

THE JOURNAL OF THE **ASA** AMERICAN SAILING ASSOCIATION

AMERICAN SAILING

ASA LAUNCHES AN ONLINE SAILING COURSE TO GET YOU STARTED

Stepping aboard a sailboat for the first time takes courage. The new sailor is entering a floating world where there are new rules, and even, in some cases, a new language. What happens when someone asks you to ease the main sheet, or calls out "helms-a-lee?" Well, you don't have to be unprepared when that moment comes!

The American Sailing Association is taking its dedication to quality sailing education online, launching its e-learning system and the brand new course, Your First Sail. This course is geared toward those with little or no prior sailing experience as an introduction to the basics they will need to know for their first time out on the water.

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With ASA's new e-learning system, students can learn the basics before stepping onto the deck. A little knowledge can go a long way toward first sail confidence.

LIVING THE DREAM • A LOVE OF THE WATER BECOMES A WAY TO MAKE A LIVING



Maggie Frailey Lee

I was afloat before I was born, and I'm not referring to sloshing around in my mother's womb. Boating was a well-established form of recreation for the Frailey family when I was a mere twinkle in my parents' eyes.

My seven siblings, parents and I have special memories of summers on the Chesapeake Bay onboard the Frailibus, a 36-foot Navy landing craft that my father converted to a cabin cruiser.

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AUTUMN 2011



Basic Coastal Cruising Gets New Text

Coming soon, for the first time ever, is a dedicated textbook for ASA 103 (Basic Coastal Cruising) called *Coastal Cruising Made Easy*. Previously, ASA 101 and 103 were combined in one book, *Sailing Fundamentals*.



While that book served sailing students well for many years, ASA is excited about our new book series, which will allow for better focus and

material more specific to each course. The series began with *Sailing Made Easy* for ASA 101, which *Sail Magazine* called “best in class,” and has proven to be popular with instructors and students alike.

Coastal Cruising Made Easy will provide greater detail and updated information on important topics in the ASA 103 curriculum. As you can see in these “sneak peak” images, topics are laid out in full-color, two-page spreads, making the book highly readable and appealing to the eye. With its wealth of information and clean, clear design, *Coastal Cruising Made Easy* will continue to serve as a handy reference for sailors long after 103 certification has been earned.



Together, *Sailing Made Easy* and *Coastal Cruising Made Easy* set the standard for quality sailing education. Both books are full of world-class photography and helpful diagrams, and will serve as the foundation for a lifetime of sailing enjoyment. Look for *CCME* soon!

The Charley Noble

Recently I got a call from a major business publication asking if I had any comments on great second careers in the sailing industry. I immediately thought of the hundreds of ASA sailing instructors around the world, many of whom became teachers of sailing after retiring from another career.

One great thing about being an ASA instructor is the flexibility. Some instructors make it their fulltime job, others use it to supplement their income, and for some it's just a great excuse to get paid to do what they love. If that sounds like a lifestyle you could get used to, you'll be glad to know that it's easier than ever to get started on the road to becoming a qualified ASA instructor.



The first step is to attend an Instructor Qualifying Clinic (IQC). IQCs are held regularly at locations across the United States, and are led by ASA's Instructor Evaluators, highly experienced sailors and teachers. To learn more and stay updated on the latest IQC dates and locations, visit www.asa.com/instructors/instructor_clinics.html. We'll also be posting clinic dates on Twitter. Just follow @ab_asa!

There's always a need for great sailing instructors to keep the sport growing and thriving. If you're interested, visit us on the web at www.american-sailing.com/become_an_instructor.html. Help us train the next generation of sailors!

“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.

Accessing Your First Sail

Your First Sail is free for a limited time and can be accessed at www.asa.com/yourfirstsail.html. Additional information can be obtained on the ASA website, www.asa.com.

FEATURE STORY

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Whether you're a complete novice, or just need a refresher, Your First Sail will have you feeling prepared and excited to cast off.

The course is a primer for ASA 101 (Basic Keelboat Sailing), covering topics such as the parts of a boat, wind direction, points of sail and more. It even addresses what to wear and how to board the boat! Despite its thoroughness, this self-paced course only takes around 30-45 minutes to complete, and is full of interactive diagrams, videos and pictures to keep the learning fun.

Your First Sail is currently being offered as a sailing introduction prior to the first on-the-water lesson. It's an excellent head start for an on-the-water course, but many different types of sailors can benefit, from those who have never been sailing, to those who have been a guest on a boat and want to be more helpful next time out.

If you are already an experienced sailor, you may want to recommend the eCourse to friends before you take them out—that way they'll feel confident and be able to pitch in with handling the boat!

After all, one of ASA's primary goals is to increase the accessibility of sailing and foster the growth of a thriving

community. With the right training, everyone should be able to experience the joys and thrills it has to offer. One of the biggest obstacles novice sailors face is being intimidated by the perceived time investment and steep learning curve.

However, as ASA Executive Director Charlie Nobles says, “Your First Sail aims to demonstrate that sailing is not as complicated as many people believe.”

The course helps demystify the sport of sailing by explaining in clear, straightforward detail how a sailboat works, how it maneuvers (including tacking and jibing), and how to do it all safely. Each concept is reviewed multiple times throughout the course to enhance retention and understanding.

Of course, no one can learn to sail entirely online. The physical side of sailing, including handling lines and steering, can only be learned by doing. However, a familiarity with the concepts beforehand makes the learning that much easier. Rather than hearing terms such as “windward/leeward” and “in irons” for the first time under full sail, you can get comfortable with them on your computer so that when they arise on the water, you're ready.

“The opportunity for beginners to get up to speed on the basics prior to boarding a sailboat can ensure a safe and enjoyable sailing experience for all involved,” says Nobles.

So don't let yourself or anyone you know miss out on a lifetime of enjoyment in the sport of sailing. Check out Your First Sail, and when you take that first courageous step onto a boat, you'll be doing it with confidence.

Law of the Sea • By Captain Dave Lumian

GPS System Threatened

The reliability of the nation's Global Positioning System is threatened by a proposal to reduce the frequency bandwidth. Recent tests have shown that a reduction in bandwidth may result in decreased reliability of the system that has become so important to navigation by boats, cars and airplanes. Sailors have especially grown to rely upon GPS for piloting as chart plotters have become the preferred method of navigation.

Some sailors will recall that the LORAN system was phased out in favor of GPS not too long ago. The Coast Guard even urged mariners to switch over to GPS.

Now a commercial company wants to use some of the GPS bandwidth to build a new mobile communications system. The proposal uses frequencies immediately adjacent to GPS. Testing has shown that the loss of bandwidth may result in reduced performance.



The American Sailing Association urges its schools and its members to consider contacting the FCC and their congressional representatives about this pending issue affecting us all.

For more information

Visit the [Coalition to Save Our GPS](http://www.saveourgps.org) website at www.saveourgps.org.

THE AMERICAN SAILING JOURNAL

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LIVING THE DREAM

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Being members of the Susquehannock Power Squadron, we had many boating friends and activities on the Bay. SPS is a mixture of sail and power boats, so even though we were “stink pots,” we had friends who were “rag pullers” who met us at various destinations. Their often late arrival didn’t appeal to me as a kid since that would have cut into our destination’s swimming and exploring time, not to mention the awaiting popsicle at the marina store! What I didn’t realize was the joy they found in the journey. For a number of years we had a sailing dinghy. There was the exhilarating feeling of trying to harness the wind, taking it to the edge, then whoops, tipped again! I was in obvious need of sailing instruction!

Life marches on. My siblings and I all ventured out to develop careers, families and our own ways of life. The desire to be afloat has remained a common thread. Most of my siblings and their families have become avid sailors, racing regularly while living in different parts of the U.S. The firstborn of the fourth generation took her first sailing lesson last summer. Go Ellie! My sister Lisa Batchelor Frailey is a familiar name with many ASA readers as she is an ASA instructor and sailing school owner, often contributing informative sailing articles to ASA literature. I’d hear their sailing stories and long for the experience.

I became a jewelry designer and worked thirteen years for a prominent local jeweler in Lancaster, Pa. During this time I married and was blessed to become a full-time mother of two and a part-time jeweler. With my husband as the main breadwinner, I was able to start my own business, Maggie Lee Designs, in 1993. All was peachy and I was grateful. Well, life can deal some messy blows and over the next ten years my family got its turn. I became a single parent and had to turn up the volume on my business as I was now the sole earner. My faith was tested and strengthened as I moved forward to provide financially and emotionally for my family. My Creator provided.

One form of provision came in an idea from my sister Lisa. A sailing client of hers, upon hearing that her sister was a jewelry designer, mentioned she couldn’t find a “classy compass star necklace” anywhere and had had to have one custom made ... hmmm ... I did some investigating on the compass and fell in love with the history and meaning of this ancient symbol, the Compass Rose, originally the Wind Rose. Not only did it appeal to my love of adventure at sea but also to my spiritual side, having a “guided journey” through life. This led to my designing the first draft of my Compass Rose Collection. Soon after, I was exhibiting this line in Solomons, Md., for the season opening of Sail Solomons (ASA) Sailing



While the rest of the family is shown in this classic shot, Maggie missed being clearly seen by a few months!

School. That weekend my daughter and I were able get on a 22-foot Catalina Capri for an intro “Learn to Sail” lesson – we were hooked! What a difference proper instruction makes! It gave me a whole new outlook on sailing. There was so much to know and I wanted more. I soon followed up with ASA 101 Basic Keelboat Certification. This was just what I needed to give me the confidence to sail safely and the realization that there is much more to learn!

In order to keep my newly-acquired skills alive (fear of “use it or lose it”), I talked my brother Gere into reentering the racing circuit and letting me crew on his Hunter 26 docked at our homeport of Havre de Grace, Md. I knew little about racing, but I did know I could take orders and was ready to learn. Like Lisa, Gere had so much experience sailing and racing, and I wanted to absorb as much as possible. We rounded up a motley crew and started racing weekly in the Havre de Grace Yacht Club Thursday night regattas. I loved it all – the stimulation of learning, thrill of racing and even on those dead-air nights just being out on the water. It was a new season of life for me. My children were now teens – old enough that I could get away a little or sometimes drag them along as railmeat!

This past summer I began crewing in the Lightning fleet out of Susquehanna Yacht Club. My daughter crews on a Thistle. It’s great fun and, once again, a learning experience, as these are so different from keelboats. I continue to practice on the Capris in Solomons. Last September the Frailey girls gathered there and had our first ever “Sisters Sailing Weekend.” Three generations spent the days sailing, crabbing and just being together. We plan on making this a tradition!

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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 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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CIRCUMNAVIGATORS • LIVING LIFE TO THE FULLEST

By Karen Thorndike

At a time when most people are counting the pennies in their retirement fund, I was dreaming about sailing around the world alone. Getting sponsorship for such an adventure looked like it might be impossible or at least take too long, and at age 53 I had to get going. Fifteen years prior I had purchased an almost condemned little building in Snohomish, Washington. It had the distinction of being the old Snohomish Cat House. But to me it looked like “my boat.” Thirteen years later, the restoration (not back into the cat house) was done and I had finished up a script supervisor job for *Northern Exposure* ... the timing to look for my boat was perfect.

My good luck was finding a British-designed, British-built Rival 36 ready to go sailing again. I re-named her Amelia in honor of Amelia Earhart. She was in such great shape I spent only four months getting her ready for a world adventure.

Casting off from Neah Bay in October, 1995, was a sight. Family and friends were waving me off. I thought their excitement was just for me, but in fact the dock was sinking underneath their weight and they were getting their feet wet.

As I watched the Cape Flattery light house fade into the low onshore fog, I thought of how many times I had imagined departing ... the last time I would see that light house and then returning home and seeing the Cape Flattery light house again. As hard as I tried, what I could not imagine was the middle part. Surprise! When I arrived home all I could think about was the middle part.

I constantly asked myself, why the heck do I want to go sail around the world alone? What is really behind this crazy idea? Here are just a few answers. I love sailing. I like to put myself in a place where there are no guarantees, and the fact that sailing around the world alone would not be easy was the whole point. But when I looked really closely, it was all about the adventure. I wanted one enormous adventure in my life. The biggest payoff of all was when I returned home. I realized I had never felt more alive then when I risked it all on the ocean.

My original goal was to sail direct for Cape Horn and on around the world without touching land but boat damage off Oregon meant stopping for repairs in San Diego. Start two from San Diego and a lightning surge off Nicaragua ended in returning to San Diego for more repairs. On my way back to San Diego, I planned a different route. This time it would be a trade wind route with stops in Hawaii; Tahiti; the Falkland Islands; Hobart, Tasmania; Dunedin, New Zealand; Tahiti; Hawaii; San Diego; and home.



Karen Thorndike, shown here on the deck of the *Amelia*, holds a Guinness record for her solo sail around the world.

Those best-laid plans of course changed with a stop in Argentina to wait out the southern winter.

After each problem and apparent setback I solved, my resolve grew stronger to the point that by the time I was half way to Hawaii nothing except physical injury or losing the boat would stop me.

People along the way would ask if I was afraid of losing my life? And yes, of course I was. But when you think about it ... there are many ways to lose your life. Death is only one.

Adjusting to the loneliness was hard at first, but that quickly changed when I would sit in the cockpit watching the boat steer herself down the waves, sometimes with killer whales less than 30 feet away eyeing me as they sailed down the huge waves with me.

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FEATURED SAILBOAT • WEST WIGHT POTTER

Very few boat designs have withstood the passage of time like the West Wight Potter. The first West Wight Potter 14 was designed and built in 1960 by Stanley Smith of the Isle of Wight in the UK for a planned transatlantic crossing. Stanley Smith designed the Potter with the comfort, stability and handling of a bigger boat capable of open sea sailing. Smith made history when he delivered a Potter to a client in Sweden. As the story goes, following Smith's first sea trial there was such demand for the new design that he gave up on his transatlantic plans and became a boat builder, eventually producing more than 150 copies of his little yacht. Since then, over 3,000 boats have been built in the United States by International Marine. This pocket cruiser, recognized world-wide, has delighted its adventure seeking owners by carrying them safely to a multitude of exotic shores.

The Potter's all hand-laid fiberglass construction boasts the most modern materials available. Positive flotation core materials include high-density foams and quality end-grain balsa to achieve an extremely strong, stiff hull and deck structure without added weight. All hardware on the Potter is over-sized and through-bolted with backing plates and extra thickness in areas of stress. All fittings are of the highest quality stainless steel and anodized aluminum. The retracting keel allows the use of a larger, longer keel. The result is a boat which will easily sail into the wind while getting the weight lower down for greater safety and stability. The keel retracts completely into the hull, flush with the bottom of the boat to provide the absolute lowest profile possible for easier trailering, sailing and beaching your boat. The unique wide bottom, hard chine hull configuration is found only on the Potter.

This flatter bottom design provides a greater chance to plane up and over the water, higher flotation for less forward resistance, wider water line for greater stability under rolling conditions, greater smoothness in heavy seas as the “V” of the hard chine slices cleanly through the heavy chop of the sea, higher stance in the water for easier beaching, less draft for shallow water sailing, less chance for sea spray to reach the cockpit area, better tacking into the wind as the flatter sides resist drifting and a lower profile for easier trailering and launching.

Inside, comfort and practicality are foremost. Each sleeping berth in every Potter is a wide, adult-sized six-and-a-half-foot bed ready to climb into at a moment's notice. You never have to convert a table or slide away the galley to get to your berth. Many boats far larger do not have the actual sleeping accommodations of the Potter. Outside



With a retracting keel, the West Wight Potter allows sailors to bring their craft all the way onto the beach easily.

seating is high and dry with the boom of the main sail positioned well over the head of the tallest crew member. All controls are within easy reach. Even the mainsail control is located in an easy-to-reach center position.

West Wight Potter allows you to hit the water in its top-of-the-line model, the Potter 19, for under \$20,000. They also offer other options in the Sanibel 18 for under \$20,000 and the Potter 15 for under \$12,000. All are trailer-ready vessels saving you slip/mooring and cleaning fees. Some of the Potter 19 special features include a retractable keel, 15 gallon fresh water system, built-in 36 quart cooler, marine cooking stove, fabric-covered cabin cushions, stainless bow pulpit and cockpit rails, mast raising system, Tohatsu 5.0 hp engine, all which sits tidily and adventure-ready on a Galvanized Baja Trailer.

Check out Potter's long, rich history and passionate following on the thousands of websites and blogs documenting the adventures and excursions of their happy owners. Read how they towed their vessel to their favorite seaside/lakeside venues and went from trailer to water in under an hour. And did we mention that the boat and trailer can be towed by a vehicle as small as a Mini Cooper? That's right! You don't need to invest in a gas guzzling truck to haul a Potter pleasure craft. Do you need to be an experienced sailor to handle a Potter? Not at all. While experienced sailors love the West Wight Potter line, the novice can handle this stable, forgiving, unsinkable vessel with ease. You can also add a package to have your boat rigged for single-handed sailing for those days when being alone on the water is the only thing that will charge your batteries. So join the world-wide fraternity and become a Potter Yachter. Let's build your adventure together.

For more information, contact International Marine at 800.433.4080 or go to www.westwightpotter.com.



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FEATURED FACILITY • LAKE FAIRVIEW MARINA

Orlando, Florida, home of Disney World and an extensive list of famous theme parks, may be the last place you'd think of for sailing. But with 104 named lakes ranging from five acres to several thousand, sailing is alive and well in the city of Orlando and the central Florida area.

Located on Lake Fairview, just five miles from the skyscrapers in downtown Orlando, Lake Fairview Marina offers American Sailing Association certified classes. These classes include basic keelboat instruction and soon will offer a course in coastal cruising and coastal navigation. The marina's fleet of boats includes a 16-foot catamaran, Sunfish, and 16-foot to 23-foot Com-Pac sailboats. Services are available for all skill levels and the marina offers private and small group lessons. Instructors are all ASA certified and each instructor has more than 20 years of sailing experience. The friendly, courteous and knowledgeable staff encourages a love of sailing for all ages and the marina offers discounts for ASA members for refresher classes.

The only existing marina in Orlando, and the only marina for 25 miles, its central location makes this sailing school an accessible option for city dwellers and boat enthusiasts alike. Home to five local crew teams, the 400-plus-acre lake is healthy, with a water clarity of five-feet-plus, and boat traffic is at a minimum to offer a stress-free sailing experience. On days when the wind is considered questionable for good sailing, a quick call to the marina will confirm conditions, and you can potentially be on the lake within twenty minutes.

During the sailing season, Lake Fairview Marina hosts a once-a-month, Saturday 'Free Open Sail' that is offered as an extra incentive to all class members past and present, as well as those wishing to get their feet wet and discover sailing. It's a fun opportunity to experience sailing on a variety of different boats, to show the novice how fun sailing can be or to just enjoy a day on the lake. Lake Fairview Marina also hosts the Annual Beach Ball Race for the Central Florida Yacht Club each December and supports the local Special Olympics sailing team.



(Above) While enjoying an idyllic sunset at Lake Fairview Marina, it's difficult to imagine that the bustle of Orlando is mere miles away. (Below) Owners, brother and sister team, Cynthia and Jay Johnson purchased the marina in 2002.



They also offer customized corporate team-building events with ASA instructors and captains.

A working marina since the mid 1960s, this Orlando landmark, originally owned by Joe Barrett, became the passion of Cynthia and Jay Johnson in 2002. The brother and sister team were raised in the Orlando area and spent the majority of their youth enjoying water activities with their family all around central Florida and on Florida's beautiful coastal waters. Self-taught sailors on their Snark, they grew to have a passion for the wind, water and fun of boating.

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FEATURED FACILITY

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As young adults they spent most of their weekends with family and friends sailing catamarans off the beach in New Smyrna or Clearwater Beach, Florida. After many years of sailing and boating together, they decided to embrace the adventure of restoring six acres of lakefront property with a protected harbor to a full service marina and storage facility. Lake Fairview Marina is a dealer for Hunter Marine, Precision Boatworks, Com-Pac Yachts, Laser Performance, RS Sailing and Triak. The marina boasts the largest selection of new and used trailerable sailboats in the state, where any sailor can experience the love of the sport, and drive away with a fully rigged sailboat the same day. One of the few city lakes with free access, a public boat ramp is located at the city park immediately adjacent to the marina.

Sailboat rentals are available six days a week to perfect your sailing technique. The marina is equipped with a ship's store for boating accessories, and a large tiki hut-style gazebo at the harbor's edge was added to the property for entertaining, corporate retreats or simply taking cover from one of central Florida's famous thunderstorms. The tiki hut and fire pit have become the traditional place to host holiday parties, company picnics and special events with a boating and nautical flare.

For more information

For class reservations or information give Lake Fairview Marina a call at 407-295-0117. Or visit their website at www.lakefairviewmarina.com.



With a fleet of boats, including Com-Pacs, Sunfish, and a catamaran, and ASA instructors each with more than 20 years of sailing experience, Lake Fairview is a great place to learn.

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SAILING DESTINATION

The Wonders of St. Martin - Beyond the BVIs • By Bob Diamond



The lush green hills of St. Martin surround a bowl of turquoise water that slowly blends its way into the midnight blue of the deep ocean beyond.

St. Martin in the Leeward Antilles is one of the best destinations for sailors who want to expand their horizons after getting charter experience in BVI. From the U.S., it's only about a hundred miles further out from the Virgin Islands, and it offers a variety of additional cruising opportunities. Three of the islands, Saint Martin – Anguilla and St. Barthelemy – known as the Renaissance Islands, are within a comfortable range of each other in a one-week charter. Beyond the Renaissance Islands, the next group is called the "Islands that Brush the Clouds." These are Saba, St. Eustatius (Statia), St. Christopher (St. Kitts) and Nevis. A 12-to-14-day charter would

allow these additional islands to be included in a bareboat cruise.

The Renaissance Islands offer the variety of three different national territories, all within easy sailing range. The island of St. Martin is made up of two countries. The southern part, spelled Sint Maarten, is Dutch and the northern part spelled Saint Martin is French. Early on, the economy was based on sugar, tobacco and salt. In 1939, after the decline of the sugar market, the island was made duty free in order to attract tourism. Since then St. Martin has grown as a tourist destination with beaches by the dozen, hundreds of duty-free shops and, on the Dutch side, a number of casinos

and a major cruise ship harbor. The island has also become a popular area for both private and charter yachts.

To the north across the five-mile wide Anguilla Channel is British Anguilla. This low-lying coral and limestone island is surrounded by spectacular beaches and numerous smaller islands, all national parks protected by law. In 1967 Britain combined Anguilla politically with St. Kitts and Nevis. This created such an uproar among the Anguillians that there was an armed rebellion. Britain invaded to restore order about two years later but all was peaceful by then. Subsequently, Anguilla has become a self-governing overseas territory of the United

For more information

Visit the St. Martin Tourism website at www.st-martin.org.

Kingdom and has a population of about 15,000. Tourists enjoy snorkeling, diving, fishing, and most of all, relaxation on this peaceful island.

The third island, St. Barthelemy – often called St. Barth or St. Barts – is French and is located about 10 miles southeast of St. Martin. Too small to accommodate economy package tourism, it has become a getaway hotspot for the rich and famous. The whole island is about five miles long by two miles wide. It's dotted with expensive homes and small, exclusive resorts and is a favorite port of call for many yachts, large and small.

Getting to St. Martin is easy. There are non-stop flights from Miami and New York to the Princess Juliana Airport in St. Maarten (SXM). Flyers taking the red-eye from California can get there with only one connection, usually in Miami, and arrive by mid-afternoon in time for an evening-start charter. Of course, plenty of hotel space is also available for travelers who would rather stay ashore the first night upon arrival. The greatest number of charter boats is located in St. Martin at Oyster Pond. This is where you'll find Captain Oliver's resort, right at the harbor where Moorings and Sunsail are located. There are two other yacht harbor areas, Marigot and Simpson Bay.

While St. Barts makes an excellent first day's destination there's a wonderful little stop on the way called Ile Fourche. It's the remains of a volcano top that blew out its middle and formed a nice day-anchorage in the process. It's also a good spot for snorkeling, diving and hiking ashore if you have sturdy shoes.



Photos courtesy of St. Martin Tourism Bureau

(Above) From the expensive to the truly spectacular, sailboats from around the world ply the warm waters of the Leeward Antilles. (Below) The British colonial past of the area shows through in its quaint public buildings surrounded by palms.

There are two main harbors on St. Barts, Anse de Colombier and Gustavia. Colombier is only 11 miles from Oyster Pond and is a sheltered anchorage, usually very well protected, with some mooring buoys and plenty of room to anchor. Check in is required at the harbor master's office in Gustavia before staying at St. Barts but may be accomplished the next morning if there's no time to do it upon first arrival. Onshore, Colombier is isolated from the rest of the island, so the best way to check in at Gustavia is to go there by boat. Gustavia is about two miles further when coming from the direction of St. Martin.

Gustavia is the only town on St. Barts. The inner harbor is beautiful and has mooring buoys to tie each boat bow and stern. Unfortunately, it's usually too full of boats staying long term to easily get a space when chartering.

continued on following page



SAILING DESTINATION

continued from previous page

There's a large anchoring area on both sides of the channel leading to the inner harbor. From there it's not a long dinghy ride into the harbor master's dock and a town that buzzes with activity. There are a variety of restaurants, shops, boutiques, a supermarket and dive shops. The crepe shop, two short blocks up from the harbor master's office is a great breakfast spot with wonderful crepes, omelets and freshly squeezed orange juice to order. Away from Gustavia, there are small exclusive resorts and some excellent public beaches. It's fun to get around by rental car or motor scooter.

St. Martin is a larger, roughly triangular island with at least two harbors on each side. Simpson Bay and Philipsburg are on the southern Dutch side. Philipsburg is the cruise ship harbor and main town of Dutch Sint Maarten. Simpson Bay is the center for yachting services primarily for private boats. The northwest shore features Marigot, the French capital with overnight slips and room to anchor. This is a bustling town with duty-free shopping and many restaurants. The hotels near Marigot are well situated for cruisers who want to stay the night before flying home after their charter.

The bay of Grand Case is well protected from the trade winds and waves, and has plenty of room to anchor. The main street along the shore is lined with places to eat, ranging from vendors barbecuing by the sidewalk to fine restaurants. Just beyond Grand Case to the north is Anse Marcel with an extremely well protected harbor, Port Lonvilliers Marina. This is a real hurricane hole entered via a narrow channel.

Continuing around the north end, the first harbor on the eastern shore is Orient Bay. This can be a good stopping place for those needing to get back to the charter base early the next day. The southern half is a popular "clothing optional" resort area.

Anguilla was named for its resemblance to the shape of an eel. Including Scrub Island, just off the eastern tip, it is more than 15 miles long while the widest part is only three miles. This island is British territory where the main industry is tourism with very small resorts scattered about the island, some very expensive. Not many boats visit Anguilla; probably because of the fees imposed on visiting yachts. Many charter sailors agree that the peaceful anchorages, snorkeling and diving areas are worth the price of admittance. Arriving boats must clear in at Road Bay. Proper flag etiquette is expected and skippers must check in at the Customs, Immigration and Marine Base office located near the dinghy dock. The



The sun sinks behind the hills of not-so-distant islands as the clouds put on a light show of their own from the photographer's perch on this rocky platform.

Saint Martin Flotilla

ASA will host a flotilla in Saint Martin in the Leeward Antilles, April 20-28, 2012. Enjoy interesting shops and restaurants in French St. Barts and St. Martin, relaxed West Indian atmosphere in Dutch St. Maarten, lovely beaches and marine parks in British Anguilla, and fantastic sailing between all. Go to ASA.com for more information.

business of checking in is conducted with three different officials: customs, immigration and the national marine parks. Fees can mount up to a hundred dollars or so per boat depending on the size of boat, how many days at the island and how many days of national marine park use. Anguilla is such a pleasant place to visit, the cost is not bad, especially when splitting it up among the crew.

After returning to St. Marten at the end of the charter, East Coast residents can sometimes make their way to the airport and get home the same day. Many West Coast residents prefer to stay overnight for a flight the next morning. Since the airport is located on the southwest side of the island, it's nice to stay somewhere nearby to make for a quick ride in the morning. Connecting flights make it all the way back to the West Coast by early evening, in time to get ready to get back to work and begin planning for the next bareboat charter cruise.

Bob began his sailing career in the early 1970s when he was drafted as a sailing instructor where he was a counselor. After working as an elementary school teacher, he became a full-time sailing instructor at Spinnaker Sailing in Redwood City, Calif. Since then Bob has organized and led about 75 bareboat flotilla cruises to the Caribbean, South Pacific, Mediterranean and Sea of Cortez. He is also a USCG licensed Master and ASA Instructor Evaluator.

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ASA MEMBER BOOK REVIEW • BY JEFF GROSSMAN AND JEAN LEVINE

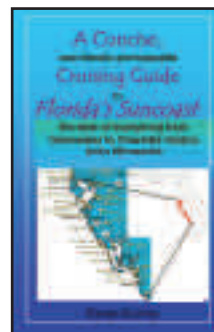
Title: *A Concise Cruising Guide to Florida's Suncoast*

Author and Publisher: Randy Deering

Printed by: Digital Publishing, 2011

Format: Spiral Bound, 148 pages

A new guide from Florida-based Captain Randy Deering gives a concise view of one of Florida's finest cruising grounds. The Suncoast is filled with some of the world's best beaches, incredible wild life, offshore and protected (Intracoastal) access, thus offering an exceptional cruising experience. However, there are many channels, bridges and shoals to go along with the many beaches, restaurants, museums, parks and islands. Having a cruising guide with local knowledge is a must.



A Concise Cruising Guide To Florida's Suncoast the best of everything from Clearwater to Charlotte Harbor (and a little beyond) offers a focused reference for those looking to spend time really enjoying these waters. Though Randy Deering's guide won't replace a full ICW Waterways Guide, it wasn't intended to - hence the word "concise" in the title. The Concise Cruising Guide will also be very useful for local charter fleets which have new visitors wishing for an easily accessed guide aimed at their explorations.

The smaller form and quality production will make this an easy guide to have in the cockpit with you as you negotiate these waters. Randy's liberal use of color photos and diagram maps really helps in visualizing the places and passages described in the text. Organizing into sections for Cruising, Anchorages, Bridges, etc., makes for easy readability and allows for quicker access to key pieces of information like bridge opening schedules.

Randy has enlivened the guide with historic information and local area back-stories that help bring to life the areas being visited. Randy has also included some of his sailing paintings and famous sailing quotes to add visual and verbal color. Included is one of my favorite quotes by Mark Twain: "Throw off the bowlines. Sail away from safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover." There is much to discover on the Suncoast of Florida, and A Concise Cruising Guide covers all the highlights.

I have extensively cruised the Suncoast since 1969 in boats that have ranged from a 22-foot trailerable drawing 11 inches of water to a 51-foot Bluewater ketch drawing almost seven and a half feet and the Suncoast has been home for over 30 years. We believe this to be some of

For more information

A Concise Cruising Guide to Florida's Suncoast can be purchased from Capt. Deering's web site: www.RandyDeering.com/books.html for \$25.

the finest cruising grounds in the world! It is nice to read a guide that captures the tone of these waters and should entice many to explore new areas.

If you are thinking of taking a cruise along the Suncoast you may wish to pick up this Cruising Guide ahead of time to do your planning.

Here is a possible fun goal an owner of A Concise Cruising Guide To Florida's Suncoast could set: Try eating at every one of the restaurants listed. This reviewer has eaten at 18 of the 30 listed and have found every one of them to be very good to excellent! Bon appetit!

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. For more, visit www.TwoCanSail.com.

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ASA MEMBER PROFILE • JOHN BAKER

I grew up just outside of Washington, D.C. in Arlington, Va. My parents and family were not particularly nautically oriented, but for some unknown reason I have been captivated by water and boats for as long as I can remember. Our little neighborhood library probably had as much to do with fostering a passion for boating as anything. At a young age, I found copies of Robert Manry's *Tinkerbelle* and Francis Chichester's *Gypsy Moth Circles the World* and read them spellbound with their tales of ocean adventure. At ten, a family friend gave me a copy of Howard Chappelle's *American Small Sailing Craft* and over the years I have worn it thin gazing at the lovely lines of the sailing craft contained therein.

Adventures in small rowing and sailing craft on the rivers and lakes of Northern Virginia had to make do for a time, but eventually I found myself drawn to the Florida Keys, and it was on the flats off Key West that I had my first true taste of sailing on a Jim Brown-designed 25-foot trimaran owned and captained by his son Steve. Steve Brown may or may not remember taking me for that moonlight sail, but I have never forgotten the sensation of flying across the flats over crystal clear water under the light of a full moon with no sound but the soft hiss of the hull making way through the water. I think that an experience like that is a part of what draws us all to the magic of sailing. It is also characteristic of our community that folks like Steve just love to share that experience with others.

For a young man under the spell of the ocean living in Key West in the early 80s, it seemed like not such a bad idea to try to earn a living on the water. Shrimp boat jobs back then were not that hard to come by even for a greenhorn like myself. I worked the boats off and on for the next twelve years, and although those old trawlers have a beauty all their own, I was always trying to figure a way to get some sail on them and drag for shrimp the way the watermen of the Chesapeake dredge for oysters. Fortunately, I think, nobody took me seriously on that particular idea.

Life has a way of throwing curve balls at you periodically, and somehow I ended up moving from Florida to Tennessee in the mid-90s for what seemed like very good reasons at the time. I have always felt that boats are boats no matter the size or the method of propulsion, so boating in the hills and hollows just shifted to kayaks and canoes. In my humble opinion, an awful lot about boats can be learned and enjoyed from small craft of all descriptions. You don't have to be on a 30-foot cruiser to have fun and enlighten yourself about the mysteries of boat handling. Still, I was always trying to figure a way to get a sail on the things,



Through a love of the water, experience and ASA courses, John Baker is now restoring a boat of his own to sail in the northeast.

and a downwind lake run with a scrap of something hoisted on a paddle could be quite the adventure!

Work and family are obligations that sometimes have to take precedence over our dreams, but in 2008 I decided that the time was right to get back to that dream part a little bit, so I signed up for a Basic Keelboat Sailing course through Windward Sailing School in Amelia Island, Fla. I figured that even with all my messing about in boats, it would be a good idea to learn a bit from folks that know sailing, and Captains Tony, Ray, and Kevin were great guys to learn from. Subsequent courses took me to Lake Michigan for my ASA 103 and 104 certifications with Captain Brian Earl at Sea Safaris Sailing School and Lake Superior for a Docking Endorsement (ASA 118) with Captain Joan Gilmore. I mention all these folks by name because they were such great teachers and made my ASA experience both worthwhile and a heck of a lot of fun.

This string of certifications culminated this past spring with a trip to the Bahamas to participate in an ASA flotilla in the Exuma Cays through Out Island Explorers. Not only did I earn an ASA 110 Small Boat Sailing certification with Captain Brenda Wempner, but I simply had a blast sailing with other ASA members in an amazing place. I never cease to be amazed by the wonderful people who are drawn to our shared passion. If any of you get a chance to go on a flotilla, go for it - you will not be disappointed!

I am currently happily unemployed and restoring an '85 O'Day 26 to her former glory at which time she will sail the Potomac River and the Chesapeake Bay.

LIVING THE DREAM

continued from page 4

I now exhibit my nautical jewelry at bigger boat shows such as Annapolis and Newport and plan to expand as family and time permit. The sailing community is wonderfully friendly, active, smart and fun. It's great getting to talk with sailors while working and hear about their experiences. It has pointed my life's journey in an exciting, fulfilling direction. Not only was another means of income provided through the Compass Rose idea, but it also led to a wonderful passion to build on in this new season of life.

As my children are getting more independent, the first off to college this fall, I have a chance to learn, sail and travel more. I'm looking forward to taking ASA 103 and hope to continue so that I can charter in the Caribbean islands in the not-so-distant future. Maybe I'll be checking in on my collections at various island boutiques – a write off – hmmm? Additionally, I will be offering a special collection through ASA at a special member



The Frailey girls enjoy a day out as a family on the water with three generations crewing the boat.

discount. That is all part of my combined sailing-working dream for the future. Anything is possible.

Maggie Frailey Lee is the sole proprietor of Maggie Lee Designs, Lancaster, Pa. All her pieces are designed and crafted by her and her assistant. Maggie works in karat golds, platinum, palladium and sterling, specializing in recycling old jewelry into fresh new pieces. For more information, email info@maggieleedesigns.com.

CIRCUMNAVIGATORS

continued from page 6

And the amazing lights in the water at night that were so beautiful that I knew Amelia and I were not really alone.

I could not be afraid. I felt like a guest in the ocean, allowed to visit a place in the world few people think about, care about, or see. But up until this adventure, the scariest experience for me was reading a Stephen King novel. Down in the Southern Ocean, the storms that come through will literally take your breath away. The first big storm seemed pretty kind until ... Uh Oh! The wind shifted. What was a nice organized bunch of big waves became the biggest video game monsters I had ever seen ... smashing and pounding against the hull making sleep or relaxation impossible. Yes, I was scared. In times like these, the single most important thing you can do is make the boat as safe as possible and rely on your preparation of the boat before leaving. If you are in my financial bracket insurance is not an option ... you and the boat are on your own. It's interesting that this is the best advice for any project in life.

I learned early on that I did not know everything, for example, engine and electrical voodoo. But I knew I could sail the boat into any port and there I would find someone who could solve the problem for me.

The whole voyage, Everett to Everett, took three years:

For the Guinness record it was two years, San Diego to San Diego. I only wish it had been possible to make the voyage earlier in my life. I would have made different choices and decisions later in life.



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*Fair winds,
Karen Thorndike*

More things I learned: Fifty Two Hundred is forever, and there is no such thing in the Southern Ocean as "above the waterline."

I had a lot of great weather information, but nothing got my attention faster than a change in the barometer.

So if you visit my boat I have three rules: Wash your hands after going to the bathroom. Wash your hands before using the computer.

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INSTRUCTOR TIP

By Captain Elayne F. White

Close Quarters and Evasive Maneuvering Under Power

Sailing season is in full swing. There is more congestion, and the opportunity to practice close quarters maneuvering is at its best. Most sailors will come across a boat backing out of a slip or coming off of a dock directly into their path more than a few times. What to do when faced with that challenge? Don't Panic!

With sails furled, we know to stop the boat by using reverse gear to avoid a collision, but how do we then maneuver out of the way? We have a couple of options. A boat with noticeable prop walk will turn in a tighter radius than one without. The advantage of prop walk in close quarters maneuvering is that we use the prop walk to spin the stern faster.

Most boats walk to port while using reverse gear, meaning we will turn the bow sharper to starboard and can spin around in the boat's own length. Once you have stopped the boat and the prop wash has settled, you will turn your wheel/rudder hard to port and use reverse gear. Watch for drift. Next, you will turn your wheel/rudder hard to starboard and use forward gear, (remember to throttle back between gear changes) repeating this process as many times as is necessary until you have changed your direction and can head away. This maneuver can also be used in picking up a mooring in a crowded harbor.

The second, but more tricky option is, once you have stopped your boat and the wash has settled use reverse gear and back out directly over your wake. This can be difficult as you will need to counter the port prop walk by turning your wheel/rudder slightly to starboard as you



Beyond knowing what your boat will do with its sails up, captain and crew must have the skills to maneuver under power in tight quarters.

back out. Do this slowly and watch for drift. How do you determine a boat's prop walk? While you are tied to the dock, put your boat into reverse gear and watch which direction the prop wash flows and in which direction the stern moves. I suggest practicing these maneuvers and MOB recovery every time you are out on the water so they become second nature to you.

Captain Elayne F. White first sailed 21 years ago in Northern New Mexico where she caught the "bug." She is the director of The Boys and Girls Club of Venice through summer and after-school sailing programs. She has sailed thousands of miles as a certified ASA Instructor, teaching levels 101-105 and 110 for various ASA Affiliate Schools in southern California. She also works as a charter captain and enjoys yacht deliveries.