come here to live and work.

Flying the American flag on Dream Catcher encouraged people to stop, say hello, and engage in friendly conversation. Because I was an American, I was invited to people's homes, invited to have meals with captains of ocean-going vessels, and invited to have dinner with local citizens. They wanted to learn about the United States, where I lived, my family, what I did for a living. There are dangerous places in the world, and there are people who would do harm to anyone, regardless of their nationality. But these places can be avoided. Because I was an American, I was welcomed everywhere I went.

Pursue Your Dreams

The day I arrived back in New Jersey, marking the completion of the circumnavigation, was exciting and enormously satisfying. It was a day for celebrating with family and good friends and to give thanks to those who had helped make the achievement of my dream possible. But it was not the most rewarding part of my dream. The most rewarding part was in the journey of 26 years preparing for the circumnavigation and the three and a half years of visiting exciting, exotic places and making new friends along the way. That is why I believe it is important for everyone to pursue their dreams. Know that the journey to your goal may be far more enriching than the achievement of the goal.

Create a plan for pursuing your dream. "A dreamer with a plan will beat a genius without one." Visualize the achievement of your dream. Believe that you will be successful in your efforts to pursue your dreams. Don't be discouraged. Every journey starts with the first step. Take the first step. Make it an easy one. With each



John Gage's vessel Dream Catcher took him around the world and allowed him to live his dream of circumnavigation in 2007. He says the pursuit of the dream is the adventure.

succeeding step you will be getting closer to achieving your goal.

Dreams are golden. Time is the thief. Don't let the passage of time steal your dreams from you.

For more information

For more information about the voyage of John Gage and Dream Catcher go to www.dreamcatchersail.us

WHERE AM I?



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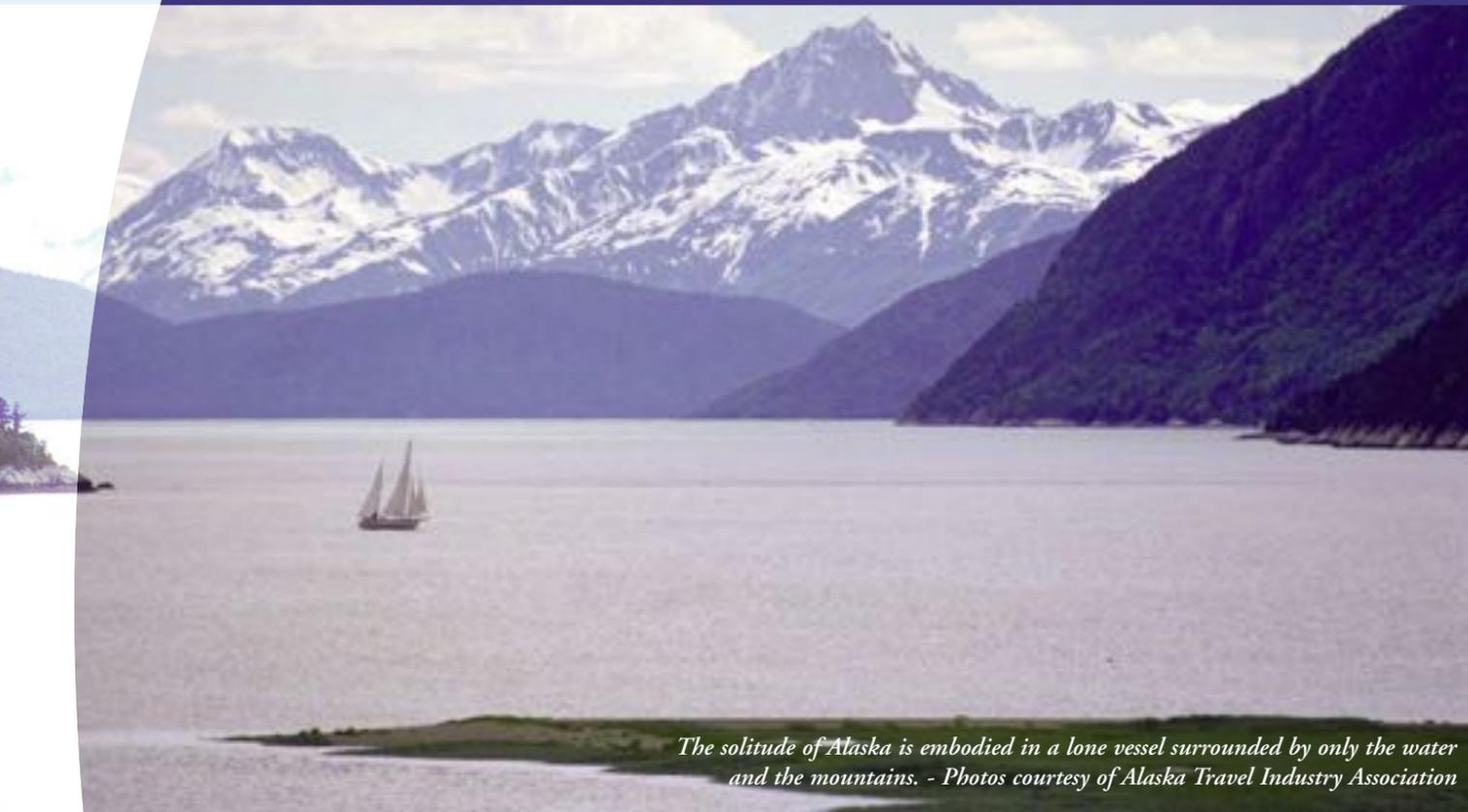
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SAILING DESTINATION

Discover the Majestic Splendor when you Sail Alaska • By Arin Ortman



The solitude of Alaska is embodied in a lone vessel surrounded by only the water and the mountains. - Photos courtesy of Alaska Travel Industry Association

Most visitors see Alaska for the first time via cruise ship through the famed Inside Passage. The natural wonders and rural lifestyle encountered on such a cruise are more than enough incentive for these travelers to independently return and explore the state in greater depth. Astounding numbers, almost three-fourths of these visitors, return because they know they have just skimmed the surface of what this great state has to offer. Many choose to rent an RV, but the more adventurous choose to see Alaska by private boat. Recreational boating enables an escape from the crowds and an opportunity to experience the road less traveled in a state with few roads to travel.

Sailing may not be the first image that comes to mind when you think of Alaska, but with more shoreline than the lower forty-eight states combined,

the sailing itineraries are seemingly endless. With 47,300 miles of coastline, it's hard to generalize the sailing conditions you will encounter while in Alaskan waters, but the awe-inspiring majestic beauty of rugged lands, the friendly faces ready to share their good fortune and spaces where wildlife far outnumber inhabitants runs true from the Northernmost reaches of the Beaufort Sea near Barrow to the Southeast region that snakes along the Northwestern edge of British Columbia. Each Alaskan region has its special characteristics, the inside passage has its hot springs, Prince William Sound has its shrimp pots, Resurrection Bay has its consistent winds, Kachemak Bay its renowned fishing.

Visit All of Alaska's Inhabitants

While you'll want to tie up to the docks and experience the charms of small villages and larger settlements rich in

Alaskan history, it's the isolated, protected coves set within majestic fjords where you'll discover a remote Alaskan landscape that too few people will experience. While at anchor, you are likely to see grizzly bears, black bears, deer or moose wandering along the shoreline. These animals, being exposed so little to humans, are likely to go about their business, allowing you to watch their antics from the safety of your vessel. Seals, sea lions and sea otters are the class clowns and offer hours of entertainment playing around vessels. Majestic bald eagles are never far from sight, sitting upon their perches waiting to snatch up a fish! Humpback Whale and Orca sightings can be so frequent at times, the novelty can actually wear off. You won't feel alone on the big ocean when you get challenged to a race by a pod of Dall porpoise or Pacific white side dolphins. Don't get your ego too

Visitor's Information

For additional information on visiting Alaska you can find helpful information at www.TravelAlaska.com, the Anchorage Convention & Visitors Bureau, (907) 276-4118, www.anchorage.net or the Juneau Chamber of Commerce, (907) 463-3488, www.juneauchamber.com and also the Seward Chamber of Commerce, (907) 224-8051, www.seward.com.

bruised though, these little guys are fast and almost always win.

The State's Wild Dining

Arriving at your anchorage early will allow ample time to take a dinghy or kayak to shore for exploration. Trails are usually remote and offer outstanding views of streams, lakes, and waterfalls. Driftwood can be easily gathered for a late evening bonfire while ashore. Delicious raspberries, blueberries and salmon berries are ripe for the picking July through August. Beware – you will not be the only species pining for these naturally sweet treats of the forest.

When in Alaska, do throw down the meager funds for a fishing license, the experience and harvest of fresh fish and seafood will pay for itself many times over. The Alaskan fishing is world class! Depending on the time of year, king salmon, silver salmon, halibut, rockfish, cod and many other species of fish can be caught and made into a delicious gourmet meal while under sail. Crab pots and shrimp pots can be set and pulled, bringing up a feast of wonders from the bottom of the sea. Fishing the streams and rivers, you'll have a chance to catch five different species of salmon, monster rainbow trout and dolly vardons. The subsistence living Alaska provides is only one of its many alluring attributes.



(Above) Known for its unbelievable abundance of seafood, Alaska visitors are encouraged to get a fishing license and try their hand at catching a salmon or pulling a shrimp or crab pot. However, don't forget that certain native Alaskans may be looking for the same meal. (Below)

Alaska's rugged landscape carved out by glaciers is nothing short of breathtaking. You will undoubtedly want to bring your camera along to document your adventures, but no photos can accurately depict the up-close experience of glaciers calving into the sea. It shakes your core like thunder, giving you an eerie feeling of seeing the earth evolve before your very eyes. Then you look around and you realize there are no other inhabitants in sight. This is a moment you will want to freeze in time and remember throughout your lifetime.

Enjoying the Interior

A sailing article about Alaska would not be complete without the mention of some pretty terrific sailing spots that can be found throughout the interior. Alaska boasts numerous lakes ideal for setting the sails and embarking on a day or weekend of sailing adventures.

continued on next page



SAILING DESTINATION

continued from previous page

Generally, most lakes are suitable for sailing if they do not connect with a river system.

Alaska's prime sailing season runs from May to mid-September, and although our season may be shorter than other areas, we do have the intensity of long summer days. Imagine sailing during the Summer Solstice when the sun sets around midnight and rises by 4 a.m. There are several yacht clubs in Alaska that are good resources for local sailing knowledge, they are located in Ketchikan, Juneau, Seward, Homer and Big Lake. If you are looking for an ASA Sailing School, Sailing, Inc. in

Seward teaches the basics of sailing to Advanced Coastal Cruising. Sailing, Inc., is also the only Alaskan resource for bareboat sailing charters. Skippered sailing charters and powerboat rentals are available in several port towns throughout the state. So if you're planning that next great



The natural beauty of Alaska draws visitors searching for time away.

sailing adventure – Why not Alaska? Come ride the great North Wind and sail into the wild that is Alaska.

For more information on learning or chartering in Alaska, contact ASA Sailing School, Sailing, Inc. at www.sailinginc.com.

What to do before and after your sail in the great state of Alaska

Rent a remote Forest Service cabin
<http://dnr.alaska.gov/parks/cabins/index.htm>

Travel on the Alaska State Ferry
www.dot.state.ak.us/ambs/index.shtml

Attend one of the many Summer Solstice festivals
www.moosepass.net/solstice.html

Fish for your dinner
www.crackerjackcharters.com/

Explore a historic mining camp
www.usen.net/

Take an airplane ride to get a bird's eye view
www.homerair.com/services/adventure-tours/

Go whitewater rafting
www.novalaska.com

Take a water taxi to a remote cove for an afternoon or multiple days
www.millerslandingak.com/waterTaxiA.htm

Pan for Gold
www.alaskahorsemen.com/goldpanning.html

Explore the coastline with a kayak
www.sunnycove.com/

Take a dogsled ride
www.ididaride.com or www.traveljuneau.com

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www.slackpacker.com/map_ak.html

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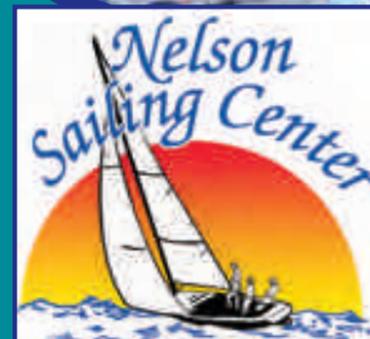
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SAFETY AT SEA • SATELLITE COMMUNICATION ON THE WATER

By Peter Blackhurst, Inmarsat Head of Maritime Safety

For every sailor, the ability to get help during an emergency is a priority. Whether you are on a long journey or just a short trip, being in the middle of the water with no land in sight makes emergency situations much more serious when help is needed quickly. When at sea, having access to a telephone or email connection is not merely part of the modern world's need to always be in touch with family and friends; it is a necessity for communicating during an emergency situation and sharing important information with rescue services on shore.

For smaller vessels, there are three basic options for safety communications. Some weekend sailors rely on their cellphone, which can work within coastal waters. The extent to which a cellphone works at sea cannot be relied on, however. It depends on a number of factors, including distance and the height of the antenna.

Some sailors opt for VHF radio. This is a tried-and-tested solution for emergency calling, and most radios feature a distress button that will connect the seafarer directly to a Maritime Rescue Coordination Centre (MRCC). The limitation of VHF radio is that it uses shore-based antennas that are limited in their reach across the sea.

The third option, used by many sailors who spend a great deal of time on the water, is satellite communications. There are various providers offering satellite communications services for all types of ships, from small sailboats to cruise ships with varying degrees of coverage. One such provider, Inmarsat, based in the UK, was founded 30 years ago specifically to provide safety and distress communications for seafarers. Today, the company offers a range of satellite services that meet the varied needs of the maritime community; and this past spring they launched a new service, called FleetBroadband 150 (FB150), designed for smaller vessels.

The above-deck equipment is about the size of a basketball and offers a voice connection at landline quality, accessible simultaneously with an internet connection and simple-to-use SMS. Because of its size and price (under \$5,000), this unit and others like it, open up satellite communications as an option for a much larger group of sailors. You no longer have to be a large yacht with a crew of 50 to require a system like this. The pricing set by distributors is reasonable for data and voice use, whether you are checking your email or making a distress call. The equipment is small enough to install on any boat and offers various speeds for data connections – it can simply be compared to a modem that would be in your home for internet and IP telephone service.



With smaller hardware, satellite communication systems are becoming viable options for the average vessel.

For more information

For more information on available products visit www.inmarsat.com.

A new service available from Inmarsat is taking safety communications one step further and allowing for users of their FleetBroadband services to have access to 505 Alerts which will enable users to make direct voice calls to an MRCC. The ability to make direct calls will reduce the time it takes to contact help, which can make all the difference in an emergency situation. By dialing 505 (the numbers were selected to resemble the famous SOS abbreviation) users are instantly connected with the relevant MRCC region.

There is no queuing system and no re-routing of calls – dialing 505 will put the caller straight through to the relevant MRCC.

In addition to enhancements in safety, the ability to be connected while you are at sea minimizes the limitations of being on the water. Just think of the possibilities of working on your laptop with no land in sight! Additionally, Inmarsat has global coverage with their satellites, which means you can get access anywhere in the world.

New advances in technology make our lives easier every day, from the cell phone to more advanced systems like FleetBroadband. Satellite communications are just one example of how technology is putting tools into our hands to save time and to increase our overall safety. Sailors need to know the benefits and the limitations of the different emergency calling solutions and choose accordingly. Arm yourself with the best safety equipment available and that doesn't mean just lifejackets!

ASA MEMBER BOOK REVIEW • BY JEFFREY T. MOREAU

Title: *Through Hand and Eye An Autobiography*

Author: Ted Hood and Michael Levitt

Publisher: Mystic Seaport; 2006

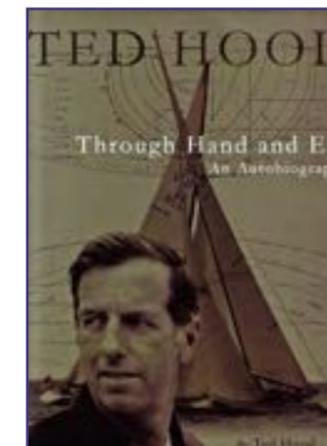
Pages: 199; Available in Hardback

Life runs at us like a 30-knot blow through our sails – pushing us forward and sometimes fouling our sheets. The recent death of a colleague, also a sailor, and the discovery that I knew so little about the man for whom I had such great respect has caused me to let out the main sail a little and take more time to learn from those around me. The opportunity to do so lay at my doorstep when Ted Hood's autobiography *Through Hand and Eye* arrived a few weeks ago. Hood's story consistently reminded me of my dear friend's unassuming way ... quietly going about his business with significant successes in nearly every undertaking. There are many similarities between these gentlemen. Known as an innovator, craftsman, champion sailor, engineer and more – Hood's autobiography shares stories of his life, persona, and legacy left on the sailing world.

Much can be learned about Hood in this publication, but more in the way of his accomplishments and success, and little about his personal life, as he has remained

very private over the past 80 years. Hood fell in love with sailing at an early age (at only one month old to be exact. His mother felt any earlier would have been too

young). He built his first boat at the ripe old age of 15. One can also witness the development of Hood Sailing Cloth, his unprecedented success in yacht design, and tales from the America's Cup. This is an easy read with coffee table status due to its 200-plus beautiful photos and line drawings.



When I think of my friend John, and I read about Ted Hood, the saying, "still waters run deep ..." seems appropriate in so many ways.

Jeff Moreau is new to sailing having taken basic keelboat lessons at the International Sailing School in Mallets Bay, Vt. His passion for the sport led him to purchase a Catalina Capri 22, which he sails on Lake Champlain.

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FEATURED SAILBOAT

continued from page 8

and floating cleat for the boom vang. The mast is collapsible, making it easy to store when using the boat for rowing or motoring.

The RID is lightweight and comes with a wheel in the keel, making it easy for one person to handle. There are also four heavy-duty handles for ease of use. Stainless steel lifting eyes are located on the stern and bow seats to hoist the boat on davits, and a stainless steel bow eye makes for easy towing. Additional features include three internal seats with positive flotation (making it impossible to sink), a motor mount and a one-way drain plug.

All Walker Bay boats meet US Coast Guard, Canadian Coast Guard and European CE safety standards. They are easy to assemble and come with a ten-year hull warranty and five-year tube warranty. The nine-foot RID has a three-person capacity and can support a four horsepower engine. It retails for \$2,149.99 with the sail kit. The ten-foot RID has a four-person capacity and can support a six horsepower engine. It retails for \$2,899.99 with the sail kit.



The Walker Bay Rigid Inflatable Sailing Dinghy was designed with tube placement that comes into play when needed to handle extra weight, but they remain above the water line when possible to improve performance.

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They have sold over 60,000 boats in over 50 countries around the world and can be found on the web at walkerbay.com.

ADVENTURES IN CRUISING

continued from page 4

I'm a pastry chef, and we didn't need "gourmet" meals. But still, it was our vacation and we wanted to enjoy the food. We were treated daily to beautifully cooked, well-seasoned meals featuring local produce and fish. The captains are accomplished cooks, and it was always a much anticipated part of each day to have breakfast on the deck and review plans for the day.

Knowing the Destination

Second, we wanted to learn more about the BVI as a sailing destination. It was important for us to be comfortable with our itinerary, but also feel that it was flexible enough to enjoy diversions. Our orientation to the charter started the first morning. Out came the charts, and we were introduced to the chain of British Virgin Islands from Tortola to Anegada. We went over charts. (Did we mention that we'd taken Coastal Navigation with Lisa the previous winter?) We discussed our float plan, planned overnight anchorages and proposed activities.

This gave us a sense of control over our 10-day sail, but tempered with the knowledge of two experienced captains. Lisa and Andy anticipated our interests but were also ready to make changes to suit our needs. That's not including mid-week adjustments for the wind direction and speed. Each day after breakfast we'd sail to a new island paradise, usually by lunchtime. After settling in and lunch in the cockpit, we'd explore that island for the afternoon. This would be followed by afternoon tea (Earl Grey and scones, of course) on the boat, relaxation, cocktails and finally a moonlit dinner.

The Feel of the Islands

Third, we needed to feel like we were experiencing the islands. Imagine this newly-retired 65 year old in the "Bubbly Pool" on Jost Van Dyke. We reflected on what it must have been like when Foxy built his lean-to bar back in 1968, and the changes that brought that establishment to become the world-famous beach bar that now stands.

We were fascinated by the story and photos of Robb and Rodie White, who purchased Marina Cay back in 1937 and built a home with a spectacular reef view before abandoning their dream during WWII. We dinghied in to each island to explore – the rum refinery at Cane Garden Bay, the pirate bar at the top of tiny Marina Cay, the pool and Jumbies at Leverick Bay, and, of course, The Baths on Virgin Gorda. But, most of all, I have a vivid image of



Shimmering turquoise waters with a tropical sun warming them make the Virgin Islands a destination of choice for sailors from around the world.

walking off the dinghy dock at Anegada to have lobsters at Pomodoro Point, and the dock-man saying "Wow man. You're walkin' way too fast for Anegada."

He would not have to tell me that at the end of the trip.

Stepping up Skills

Finally, we wanted to use this as an opportunity to take our sailing skills to the next level. We viewed this as a vacation, and didn't want to take a certification course this time. However, we didn't want to miss an opportunity for valuable instruction. Clearly, we weren't ready to handle a 47-foot Passport on our own, but as the days passed we became more comfortable steering, trimming sails, navigating and handling mooring lines. It was a 10-day sailing tune-up, reminding us of things we knew and teaching us new techniques.

Watching good sailing and trimming was great. We learned mooring field protocol and how to pick up even the most persnickety mooring ball in high winds. Andy and Lisa are the consummate teachers, and never let an opportunity for a lesson pass. We came back with new skills and confidence, which we've already put to good practice on our own Friandise.

Our charter on Zingaro was clearly not just another bus ride. It was a full immersion experience on a gorgeous yacht, with great sailing, superb instruction, excellent food, and fascinating local culture. How do you describe simultaneously being totally exhilarated and completely relaxed? In spite of starting our sailing careers later in life, we see many charters ahead. Maybe a bareboat in Maine, a charter in the Mediterranean and, most likely, time on Zingaro in the Spanish Virgin Islands.

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INSTRUCTOR TIP

By Captain Dennis Harms

Reassure Guests: Heeling is not the same as Tipping

It is not uncommon for a Basic Keelboat student or new boater to be uncomfortable with the heel of a keelboat. Keelboats, in fact, require heel for stability and performance. Typically, keelboats are most efficient and quite stable at approximately twenty degrees of heel. This is a general rule and each boat is different.

Twenty degrees of heel does not sound like much and as an observer does not look all that bad, but experiencing heel for the first time can be an adrenaline rush and frequently brings up fears of capsizing. While capsizing on small centerboard boats is common and they are easily righted, capsizing a keelboat is very uncommon and, in most conditions, next to impossible.

To help set concerned students and guests at ease and without going into the center of gravity vs. the center of buoyancy, I find most can relate to the familiar. The hull of the keelboat acts like the pivot of a pendulum, in this case the keel. When the boat heels, the keel is displaced from its resting equilibrium, or directly below the boat, to a point on either side. As the keel moves toward the horizontal, gravity has a greater force influence on bringing the keel back to its equilibrium position under the boat.

The sails apply the force that moves the keel out of its equilibrium position, but unlike the keel, the force that the sails apply to heeling the boat diminishes as heel increases. This is the result of the angle of the wind on the sails, and thus the sails increasingly spill wind as the boat heels over. Experience and confidence in your knowledge and skills will help assure your guests that they are safe.



Fig. 1 shows a keelboat at rest with no heel. The boat will easily rock back and forth (roll). As wind is applied to the sail, the boat initially heels easily, but as it heels, the sail's angle to the wind increases and more of the wind slips past or spills from the sails, reducing the heeling force of the wind. The keel moves out of equilibrium towards the horizontal and provides increasing resistance to the heel.

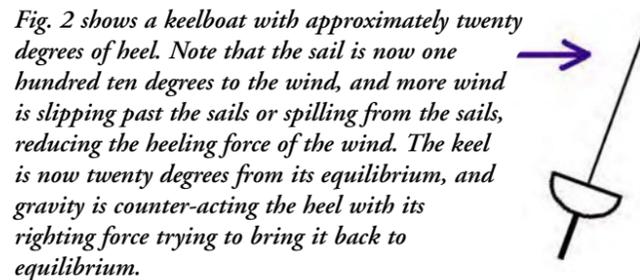


Fig. 2 shows a keelboat with approximately twenty degrees of heel. Note that the sail is now one hundred ten degrees to the wind, and more wind is slipping past the sails or spilling from the sails, reducing the heeling force of the wind. The keel is now twenty degrees from its equilibrium, and gravity is counter-acting the heel with its righting force trying to bring it back to equilibrium.

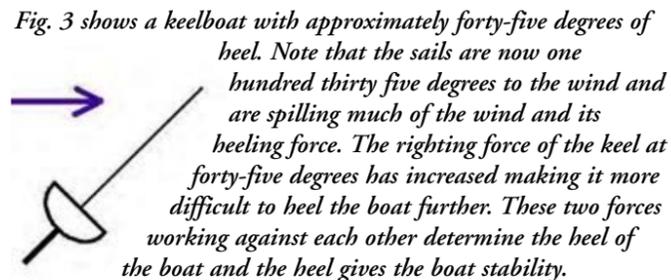


Fig. 3 shows a keelboat with approximately forty-five degrees of heel. Note that the sails are now one hundred thirty five degrees to the wind and are spilling much of the wind and its heeling force. The righting force of the keel at forty-five degrees has increased making it more difficult to heel the boat further. These two forces working against each other determine the heel of the boat and the heel gives the boat stability.

Captain Dennis Harms has been an ASA Instructor since 2001. He has a USCG 50-ton Master's License, is a certified USCG Auxiliary Coxswain, and enjoys offshore racing out of San Francisco.