

THE JOURNAL OF THE  **ASA SAILING ASSOCIATION**

AMERICAN SAILING

LAUNCH INTO SPRINGTIME FUN WITH ASA LOCAL SAILING CLUBS

For many people, one of the most daunting aspects of learning to sail is getting access to boats and other sailors to practice with. If you don't own a sailboat or know sailors in your area, these obstacles can be tricky to overcome—money, time and energy sometimes work against you. That's why ASA is launching local sailing clubs across the country with the goal of taking the stress (and cost) out of sailing, helping you get out on the water and have more fun.

This spring, as sailing season kicks into gear, our clubs will too. We've had a great response so far, and we're excited to get enthusiastic sailors and sailing schools out on the water together.

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Photos courtesy of Courtney Blackston

Get out on the water! ASA's new sailing clubs offer a chance to those who don't have a boat, new sailors wanting to check out the water, or old salts just looking for a day of cruising.

LIVING THE DREAM • ZEN, SAILING AND PIECES OF A DREAM



Author Capt. G.D. "Zen" French

A journey of a thousand miles begins with a single step. - Lao-tzu, Chinese philosopher, 604 BC - 531 B.C.

In the beginning: When I first heard of the ASA, I was in Japan, and I had a big dream. I was interested in making a trans-Pacific passage from the U.S. to Japan and was speaking with a new friend, an American who owned Bliss Sailing School, an ASA affiliate in Kobe, Japan.

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SPRING 2011

ASA Rolls Out Inventive New Products

ASA will be rolling out two completely new educational products this spring, and we encourage you to take a look at both.

ASA entered completely new waters in launching its first-ever online learning course this spring. Unlike ASA's more comprehensive courses such as ASA 101, 103, etc., this first online offering is designed to prep new sailors for their first time on the water. If you think back to your first on-the-water lesson, you probably remember some students who didn't know the mast from the boom while others already understood commands like "trim the starboard jib sheet."

The 30 to 40 minute online course familiarizes students with the most basic aspects of sailing—what to wear on the water, how a sailboat works, names of the parts of the boat, etc.—so that they have the "language of sailing" under their belt and can make the most of their first water-based lesson.

As many of you know, we published a new Basic Keelboat (ASA 101) text last year called *Sailing Made Easy*. This book has been extremely well received, getting high marks for its text, illustrations and photography. *Sail* magazine referred to it as "perhaps the most comprehensive learn-to-sail guide on bookshelves today."



We are currently in the process of producing the follow-up book for the Basic Coastal Cruising level course (ASA 103), which is every bit as well written and well illustrated as *SME*. Now that the new BCC book is complete, students will receive a separate book for their first two ASA keelboat classes. In the past, (the single volume) *Sailing Fundamentals* text was used for both 101 and 103. Though this text served its purpose well, students experienced confusion over which portion of the text applied to which level while studying. Also, some students received a duplicate copy of *SF* when signing up for ASA 103 after having taken 101.

In addition to being able to make a clearer delineation of material between the two course levels, having separate texts allowed the books' authors to go into more detail on certain subjects and cover new topics with the added pages. Finally, both books allowed us to update the material for the changes in the equipment people most often use for lessons today versus thirty years ago.

We hope you'll check out both new products. Enjoy!

The Charley Noble

ASA is going full-tilt in 2011 with flotillas, local sailing clubs, and new ways to learn the sport and experience the lifestyle. We feel that when all is said and done this will be one of the most exciting years in a long time.

Our packed flotilla schedule includes repeats of our popular trips to the Exuma Islands in the Bahamas, the San Juan and Gulf Islands of the Pacific Northwest, and the Adriatic Coast of Croatia. In addition, we'll be sailing in exotic paradises such as Greece and Tahiti, as well as hosting our first ever Southern California flotilla. A full listing of our flotillas can be found on page 6. Join us for some of these amazing adventures, and stay tuned as the 2012 flotillas begin to crop up!



As spring sailing season kicks off, ASA's local sailing clubs are getting off the ground. These clubs connect sailors and sailing schools to provide a low-cost way for sailors in the same area to meet and get out on the water. If you don't own a boat, this is a great way to get access. The sailing lifestyle should be available to everyone, so go to our website (www.asa.com) for more info.

Finally, we're proud to announce the launch of our new eLearning system, as well as our upcoming textbook companion to ASA 103 (Basic Coastal Cruising). The full story on these can be found in this edition's ASA Update!

"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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FEATURE STORY

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If you are interested in joining or starting a club, ASA will support you in any way we can. We've even created Boatdoc.ASA.com. (It's kind of like Facebook, exclusively for ASA sailors!) It is the hub of all club planning and communication. There you'll find group pages for each club, and you can register yourself for the club and for new events instantly. If you're a club ambassador, this is where you'll post club news and let people know about your events. Sign up using your ASA member number and join the conversation with thousands of your fellow seafarers.

The clubs are free to join and open to all – no monthly dues, and non-ASA members are welcome. To ensure that each club has access to sailboats, ASA will identify schools that are willing to provide free sailboat access from time to time for club events, and where available, a meeting location for the club.

However, any motivated ASA member can start a Local Sailing Club with or without a sponsoring ASA School. ASA will provide each fledgling LSC a starter kit suggesting possible events and describing the support ASA will be able to offer each club with custom web resources, ASA materials and promotion.

Some of our clubs have already held wonderful events. In October a new LSC based in Atlanta, Ga., got underway with an event they called the "Fall Leaves Regatta." Organized by club ambassador Capt. Rob James, the event was a resounding success. Sixteen people got together for an afternoon of sailing and socializing on Lake Arrowhead. Here is Capt. James' description:

"We had four sailboats and one chase boat on the water for three hours. Some people had never sailed before and were guided by those that were ASA certified. We had homemade pumpkin bread, cookies and apple cider.



ASA Boat Clubs provide a great way for sailors to get out on the water in beautiful boats like the one above. They also give sailors a way to meet up and hang out with other boaters.

Get involved!

If you have questions or want to get involved, you can contact us directly by calling (310) 822-7171 or emailing us at asaclub2@american-sailing.com. More information is available on the web at: www.asa.com/news/asa_club.html and boatdoc.asa.com.

Meanwhile, our club photographer took pictures with the fall colors as a background."

Most club events will be free or very low-cost. The Fall Leaves Regatta, for example, cost \$15 per person, and that included use of the boats and the food! Even during the off-season, ASA sailing clubs will be active with social events, movie nights and more.

It doesn't matter if you've been sailing for twenty years or if you've never set foot on a boat. The sailing lifestyle can be your lifestyle. ASA clubs are the way to connect with other sailors, gain new skills, and most importantly, have a great time. We'll see you out there!

Story courtesy of ASA's Ben Miller.



(Above) Yoh Aoki Sensei and Captain French take time to meditate. (Right) A meeting of like minds from different cultures offers the opportunity to come together in a life journey.



LIVING THE DREAM

continued from page 1

He suggested that I start by taking some classes from ASA to gain some sea knowledge and to meet people who have done this type of ocean sailing. I took his suggestion, and that was how my journey began, with the first piece of a dream.

Once back in the States, I found the Lake Merritt ASA School in Oakland, California. Not only was it close by, but the price was right. On a limited budget, it made the difference in getting started on the correct path.

I found the ASA courses informative and helpful, even though I already had three years of sailing experience. Learning the correct way made a huge difference in my confidence. Soon I learned that the school was looking for qualified instructors. Ah! I had a goal of teaching at some point, and the now path had presented itself to me. Since I wanted to teach and upgrade my skills, here was my chance. I went through the next two levels of training there with the Lake Merritt Boating Center (LMBC). Afterward, I took the next level up and went into the teacher IQC with ASA at the Tradewinds School in Richmond, Calif. There I came to know Butch Florey and his great team of ASA instructors.

My next step, after passing the IQC, which was fun, challenging and educational, was to apply for a position with the Lake Merritt Class. After going through that complex process, I was accepted as an instructor. I worked for the LMBC for the next couple of years, all the time continuing to improve my skills. The Lake Merritt group was helpful in my obtaining my USCG Captain's license and connecting with several important figures in the sailing community.

One of the high points of teaching with the Lake Merritt group was pulling a family out of the water after their boat overturned in the Alameda Estuary. At the time, I had a boat full of students. We were just about to go into the man overboard drills when a real life incident happened! This showed them the true importance of boating safety and life-saving skills. MOB drills are not just for show, or to make them struggle in class; they work. It also brought home the need to wear your PFD!

Over the next couple of years, I came in contact with several other members of the ASA family. The folks at Modern Sailing Academy, Bob Diamond of Spinnaker Sailing School, and Yoh Aoki of Aoki Sailing School in Osaka, Japan.

I contacted Yoh Aoki Sensei and asked to meet with him while in Japan a few years ago. I wanted to ask not only about his ocean passage but also about Zen training and philosophy in sailing. As we are both students of the Zen path, we had a common ground for communication beyond just sailing.

We share an understanding of the wholeness of sailing as it relates to life and the environment. The non-duality nature of everything. Sailing is more than just understanding the mechanics and techniques of moving the boat through the water.

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

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

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

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*Photos courtesy of Meghan Cleary
Flotillas can be the perfect way to explore exotic ports with the comfort of having other ASA sailors close at hand*

ASA OFFERS AMAZING FLOTILLAS FOR 2011

This year ASA will be traveling the world in style with flotillas to a number of the world's most beautiful and sought-after sailing destinations. Space is limited on these wildly popular trips, so if you want to come along, you'll need to act fast. To book or get more information on any of the flotillas, go to: asa.com/news/news2011.html

Exuma Islands Flotilla in the Bahamas

April 20 -27, 2011 - This is a unique flotilla on small 21-foot Sea Pearl sailboats and is limited to 10 participants. Participants can earn a 110 certification. We will camp on the islands and tour them with a local guide.

Exuma Islands Flotilla in the Bahamas

April 30-May 7, 2011

British Columbia's Gulf Islands

June 17-24, 2011 (from Bellingham, Washington) - Travel to these unspoiled Canadian islands just north of the San Juan Islands. There are magnificent marine parks and welcoming marinas.

San Juan Islands Flotilla

June 24-July 1, 2011 (from Bellingham, Washington) - This trip is through the beautiful islands of northwest Washington. Wildlife abounds and includes bald eagles and orca whales. The winds and the currents make this an excellent destination for the more experienced sailor.

Greek Islands Flotilla

July 16-22, 2011 - Join ASA in the beautiful Saronic Gulf of the Greek Isles. Enjoy lively tavernas, shopping and relaxing in quiet bays with fellow sailors.

Central Dalmatian Coast Flotilla in Croatia

August 27-September 3, 2011 - Explore the enchanting



islands of the Central Dalmatian Coast near Split. This is the "in" place to sail in Europe, and Americans are only now starting to discover this unique sailing area.

Jewels of the Croatian Coast Flotilla

September 3-10, 2011 - This flotilla will sail north of Split and take you on an unforgettable adventure among the islands of Kornati, Zirje, Kaprije and past Sibenik to the waterfalls of Krka. You can combine this flotilla with the Central Dalmatian Coast Flotilla from August 27 through September 3 and make it a two-week sailing adventure.

Catalina Newport Flotilla

September 10-17, 2011 - Tour the blue waters of Southern California with dozens of dolphins in your bow wake. From bustling Marina del Rey, to the far-away feel of Catalina Island, and back to historic ports of the SoCal coast, this trip may encounter a combination of wildlife unique to this area.

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ARE YOU AN ASA MEMBER?

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Not a member? Join now at ASA.com and start saving!

FLOTILLAS

continued from page 6

These include wild buffalo, migrating blue whales, California sea lions and more!

Tahiti and the South Seas

November 3-13, 2011 - Unparalleled paradise! There is no place on this earth like Tahiti. With warm clear waters, white sand beaches, swaying palm trees and coral reefs surrounding idyllic lagoons, it is the original inspiration for paradise. If you have dreamed of sailing and exploring a piece of the South Seas tropics, this is the trip for you!

There are only a few spots left on this fabulous charter trip; it is nearly sold out!

We now have nine yachts in our group, both cats and monohulls, and can't get any more boats or space on the airplanes. But don't worry about it being crowded - while the group travels together and stays at the same fabulous resort hotel, once you're on the yachts you are free to go when and where you please. We all start and end at the same place, but there is no set itinerary for the boats, so you will have



ASA members enjoy an on-shore gathering in the superb backdrop of the hills of Croatia. Flotillas give members the wonderful opportunity to explore new places with people who have similar interests.

plenty of anchorages all to yourself, and deserted beaches and reefs to explore. Don't delay, sign up today!

To book any of these terrific trips, go to asa.com/news/news2011.html and click on the flotilla of your choice. Let's have the adventure of a lifetime this year!



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ASA MEMBER PROFILE • MIKE FERRARO

Mike Ferraro was born in St. Paul, Minn., and spent a great deal of time at his grandparents' lake cabin in northern Wisconsin, where he learned to enjoy fishing, waterskiing, and sailing.

Growing up, "I loved sailing the smaller boats and always wanted to step up to the larger ones, but never had the time to devote to learning and taking the classes."

That all changed recently when Mike, after years of moving around the country for work, was able to re-settle in the Twin Cities with his wife of over twenty years and two teenage daughters.

He decided to devote some time to broadening his sailing horizons.

"I have years of experience on smaller 16-to-20-foot keelboats sailing around on inland lakes, but only last year got an ASA certification on a 34-foot boat. It was actually the first time I'd ever been on a monohull that size, much less captaining it, which was quite a thrill."

Mike did his homework before undertaking this challenge.

"I researched all the different sailing organizations very deeply to understand what skills they really worked on and why. I felt ASA had that perfect mix."

Mike got his 101, 103, and 104 certifications, and at the time of writing was preparing for 105. He studies with Northern Breezes Sailing School, owned by Capt. Thom Burns, and he says, "They've been incredibly accommodating and helpful."

Mike had to put his new skills to use right away and had reason to be thankful for his training.

"During my first charter after being certified, I encountered 25 to 30 knot winds and eight-foot swells, while with my dad who was a beginning sailor – very unnerving for a newer captain. But I actually felt very comfortable ... my ASA instructor had drilled me on every last detail, so I was prepared."



Along with his wife and two daughters, Mike Ferraro enjoys getting out on the water in his area. He hopes to take the whole family for a different kind of charter in the near future in the British Virgin Islands and eventually Belize.



In the near future, Mike is hoping to get his family down to the British Virgin Islands for some spring break sailing. Eventually he hopes to get a multihull certification, allowing him to charter in Belize.

Mike Ferraro lived in nine different cities in a period of 13 years before taking his current position as the Director of Sales at Clorox in 2000. He is now based in Minneapolis.

LIVING THE DREAM

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It is also about being in touch with your environment, being able to “feel” when the boat is off balance or when the sails need adjustments.

Another fateful encounter during this process of learning was connecting with Captain Mary Swift-Swan of the Afterguard Academy. I took an instructor test with her for BCC, and have plans for other advanced classes in the future. Captain Mary turned out to be the evaluator who had certified Yoh Aoki! I was quite surprised when she told me of this and their history. It seemed fate was leading me on the correct path for my adventure.

The Lake Merritt ASA Sailing School is a small school with not much press. However, it has continued to be a support system for my training and life with part time work. There we support the local sailing community as I

prepare to make the ocean voyage to Japan in 2012, flying the banner of the Eco-Flag environmental movement and ASA.

With the recent purchase of a catamaran for the passage from Alameda to Osaka and performing upgrades and check-outs, more plans for training have been added to my agenda. I'm planning continued studies with the ASA, in particular with the community- conscious Afterguard Academy under the guidance of Captain Mary. The journey is taking shape.

ASA helps pieces of a dream become a big reality. One does not have to start big to fulfill a dream. As with a journey of a thousand miles, one begins with a single class.

Capt G.D. French is an ASA Instructor for Lake Merritt Boating Center in Oakland, Calif., and Spinnaker Sailing School of Redwood City, Calif. He is a Martial Art and Chan (Zen) meditation instructor and the founder of Zenkaze Sailing Enterprises in the San Francisco Bay Area.

Law of the Sea • By Captain Dave Lumian

National Safe Boating Week is May 21 – 27. ASA, which is a member of the National Safe Boating Council and the National Association of State Boating Law Administrators that coordinate the Week's activities, supports voluntary efforts to increase life jacket wear.

Sailing schools, safety groups and public education groups are teaming up to spread the message: “Wear It!” There are many reasons that people choose not to wear PFDs including: “It's too hot!” “It doesn't look cool.” “I know how to swim.”



Yet life jackets are now lighter, less obtrusive and more attractive than ever before. The new inflatable life jackets allow for more mobility and are cooler in warmer weather. There are many different varieties of inflatable jackets ranging from those that inflate instantly when submerged in the water to those that are manually inflated. All are designed to be more comfortable and wearable than the traditional life jacket.

In 2009, of the 736 recreational boating fatalities, almost three-fourths of all fatal boating accident victims drowned, and of those, 84 percent were reported as not wearing a life jacket. The good news is that sailing stands out as the safest form of on-the-water fun with eleven of the 736 fatalities.

A highlight of Safe Boating Week is the “Ready, Set, Inflate” event on the first day, May 21. Last year over 1,000 people set a world record by simultaneously activating their life jackets by pulling their manual tabs. Bigger plans are afoot this year.

For more information

To get involved with Safe Boating Week check out www.safeboatingcampaign.com.

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SAILING DESTINATION

Cruising the Canadian Gulf Islands • S



*Photo by Susan Hoelm
Sail and power craft alike lie motionless among the islets as the sunset turns the water and sky into a crimson and lavender dream.*

Often overlooked is one of the world's most delightful cruising destinations: the Canadian Gulf Islands. Tucked between Vancouver Island and the British Columbia mainland, this necklace of islands is a sailor's delight. The archipelago is surrounded by sheltered waters, dramatic coastlines and abundant wildlife. Despite its Pacific Northwest locale, this region typically receives less than 30 inches of rain per year. And summertime waters are surprisingly warm in many spots, swimmable in sheltered bays and lagoons.

Made up of over a dozen large islands along with hundreds of smaller islets, the Gulf Islands form a special

paradise. The six major islands that make up this region are Gabriola, Saltspring, Galiano, Pender, Mayne and Saturna. Each has its own charm and character. Boaters will find excellent facilities and marinas on the larger islands. From lush green forests, miles of beaches teeming with intertidal marine life, rolling meadows to rocky shorelines, these unspoiled islands are off the tourist path and substantially undeveloped. They contain numerous Provincial Marine Parks that often offer inexpensive mooring facilities. These reserves include land and marine areas on fifteen islands and numerous islets and reefs that provide habitat for seals and nesting shorebirds. In addition, you will likely see bald eagles, dolphins and perhaps orca. Island ambience is friendly and very informal, with blue

jeans appropriate for any event.

Tides and Currents

Tides and currents add interest to navigating these islands. Typically, the cruiser will consult the tide and current charts daily in planning a route that takes advantage of favorable currents while transiting passes at slack water. Some passes can register tidal currents over eight knots, which can make them very dangerous to sailboats except at slack water. You will see boats loitering on both sides of a pass awaiting slack. Just before that time, the current-favored boats will begin to pass through the narrows, followed just after slack by the newly-favored boats.

When anchoring, boaters must be aware of the 16-plus-foot tidal range

Story by Captain Roger Philips

Ready to go?

Join the ASA Flotilla: June 17 – 24, 2011

Best time to go: June 1 – Sept 15.

Bellingham Charter operators:

San Juan Sailing and Bellhaven Yachts

Sidney Charter operators:

Island Cruising and Bosun's Charters

here, so as not to find themselves aground in the middle of the night. Anchoring is easy and good; sheltered anchorages are plentiful. A 5:1 scope is generally sufficient unless unusually stormy weather is expected, which is rare in summer.

Let's Go!

A typical cruise might begin in Bellingham, Wa., where several excellent charter operations are based. Charters are also available in Sidney on Vancouver Island. Sidney is closer to the Gulf Islands than Bellingham, but charter prices tend to be higher there than in the US. From Bellingham, it is a 30-nautical-mile cruise to Poet's Cove in Bedwell Harbour on South Pender Island, where you will clear Canadian customs. Poet's Cove is home to a world-class resort and excellent marina and is immediately adjacent to the Beaumont Marine Park, which offers mooring and anchorage. Mink and river otters can be seen in the surrounding waters. Watch for surf scoters and harlequin ducks while you explore the sandstone formations of the shoreline by foot or dinghy. Drop a crab trap and enjoy fresh Dungeness for dinner!

On the following day sail up the Swanson Channel to Montague Harbour on Galiano Island, with a lunch stop at Ganges on Saltspring Island. Ganges is the largest town in the islands and is the hub of the very active artistic and craft communities on Saltspring. Dock at the Ganges Marina and walk into town to one of several informal



(Above photo by Don Haisley) The fabulously manicured sunken garden at Butcherbush Gardens gives visitors time on shore to explore the lush greenery of this region. (Below) Magnificent pine trees push up from the rocky shores of the Canadian Gulf Islands as the sun shines down from a pale blue sky.

restaurants there. Later, sail over to Montague and pick up a mooring in the Provincial Park. This spectacular harbor boasts a lovely sand beach, a small marina, and wetlands teeming with wildlife.

Dinghy to the marina and perhaps take a shuttle up the hill to the Hummingbird Inn for Canadian cheer and dinner on the lawn. Explore the park by dinghy and foot. Next morning, dinghy over to the bakery barge (an old converted ferry boat anchored in mid-harbor and run by a charming couple) for morning coffee and fresh baked Danish. Enjoy your coffee on the barge's deck overlooking the anchored boats resting peacefully in dappled water.

Island Delights

Next, your cruise may take you up the Trincomali Channel to Thetis Island, a relaxing retreat.

continued on next page



Photo by Susan Hoehn



Photo by Susan Hoehn

(Above) Lovely emerald forests rise from the jade and gray rocks of the islands. (Right) A catamaran, its image mirrored in the verdant green water, glides into a serenely peaceful bay.

SAILING DESTINATION

continued from previous page

The 300 or so permanent residents welcome visitors to enjoy the diverse recreational opportunities, including scuba diving, fishing, swimming and kayaking. On land, golf, bird watching and hiking can be enjoyed. There are two marinas: Thetis Island Marina will roast a whole pig for your party on their outdoor grill, while Telegraph Harbor has killer ice cream and sundaes to die for. Adjacent Kuper Island belongs to the Penelakut First Nations tribe, and great clamming is available off its north end.

Turning south via Stewart Channel, plan for a favorable current as you beat down the Sansum Narrows, and head to Saturna Island. Drop your hook in Winter Cove, a perfectly round, protected harbor. Dinghy over to the Provincial Park and walk through the shoreline pines and firs out to Boat Passage. There, you can watch the tide surging in from the vast Strait of Georgia through this narrow gap between islands. With a little courage, you might attempt to shoot these rapids in your dinghy!

Homeward bound, spend a night anchored off Sidney Spit at yet another Provincial Park. This natural sand spit extends for nearly a mile off the north end of Sidney Island and offers a protected anchorage. Don't be



Photo by Don Haisley

alarmed if your depth sounder shows three feet of water. Kelp there will give a false reading, but the sight of other deep-keeled vessels safely anchored will reassure you. Heading back to base, you will typically experience a lovely beam reach through Bellingham Bay, while remembering your experience of the myriad unspoiled Gulf Islands with their many delights.

Roger Philips is a USCG licensed captain and an ASA Outstanding Instructor of the Year for 2008 and 2009. He is currently chief instructor for SailTime Orange County in Newport Beach, Calif. He leads flotillas for the ASA each summer to Catalina Island and in the San Juan and Gulf Islands in the Pacific Northwest where he lived aboard his Jeanneau 37 while working as a Vessel Assist rescue boat captain, charter captain, whale watching boat operator and charter checkout skipper.

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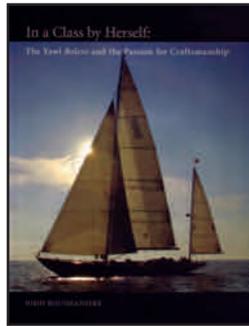
ASA MEMBER BOOK REVIEW • BY CAPTAIN BRAD ALVIS

Title: *In a Class by Herself: The Yawl Bolero and the Passion for Craftsmanship*

Author: John Rousmaniere

Publisher: Mystic Seaport Press, 2006

In a Class by Herself is a story about the famous classic yacht Bolero and about the people who created and sailed her, and eventually rescued and restored her. Rousmanier opens up a fascinating window in maritime history through which billows forth a stream of pertinent and detailed nostalgia from the golden era of classic wooden yacht building and racing. It is a handsome book in a coffee table style but with a story you won't want to put down. I consider it a worthy and informative addition to any nautical library.



From the order John Nicholas Brown gave to “build a comfortable cruising boat with a turn of speed,” the author plots a course that covers a range of topics all related to the classic sailing yacht Bolero including the inception, design, shipyards, construction, famous races, yacht clubs, and all the people who took part in its history and its current reconstruction. The book is laid out in a grand style befitting that era and easily conjures thoughts of how it must have felt as the wind filled the sail and the mighty boat leaned over dipping the rail as the sea rushed along the deck.

Quotes from the owners, builders, designers, and the many sailors who spent long days on Bolero's cedar plank decks kept salt in the pages and my attention held fast. One sailor noted “I felt like we were hunting tigers,” another remarked that “anything that flapped could kill you on contact.” For a sailor who has spent any time at sea these heartfelt remarks keep you reading page after page without concern for time.

The author produced excellent research using dozens of interviews from friends and relatives of those who knew the boat or its history. The book is full of large crisp photographs of the people, the boats and the shipyards. Still, the study goes even further to examine the lives and thoughts of the people that touched or were touched by the yacht Bolero, and what type of people they were. The author tries to convey what drove them to create one of the finest yachts of all time, and one of the most impressive racing records.

While reading, I felt I was back in the heyday of wooden yacht racing. The author talks about the friendships and

camaraderie among designers and wood workers, and it was tempting to feel part of that kinship. One such example results from text devoted to Nils Halvorsen who lofted designs for 50 years despite being nearly blind and missing fingers from a band saw accident as a young apprentice in Norway.

The radio log from one of the most famous races of all time is accurately detailed with comments about the sleepless crew and how they felt, racing nonstop for 40 hours to finish only seconds apart from the next boat. The book is a fantastic journey that provides readers with a rare view of classic yacht building and racing.

As a boat owner, I found numerous connections between the building of Bolero and current design features or components in use today. The invention of the famous Barient winches and radar reflectors, rig tuning techniques, and construction methods that were the cutting edge of yacht building at the time are all revealed in the writing.

In one way or another Bolero was the center of attention for several generations of the who's who in yacht racing. Names like Sparkman and Stevens, Henry Nivins Yacht builder and many others are intertwined with the history of the boat. Ted Turner chartered the boat only to have a near disaster. The Bolero was a ship that seemed to attract famous people; and her decks proved to be early training grounds for many young sailors whose names would one day become synonymous with the sport of yacht racing.

A proper yacht and a proper book; nothing extravagant needed here in the writing. The story clearly outshines any need for colorful vernacular. The book was easy to read and to the point. The author brought in just enough detail to make each point and then bounded forward to the next mark in a manor that fairly mirrored descriptions of sailing the magnificent boat.

When I finished the book, I felt as though I had helped build and race one of the most famous American yachts of all time, and I felt like I had met some very interesting people who taught me a lot about life and sailing. At 155 pages it was a fast ride. The book is not exactly Hemingway's *The Old Man and the Sea*, or Melville's *Moby Dick*. But it's pretty close, and it's darn interesting reading.

An avid boater of both sail and power craft and 100-ton master, Brad has sailed in China, British Colombia, the Caribbean, Hawaii, the Bahamas, and regularly on the San Francisco Bay for over 45 years. Visit his website at www.captainbradley.com.

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*Photo courtesy of Hong Kong Tourism Board
Hong Kong's spectacular skyline lights up the night sky and the surrounding water with its incandescent and neon glow.*

FEATURED FACILITY • HONG KONG CATAMARAN CLUB

by Andrew Kay

Will Hong Kong and mainland China become potential markets for ASA training? This is the dream of Andrew Kay, the founder of Hong Kong Catamaran Club www.cata.hk (CATA), the first ASA affiliate in Hong Kong. Established in 2009, CATA offers training programs up to ASA 106, 110 and 114.

It is also a yacht charter provider with 13 Italian yachts, sailboats, and catamarans. Andrew is a Hong Kong-based entrepreneur. He was educated at the University of Arizona 40 years ago and owns a business that organizes trade shows, such as Beijing Aviation in Beijing, Vietnam Oil/Gas, and Hong Kong Medical.

Hong Kong is a well-established sailing city with a sailing federation (HKSF) and four active yacht clubs. The clubs have thousands of active members, and hundreds of sailboats, organizing weekend races and annual international races to the Philippines, Mainland China, and Vietnam.

Since the transfer of Hong Kong's sovereignty to China in 1997, HKSF replaced the UK RYA classification with its own. The clubs offered dinghy sailing training, but did not offer keelboat training. Club members obtained their keelboat experience by joining the club activities. There is no necessity for these yacht club members to upgrade their skills in accordance with the RYA or ASA system, unless they want international recognition.

Forty percent of Hong Kong is made up of national parks containing sub-tropical forest, the Hong Kong Geopark with hexagonal columns, and uninhabited islands. It is a free port with little tax. It has no import tax, sales tax, VAT, or foreign income tax.

Water is crystal clear in the eastern part of Hong Kong. The steep coastline allows sailboats to anchor close to fine, sandy beaches. In half an hour by sea or road, one can escape from the financial city center to wild natural areas with no buildings in sight. Sailboats can dock at many small islands, and one can enjoy fresh seafood offered by the restaurants in small fishing villages. With mild weather, autumn and winter are the best sailing seasons. Spring is not bad, except for a few foggy days. Summer is hot and humid with occasional rainstorms. Families prefer day-trip cruising and enjoying swimming, diving, and other water sports on sandy beaches. An air-conditioned yacht is needed for overnight trips during the summer.

CATA trained just under 100 ASA candidates in its second year; most are new entries and not members of the four yacht clubs in Hong Kong. Local and Chinese candidates tend to learn step by step from ASA 101. International expatriates with some previous sailing experience often like to finish ASA 106 as soon as possible. Due to low demand, CATA had to start with small classes of only two or three candidates at a higher fee than what is normally charged in the US.

continued on following page

FEATURED FACILITY

continued from previous page

A small keelboat with tiller (Beneteau First 21.7) is used for ASA 101; a Beneteau Oceanis 34 for ASA 103; and a Jeanneau SO44I with three air conditioned cabins, and three heads is used in ASA 104 and 106 overnight training.

Mainland China is a virgin market in western sailing. There is a new ASA school in Qingdao in North East China, where the Olympic Sailing Races were conducted. Sailing clubs and races in Qingdao and Shenzhen were only established just before the Olympic Game in China in 2008. Over ten marinas were built along the coast, and many mainland Chinese entrepreneurs bought yachts and sailboats. Experienced skippers and sailing instructors are in demand and are imported from Taiwan and Hong Kong. CATA has conducted several ASA trainings in Shenzhen in South East China, the border city with Hong Kong.

CATA Strategies for Future Growth

- In Hong Kong, train beginner sailors among locals and new arrivals. Hong Kong is the gateway to mainland China and one of the busiest financial centers in the world. Every month, hundreds of financial-related professional expatriates move to Hong Kong, and millions of mainland Chinese and international visitors come to Hong Kong for business and shopping.
- High school students looking for admission to top international universities are one of our targets. CATA will be joining the University Exhibition Trade Show in Hong Kong for promotion.
- Certifying local small-boat sailing instructors and experienced sailors to become ASA instructors is a way of marketing the ASA system. CATA held one of the largest IQCs in ASA, training twenty instructors from Hong Kong, mainland China, Taiwan, and the US in 2010. The instructors speak English and two dialects of Chinese, Cantonese and Mandarin. With special permission from ASA, multiple-choice examinations in Chinese are provided.
- In the future, we would like to hire an advanced instructor or IE from the US and offer ASA 107 and 108 training to the Philippines and Vietnam for those who need offshore experience.



Photo courtesy of Andrew Kay

With stunning natural beauty, easily sailable waters and fascinating cultural diversity, Hong Kong should be high on the list of places to go for sailors looking to do something different.

- In Mainland China, CATA is cooperating with various yacht clubs in South East China offering ASA 101 and 103 with its Mandarin-speaking ASA Instructors. Although Shanghai is one of the biggest cities and ports in the world, its shallow river is not suitable for keelboats. CATA will exhibit in the Shanghai Boat Show to recruit Chinese to get sailing training in Hong Kong, where the weather is milder and more suited to sailing, pleasure, shopping, and business.
- Vietnam, with 80 million people, is another virgin market close to Hong Kong in population, and it has many coastal ports. Andrew Kay has an office in Hochiminh City (Saigon) and would like to organize a boat show to introduce boating in Vietnam.

Building a new industry—keelboat training and sailboat chartering—in a potential virgin market like Hong Kong and mainland China requires endurance and capital. It is a hobby of Andrew's to see CATA grow.

Besides hardware and training new instructors, CATA is putting great effort into all sorts of marketing (on-line promotion, media, tradeshow, direct marketing, corporation visits, and teaming up with hotels) for ASA programs and yacht charter for locals and expatriates in Hong Kong and mainland China.

Andrew Kay grew up in Hong Kong. He is the founder and owner of the Beijing Aviation Expo. As a career for retirement, he pioneered keelboat training and yacht chartering in Hong Kong. His email in Hong Kong is kay@cata.hk.

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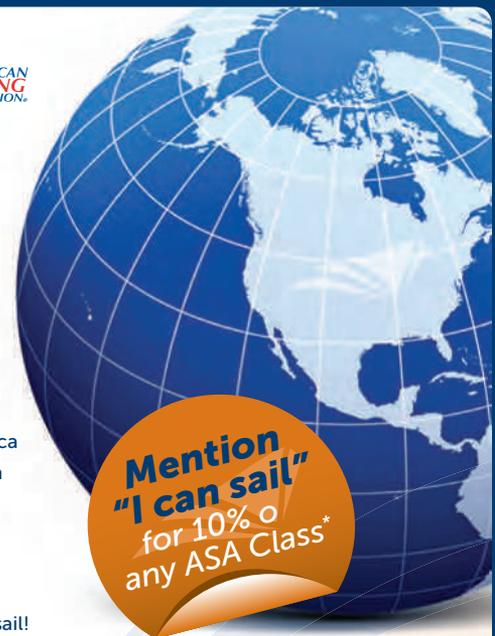
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INSTRUCTOR TIP

By Captains Jeff Grossman and Jean Levine

Learning to Communicate as a Couple Aboard

As sailors we learn a new language, that of boats and the sea. Cruising as a couple we have found another language to learn, in our case: Jeff-Speak and Jean-Speak. If only we always said exactly what we meant, but we often end up saying words that reflect our inner emotions rather than those words needed to clearly communicate.

During our first year together, we were on a night watch. Jeff was below looking at the radar when Jean said from the helm "There is a lot of lightning ahead."

Though the lightning was putting on a good show, Jeff could see on radar it was 24 miles away and he was wondering why Jean was concerned. DING! It hit that what Jean meant to say was "This is my first night at sea. There is a lot of lightning out here, and I'd feel better if you were up on deck with me."

Once Jeff had interpreted the Jean-Speak he could properly respond with coming up on deck. Only a few days later Jean pointed out an example of Jeff-Speak, something to do with, "I'm taking care of that engine problem," which translated into, "It can wait until we get home and the mechanic can look at it."

Like many couples, we often communicate in short cuts. Try to use word pairs that are single syllable and distinct. For example: "Stop and Go" are a good pair while "No



Two Can Sail students Pat & Jolene communicate while anchoring their Catalina 440 "Suite Jolene."

and Go" are a very bad pair. Remember to turn and face your partner when you communicate since the noise of wind and wave will sweep away the sound. Acknowledge your partner's communication with an OK, a hand signal, or in the case of numeric information, repeating the number back to them. For example, you are at the helm and your partner is amidships aiding with look out, they turn to face you and say, "I see the mark, 45 degrees off the starboard bow," you could answer with, "45 degrees starboard, got it!"

Or in my case, with Jean having sharper distance eyesight, I usually answer, "45 degrees starboard, don't see it yet," as I reach for the binoculars.

As we sail together, we have learned to try to remove the spins and be as explicit as possible. If you are dreaming of cruising long distance with your honey, sail together ahead of time and work on learning each other's new language, before you are trying to figure it out during a storm at sea.

Jeff Grossman and Jean Levine are 100GT captains, ASA instructors and marine surveyors specializing in Couples Cruising Consulting. They work with couples with their five-step plan of sailing from ASA 101 to offshore passage making, boat selection & surveying, and couple-to-couple advanced teaching on their Skye 51 or on the couple's boat. Visit their website at www.TwoCanSail.com.