

THE JOURNAL OF THE

AMERICAN SAILING

ASA CELEBRATES 30 YEARS OF CERTIFYING SAILORS WORLDWIDE

This year, 2013, marks ASA's 30th anniversary. As we celebrate three decades of growth and exploration, both on and off the water, it's a good time to look back at the beginning. Lenny Shabes, founder of ASA, shares the story of a chance encounter that led to the creation of the United States' first national standards for sailing education.

Believing you can do something is 50 percent of doing it. I learned how to sail on a small lake in upstate New York when I was a kid and sailed model boats on the pond in Central Park. As an adult in California, I decided to explore sailing once again and took lessons at Paul Miller's



Today Lenny and Cindy Shabes, shown here aboard their J-100, Jubilation, continue in their mission to grow an organization that teaches people to sail and enjoy the sailing lifestyle.

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LIVING THE DREAM • WILL MILLER'S CHARLESTON SAILING SCHOOL IS HIS 'REAL JOB'



Captain Will Miller

I am living the dream, or at the very least a self-fulfilling prophecy. When I was a young boy, I wanted to hang out with my parents: riding our bikes, throwing the football, and going for boat rides every chance we got. In my adolescence, I wanted to hang with my friends and drive big trucks. During my early adult years, I have somehow figured out how to do all of these things and get paid for it. I promised myself at a young age I would never get a "real job."

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ASA UPDATE

ASA App Now Available for Android

We have exciting news on the technology front: The much-requested and long-awaited ASA app for Android has been released! After the app garnered 5-star ratings and enthusiastic reviews on iPhone and iPad, we knew that our many members using the Android operating system didn't want to be left out. Some of the app's key features include:

Position: Instantly displays position, speed and bearing. Also allows you to email your position to friends and family with a link to a map. Great for sharing your sailing adventures!

Log Book: Record your sails in as much or as little detail as you want. Perfect for building a sailing resume and preserving memories.

Reference: Includes high quality video tips produced by ASA demonstrating basic sailing skills, as well as illustrations of sailing knots, signal flags, navigation lights and buoys. There's also a glossary of important sailing terms to keep you up to speed!

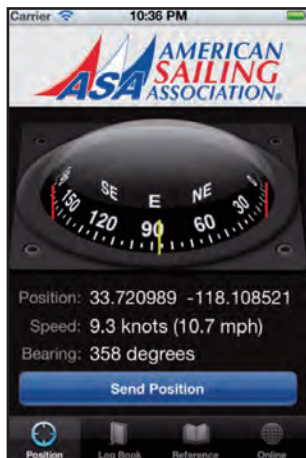
Online: Instant web access to weather resources, ASA social media, sailing schools and charter companies.

You can download the app by searching for "American Sailing Association" in the Android App Store or on Google Play. iPhone and iPad users can follow the same process to find the app in the iTunes App Store.

30th Anniversary Flotillas

In 2013 ASA is celebrating its 30th anniversary as the leader in sailing education. What better way to mark the occasion than by joining one of our 30th anniversary flotillas? Here's the calendar so far. Check ASA.com for information and registration details!

- March 19-31: Australia and the Great Barrier Reef
- April 17-24: Exuma Islands in the Bahamas
- June 21-28: Victoria and the San Juan Islands
- June 29-July 6: The Scottish Highlands
- July 6-12: Greek Islands
- August 24-31 and August 31-September 7: Dalmatian Coast of Croatia (two trips)
- September 7-14: Southern California, including Catalina, Newport and Long Beach
- October 31-November 10 and November 9-19: Tahiti (two trips)



The Charley Noble

A lot has changed since ASA began in 1983, but as Ernest Hemingway reminds us, "The sea is the same as it has been since before men ever went on it in boats."

Thirty years after ASA's founding, the sea may not have changed very much, but the sport of sailing has been transformed by new technology, broader access, and better training.



We're very proud of the part we've played in teaching people to sail safely and confidently, and making the lifestyle more accessible.

I hope you'll take the time to read Lenny Shabes' feature article in this issue describing the people and events that were involved in the creation of ASA. Many of those people continue to be involved with ASA as, over the last 30 years, we've established a balance between tradition and innovation. Even as we've grown to become the huge network of sailors, instructors, and sailing schools that we are today, we've maintained a sense of our original mission.

For us, 2013 will be a year-long celebration of sailing. You can find our roster of Thirtieth Anniversary flotillas on the left side of this page, and be sure to keep up with us on Facebook and Twitter for more exciting developments and special events as the year goes on.

Many things change, but the appeal of sailing is timeless. Thank you for sailing with us!

"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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CSA, California Sailing Academy in Marina Del Rey. There I worked with a sailing instructor/part time carpenter named Jim Stewart. What a great guy. CSA taught on Olympic Class race-boats called Solings. What a great boat.

ASA's First Member

I was hooked. I loved sailing, and by 1980 I had talked my wife Cindy into quitting her job and starting a small sailing school and charter company with me. By 1982 we owned a couple of J24s that we taught sailing on. We had also hooked up with a large new boat dealer in Los Angeles called Steve Curran Yacht Sales, and I began selling his boats into the charter fleet we were managing.

I was sailing every day, meeting great people, and sharing my passion for the water with enthusiastic students who were eager to learn. As well as chartering the new production boats I sold, we managed a few very nice larger boats of which my favorite was a beautiful Stevens 47. She was big, and she was bristol with a lot of bluewater systems. You had to really know what you were doing to use her, so we hardly ever chartered her without a captain.

One day a customer called and inquired about our largest yacht for a bareboat charter to Catalina. I told him about the Stevens and told him he would need quite a resume to take her bareboat, but to come down and I would check him out. If he qualified he could take the yacht. When he arrived he said he would be happy to take any test I prepared, and of course he wanted to be shown all of the systems on the boat. He asked if we recognized CYA (Canadian Yachting Association) certification and showed me his logbook.

I had never heard of the CYA, but he explained it was, in part, an association of sailing schools across Canada that had voluntarily agreed to standardize sailing instruction and to quantify recognizable levels of sailing proficiency for students and to develop a national core of professional instructors. He showed me his official CYA Sailing Log Book. My potential charter customer was certified to Advanced Coastal Cruising, and he had methodically logged all of his sailing time. He had so much experience he should have been checking me out.

As I inspected his logbook and all of his proficiency stickers, I realized how valuable standardized, nationally recognized certification was, and I believed I could implement such a system in America. I called it the American Sailing Association (ASA). The rest, as they say, is history. A few years later, I talked Cindy into selling our sailing school and charter company and coming to help run the ASA.



With their love of the outdoors and sailing, Cindy and Lenny Shabes started the American Sailing Association together 30 years ago.

Sailing's Future

That was thirty years ago. Today my vision of enlisting America's sailing schools to teach to universally recognized standards is a reality, and I could not be more proud to be associated with the ASA's national corps of thousands of professional sailing instructors. I thank all of you who have helped make this incredible dream come true and, finally, I think we should all thank my beautiful wife because I believed it could be done, and she persevered and did it.

It would be remiss of me not to introduce you to a few of the other amazing people who made the ASA what it is today. Harry Munns, who started as a sailing instructor at our sailing school in Marina Del Rey, became one of ASA's first IEs, (instructor evaluator). He eventually became ASA's executive director and held the post from 1991-2004, and is now on ASA's board of directors.

My friend and sailing mentor Peter Isler, one of our country's top sailors, came to ASA fresh out of Yale, having just been named intercollegiate sailor of the year. That first year ASA was in operation, he did everything. He was ASA's public relations director, marketing and communication director, and publisher of our ambitious fledgling magazine *Passages*.

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ADVENTURES IN CRUISING

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There isn't much sailing in northern Virginia, but when my parents returned from the 1987 Annapolis boat show with a slightly used Newport 29, I probably filled my diaper (I was three). Soap had a new owner and a new slip, dubbed "The Soapdish." Our motley crew consisted of my little sister, two golden retrievers, stepmom, dad and me. We spent every weekend we could loading up the car Friday afternoon, sailing all day Saturday, bringing the boat back to berth on Sunday, scrubbing the decks, reloading and driving home exhausted. Sound familiar? We were weekend warriors at best.

As my sister and I entered our teen years, the two-and-a-half-hour drive to Annapolis got longer, the boat started leaking more often, and my parents no longer had time for hobbies of their own. We tried to visit Soap as much as possible, but soon Dad gave in, selling her to a friend who promised to give her a good home.

Family vacations became an integral part of my self-realization. After our first charter to the British Virgin Islands when I was 14, I knew that there was more to life than work, school and snow. We ventured to numerous islands, always finding a way to get out on the water. Hobiecats, glass bottom boats, dolphin tours and the occasional sailing charter sparked my interest and kept me out of trouble. Nobody in my family had ever been involved in the commercial marine industry. At the time, I didn't realize or know how to pursue a life on the water. My decision to attend the College of Charleston would change all of that.

Soon after I flew the coop and headed south for Charleston, my father contracted the "Empty Nest Syndrome." In 2001 he went to Jamaica on vacation and bought a lot of oceanfront property in the town of Negril. Over the next few years, his vision unfolded as the tiki bar opened, a dive shop moved in, and a fuel dock was built. We began offering fishing and sailing charters. I spent my summers trying to make myself useful aboard the boats and behind the bar. Meanwhile my intention to study hotel and restaurant management slowly morphed into the desire to be called "Captain" one day.



(Above) The school's base has the lovely look of Charleston to it with flowering window boxes and wooden framework. (Below) Capt. Will Miller now enjoys the lifestyle of a sailing school owner; sunglasses and a visor are standard office dress.



I finished my degree and landed a job at the Charleston City Marina working as a dockhand. I watched how people conducted themselves aboard their boats, and how the community came together for every sunset.

Everyone shared a mutual respect, and they all seemed to appreciate the simple things in life. I knew I needed to pursue a career on the water, so I started looking for opportunities.

As I strolled the docks looking for work one day, I encountered two boats marked with the Charleston Sailing School logo. Captain Montie was on deck with no shoes, his shirt half unbuttoned and a pair of quick dry shorts on. Little did he know that was the

uniform I ultimately desired. He described the ASA curriculum with passion and intensity. I was sold before he had opened his mouth, and enrolled in their five-day live-aboard program.

I was familiar with vocabulary and basic sail trim prior to taking the ASA courses, but I was merely a passenger. Pulling a line when I was told and jumping off during docking attempts were the extent of my abilities. After completing the ASA classes, I was able to think ahead, watch situations unfold, and predict the necessary actions. I also realized that the more I knew about sailing, the more there was to know. You never know it all, and when you think you do you are sure to have a humbling experience.

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FEATURED SAILBOAT • THE WETA

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Visit www.wetamarine.com. You can find your nearest dealer on the “where to buy” link. Call to set up a demo sail or visit races and meet the current owners. Wetas sell for \$12,995 completely ready to sail or race. For immediate contact, call Dave Bernsten in San Francisco at 415.686.4583.



(Top) Sailors looking for a thrill will find one on a Weta. (Below) It is also a great boat to trailer with the family for easy rigging.

Only a Weta can pack up small and can be sailed with one, two or three sails blazing by one, two or three people. No wonder it was Boat of the Year in 2010.

It is a joy to take kids and learners sailing on the Weta. The boat is stable and forgiving enough that you can give them the helm with very little instruction in nearly all wind strengths. But unlike normal learn-to-sail boats, the kids get the buzz of sailing a high-performance boat and come away grinning and excited about sailing.

The Weta is a 14.4 foot fibreglass/foam composite trimaran with a boomless main, jib and roller furling gennaker. It can be sailed single handed or with four people. When rigged it has a beam of 11.5 feet, but when put away on its beach trolley the beam is just under six feet.

Developed in New Zealand by Roger and Chris Kitchen, it was designed as a boat that one person could easily manage – from rigging to sailing in a blow – yet still enjoy performance sailing. There are minimal control lines and it is quick and easy to rig from scratch by one person. Today the Weta is used in an incredibly versatile way – ranging from top one-design racing, family day sailing, a sailing resort boat and for adults and children learning to sail.

There are over 900 Weta trimarans in 24 different countries. Weta quickly established enthusiastic importers and a distribution network on the west coast in Seattle, San Francisco and San Diego, and the east coast in Massachusetts, Chicago, North Carolina and Florida.

Now there is a growing racing scene and the U.S. Class Association is just developing. Sailors love the versatility, fun factor and ease of the Weta. They can participate in close, one-design racing one week, then take their kids for a blast the next, all on a boat that is easily stored and low maintenance.

Sail on your own terms; push the boat hard and approach speeds of 20 knots! Take it easy and you can give a learner the helm. The trick is getting it back from them.

The stable and forgiving trimaran platform gives the best of both worlds. Lightweight and simple, rig and launch by yourself in 20 minutes. When it's time to go, the Weta packs down to the footprint of a Laser on its custom-fit, lightweight beach trolley.



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If you fly to San Diego, an SDSA.com instructor will meet you at San Diego's Lindberg Field and bring you to Shelter Island Yacht Basin. Upon arrival, you'll board one of our beautiful 30' sailboats. All are limited editions specifically purchased and outfitted to teach the art of sailing. All running rigging is color-coded and labeled. All of our yachts are equipped with all the gear sailors need to prepare for chartering including Stackpac mainsails, roller furling headsails, rigid boom vang, custom deck layouts, Yanmar and Universal inboard diesel engines, wheel steering, self-tailing winches, propane stoves, and BBQ's. There are also full linens and towels on board for your comfort. Just show up and sail. Unlike other sailing schools, our private courses do not exceed two students.

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

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

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

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SATURDAY BY THE BAY – AMERICA'S CUP 2013



Hulls fly as two crews push for maximum speed racing beneath the historic Golden Gate Bridge.

Literarily speaking, aquatic travel for recreation began in 1857 with Henry David Thoreau's *Canoeing in the Wilderness*. Common sense dictates that he was hardly the first to cast off with no grander purpose in mind, but the pastime was undoubtedly new—a primitive luxury afforded by the vast, sparsely populated American landscape.

Sailing strictly for sport, by contrast, was some two centuries old by the publishing of Thoreau's piece. The Dutch began racing their *yachtschip* early in the seventeenth century, and initiated what could be coined the inception of international maritime competition a few decades later when they bestowed one of their vessels on Charles II of England.

Yet while the seed of tradition may have been planted in the mid-1600s, the day upon which it took its strongest roots was the 3rd of May 1851. On this date, Commodore John Cox Stevens of the New York Yacht Club launched a 101-foot schooner named *America* en route to England to participate in the annual Isle of Wight regatta. Ten weeks later they emerged victorious, having defeated the next closest opponent by a full 18 minutes. The prize bequeathed upon them that day, a cookie cutter ornate sterling silver ewer purchased and donated for the race by the 1st Marquess of Anglesey, since dubbed the America's Cup, remains the oldest active trophy in any sport.

Thoreau wrote first on the subject of traveling by water for personal gratification. What followed next may have been attributable somewhat to his influence, but more

likely was a product of the era—a natural and inevitable progression. Other writers followed suit, and a romantic ideal was born. Bodies of water of every shape and size transformed into modes of transport for pleasure seekers, and by century's end, a new industry had come into existence: cruising.

In accordance with the spirit of the times, the first recreational sea cruise set sail in January of 1891. In less than a decade, the practice was so popular that the fledgling industry shifted from using off-duty ocean liners and freighters to designing purpose-built vessels uniquely suited to the task. While

international sport sailing began its Renaissance in 1870 with the first challenge of the cup won by Commodore Stevens' crew, cruising began hers in the late 1970s. Both are still going strong. Cruising has attained status as a vacation destination for couples, families, business retreats, or virtually anybody with at least a few days and a few hundred dollars to spare. Sailing, meanwhile, found a global television audience of over 250 million in 2012 and even garnered an Emmy.

Enter the 2013 America's Cup

For 125 years, beginning with the first challenge in 1870, every defense but one was held in the United States. Since the San Diego Yacht Club's 0-5 loss to the Royal New Zealand Yacht Squadron in 1995, however, the event which bears this country's name has been held abroad. 2010's defeat of Ernesto Bertarelli's international mercenary squad Alinghi by the Golden Gate Yacht Club brought the event back home, to be hosted for the first time ever in San Francisco.

If one were to recount the truly iconic bodies of water in this country, the main contenders are obvious—the mighty Mississippi and its mouth in the Louisiana delta; the Great Lakes and Niagara Falls; the Yellowstone crossing the volcanic plateau of northeast Wyoming and its resultant geyser basin; Utah's inland sea, the Great Salt Lake... San Francisco Bay belongs on this list—ecologically important as a haven for Dungeness crab, salmon, and waterfowl; historically important as the western terminus of the First Transcontinental Railroad and as the location of Angel Island, the Ellis Island of

the Pacific, as well as Alcatraz; architecturally important as the home of the Golden Gate Bridge and Bay Bridge; and geographically important as the entryway for the third, fourth, and eighth largest cities in California, to say nothing of its close proximity to Yosemite National Park and the lynchpins of Northern California wine country: Napa, Sonoma and Paso Robles.

If the aforementioned alone was not enough to qualify the Bay as a fortuitous choice for the America's Cup, consider this: the region's geography and climate provides a near steady 15-25 knot wind from the west/northwest, while the five large islands serve as a barrier from larger swells. As sailing conditions go, the Bay's are hard to beat.

One of San Francisco Bay's many functions is that of a cruise ship terminal. Due to regulations requiring most large cruise ships to visit at least one foreign port on each itinerary, San Francisco isn't as common a stop as Seattle to the north or San Diego and Long Beach to the south. Because it doesn't fit tidily into a week-long itinerary to Alaska or the Mexican Riviera, it functions largely as the feature point of the repositioning cruises that serve as the bookends to the May-September Alaska season.

Itinerary planners at Celebrity Cruises, spotting the unique opportunity to position a ship in harbor for a day at the races, made an adjustment to their annual fall wine cruise, docking their flagship, Solstice, at Pier 39 for the America's Cup's fifth race on September 15. Historically speaking, day five is a good day to be around—in the last 50 years, the Cup has been decided by the fifth race over 40 percent of the time. Geographically speaking, Pier 39 is a good place to be around—the best views of the race are a half mile west at the Hyde Street Pier and Van Ness Avenue, and the race concludes a half mile east at Pier 29. Keeping with the essence of the uniqueness of this



(Above) A dramatic race deserves the dramatic skyline of San Francisco as a backdrop. (Below) A sail stands in sharp relief to its vertically soaring counterpart.



opportunity, American Sailing Association has elected to make this cruise a cornerstone of our 30th Anniversary celebration. In years past, we've organized group outings, presenting our members with a forum to meet and share experiences with fellow sailing enthusiasts from around the world. This is a special landmark year for us, and accordingly, this year's outing commemorates that landmark by taking advantage of the exceptional chance to observe the masters of our craft in their definitive hour.

The cruise begins in Seattle on the afternoon of September 13, ending in San Diego on the 23rd. If you're also a wine enthusiast, you'll be happy to know that the voyage's normally scheduled wine theme will remain largely intact, with opportunities to visit vineyards at most ports of call, as well as an extensive onboard wine program. For culinary buffs, the Solstice boasts no less than ten dining venues. The ship also features a spa, a Monte Carlo-inspired casino, a hot glass blowing show, an extensive library, onboard lectures and classes, and even an outdoor lawn with live grass for picnicking and croquet.

For more information

For up to date information on the America's Cup, check out the official website at: www.americascup.com.

Limited space is available, so if you'd like to join our group for this special celebration, please contact our group travel expert: Nathan Mason, Montrose Travel. 800.301.9673, ext. 521 or 818.553.3220 direct. Email: nmason@montrosetravel.com.

LIVING THE DREAM

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After a brief stint in Jamaica, I returned to Charleston in 2006 looking for work. I started back at the marina, enrolled in Sea School, and even considered joining the Coast Guard. My friends at Charleston Sailing School had just added a new catamaran to their fleet, and I stopped by for a tour. As the conversation evolved, I was offered a job, contingent on my completing the ASA instructor qualifications. The dream began to unfold, and I would soon be called "Captain."

I started working for Charleston Sailing School in 2006. My learning curve was steep, but my lack of experience was offset by my energy and enthusiasm. My skill set grew rapidly. I took advantage of every opportunity that came my way, and sailed every chance I got.

The owner of the school found himself in a position to start cruising in 2007. He took off and ran the business from his boat for a few months. As our season in Charleston came to a close, we began wondering if he had a plan. Eventually, we all realized his heart was no longer in it. One day he called and offered me the school. I was 25, with no means of buying the school or a boat. He handed the school over free of charge. The Charleston Sailing School, LLC, and domain name were

For more information

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better than any Christmas present I had ever received. In two years I had gone from dockhand to captain and now owner. It was an exciting, challenging and extremely nerve-racking time for me.

To keep the school running, I leased a 30-foot Hunter for the first six months in business. It was a meager one-man and one-boat operation. Knowing I would need a larger cruising yacht, I refinanced my house and was able to get out enough money for a down payment on my first boat. I hired part-time help, and took on a few more boats under management. The fleet of yachts and employees has grown steadily since then. Today we have eight boats of all shapes and sizes. We offer ASA courses, private charters, bareboat charters and powerboat rentals. My uniform consists of flip-flops, a t-shirt and shorts. My job has taken me to hundreds of harbors aboard a variety of boats where I have made countless friends. I may not be getting rich anytime soon, but I live like a millionaire. Yes, I am living the dream.



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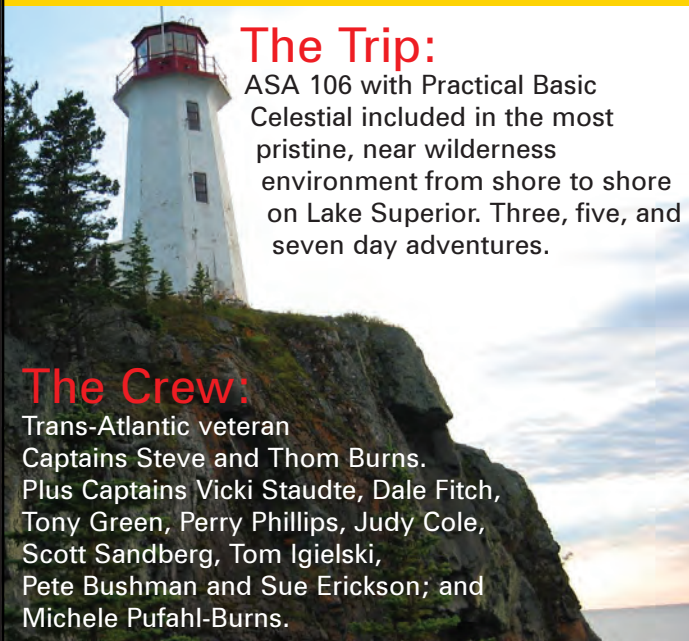
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SAILING DESTINATION

Scotland the Brave • By J



Photos by Jonathan Chandler & Michael Turner

Bonny, green hills provide the background to lovely Scottish ports of call.

What comes to mind when you think about Scotland? Maybe it is the centuries-old castles, famous Scottish whisky and distilleries, tartan, or the allure of its mysterious lochs that may hold the key to the Loch Ness Monster. Whatever image comes to mind, Scotland's glorious heritage and rich, romantic culture continue to capture the imagination of the world. Many of Scotland's consumer goods, destinations and establishments have become world-famous icons that are unsurpassed for quality, craftsmanship and uniqueness.

These "Best of Breed" Scottish brands are famous all over the world. Whether you are literary fans of Burns, an outdoor sportsman who enjoys hiking, fishing or a round of golf, an adventure traveller looking to explore the countryside, or a history buff hoping to learn about William Wallace, Scotland offers the traveller a vast menu to choose from.

Despite rumors to the contrary, not all Scots are barbarians, haggis is delicious, Burns Night isn't about bonfires and even true Scots mostly wear underpants under their kilts! Scotland is, in fact, a fascinating vacation destination for its diverse scenery, long history, rich heritage and huge number of attractions and things to do. Lowlands, highlands, islands, great cultural cities and far northern fishing villages draw the curious and the adventurous year-round.

Nominally part of the UK, but fiercely independent by nature, Scotland is divided into six unique regions. Southernmost is the Border Country with its Hadrian's Wall, rolling hills, pretty towns, ruined castles, and abbeys. The Southwest holds Scotland's coastal Riviera and the Isle of Arran, and the Central belt is home to Edinburgh and Glasgow. The North East boasts the Grampian Mountains, Aberdeen, dramatic castles, coastlines, and quaint fishing ports, while the

Highlands are famed for their glens, lakes, and mountains. The wild Scottish Isles are comprised of the Hebrides, the Orkney and the Shetland archipelagos.

The Scots are justly proud of their country, its unique clan heritage, and the world-famous single malt whiskeys distilled here for centuries. Friendly and welcoming once the ice is broken by a 'wee dram' of the golden nectar, they'll happily share their pride and knowledge with visitors. These days, the UK is an expensive place to visit, but a vacation in Scotland still represents value for money.

Scotland's History

Scotland has a long and often violent history, beginning with its Celtic settlers well over 2,000 years ago and still ongoing as the strongly nationalist country debates independence from the UK. Culturally, the Scots are fiercely independent and passionate about their country and its heritage. Neolithic

Jonathan Chandler

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(Above) Towering castles provide visitors with the views and feel of the land centuries ago. (Below) Summertime brings warm days to enjoy the water both for independent sailors aboard their own vessels and patrons of the Inversnaid Hotel, setting out on their ferry. Photo by www.ScottishViewpoint.com.

people inhabited Scotland over 6,000 years ago, with well-preserved remnants of their villages seen on Orkney and the Western Isles. The Celtic inhabitants in the late Bronze Age were part of a maritime trading culture covering much of Europe. The Roman invasion of England met with strong, armed resistance here, even after the building of Hadrian's Wall.

Scotland's medieval period, the Kingdom of the Picts, began in the 6th century AD with the arrival of Pictish tribes, reputedly from Ireland. By the 10th century, the region was dominated by Gaelic culture, and regional conquests during the next 300 years saw Scotland's borders form roughly where they are today by the 13th century. Cultural osmosis resulted in the southern areas becoming Anglicized and speaking English, while the northern regions retained the Gaelic language.

By the 19th century, Scotland was an Industrial Revolution powerhouse, with shipbuilding and engineering its strengths. Robert Adam, Robert Louis Stevenson, and James Watt were giants of the period. World War I saw Scotland play a major role, losing 250,000 of its young men in the process, and after the

war, the Great Depression hit industry hard. By the time of its recovery in 1939, World War II was about to start, after which the economy was again hard hit by industrial disputes and overseas competition, but the lifeline of North Sea oil and gas saw a timely recovery.

Things to Do

Although the Scottish weather leaves much to be desired as regards warmth and endless sunshine, the country is still a year-round destination for its many outdoor activities. It's perfect walking, trekking, and hiking country, with fine views around every corner and, in winter, Aviemore in the Cairngorm Mountains is alive with skiers, snowboarders and winter sports fans. Whales, dolphins, and seals visit the shores regularly, with boat trips enabling up-close and personal encounters, and cliff climbing and mountaineering are popular.

continued on following page



SAILING DESTINATION

continued from previous page

Sailing in Scotland

Set a course for Scotland and experience the freedom of its seas. Scotland's world-class boating and watersports environment is one of clean air and water, superb coastal scenery, excellent facilities and a superb welcome. Scotland's inshore waters are a sailor's paradise – unpolluted, quiet anchorages and fantastic coastal scenery. And whatever your sailing experience, numerous charter operators and sailing schools make it easy to get afloat.

Sailing in Scotland offers the average yachtsman a chance to practice all his sailor skills. The area is heavily tidal, with currents and drops in tide similar to regions in Maine and the northwestern parts of the U.S. Along with the tides, there are heavy currents and moving sand bars that will challenge any good skipper. The best time to sail in Scotland is during the short summer season that runs from June through the end of August.

After that, wind and weather can quickly become an issue, so the BBC shipping forecast becomes the Bible that sailors move and live by. However, despite all these challenges, the rewards are well worth the work it takes to sail this wonderful area. There are two distinct regions to explore with a yacht, the area of the Clyde Estuary and the island surrounding the area; and along the west coast of Scotland with the Inner and Outer Hebrides.

The waters of the Clyde offer beautiful scenery and interesting, safe cruising, limited only by time, weather and imagination. The Clyde area is fantastic for gaining experience and mileage without having to contend with the more challenging conditions of the West Coast. It is ideal for the novice sailor as well as the more experienced sailor wishing a relaxing holiday with family and friends.

With its protected lochs and waters within which most cruising takes place, it has a multitude of marinas, anchorages and moorings, many of which are adjacent to, or even operated by, the many good restaurants and pubs situated within easy reach of the water. Lastly, the regular sightings of seals, whales, porpoises, dolphins, basking sharks, seabirds of all kinds together with other wildlife make this a great spot for the outdoorsman.

The waters of the West Coast and Inner and Outer Hebrides, unlike the Clyde, are not for the beginner. However, it has some of the world's most beautiful scenery and cruising, limited only by time, weather and your skills and imagination. Sightings of abundant wildlife are similar to that in the Clyde area.

Resources for visiting Scotland

- www.visitscotland.com
- www.lonelyplanet.com/scotland
- *Links for a view of Scotland - wilderness walking, trekking, and hiking are found in all the regions, with long-distance trails covering the best of several regions and offered by specialist organizer Wilderness Scotland. www.wildernessscotland.com*
- *Skiing in Scotland used to be a well-kept secret, but is gaining in popularity as the cost of getting to overseas resorts soars. Ski Norwest gives a choice of resorts and extras. www.ski.visitscotland.com*
- *Sport fishing in Scotland is world-class, and includes salmon, trout, and sea fishing in some of the loveliest locations anywhere. Fishing UK Scotland offers guided salmon fishing trips. www.flyfishing-scotland.net*
- *Golf, one of the world's most popular sports, was born at Gleneagles, with the country's courses including those at St. Andrew's, the holy grail of golf professionals and amateurs alike. There are over 500 courses in Scotland and Golf Around Scotland can set you up with the rounds of a lifetime. www.golfinscotland.org.uk*
- *River Rafting offers an unbeatable adrenaline rush. Canyoning Scotland has three canyoning sites where you can get up close and personal with spectacular gorges and rushing rivers. The same company offers Whitewater rafting on the River Tay, with its challenging rapids. www.freespirits-online.co.uk*
- *Hadrian's Wall was built along the English border by the Romans to keep out the raiding Scots. www.hadrians-wall.org*
- *Magnificent Edinburgh Castle was built on the peak of an extinct volcano. www.bestofedinburgh.com*
- *Loch Ness in the Highlands may offer glimpse of its legendary monster, Nessie. www.lochness.com/loch-ness-tours.htm*
- *The Isle of Skye is a Scottish icon. www.skye.co.uk*
- *Holyrood House is the ancient residence of Scottish kings. www.royalcollection.org.uk/visit/palaceofholyroodhouse*
- *Glasgow Cathedral is famous for its stained glass, the finest in the UK. www.glasgowcathedral.org.uk*
- *The HMV Britannia, at one time Queen Elizabeth II's sailing vessel but now decommissioned is moored at Leith. www.royalyachtbritannia.co.uk*
- *Culloden House and battlefield is where Bonnie Prince Charlie lost to the English. www.cullodenhouse.co.uk*

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CHARTER TIPS • IMPORTANCE OF PRE-CHARTER BRIEFING

An experienced skipper, Bob Jones says briefings should be like mini-skirts: long enough to cover everything, but short enough to be interesting.

We've all half-listened to the cabin attendant on the airline give the safety briefing, showing where our lifejacket is located and how to inflate it. For passengers on cruise ships, the ships' crew is also required by law to stage a lifeboat drill, showing how to board the lifeboats and find lifejackets.

But too many bareboat skippers just pick up the docklines and sail off on their charter without making sure the entire crew is fully briefed on every possible contingency. That oversight will make any problems worse.

Before you leave the dock for the first time, you and your crew should not only go over all the safety equipment on board, but also talk about possible scenarios and how to handle them. The common emergencies include fire, flooding, collision, man overboard and engine failure.

While you're getting the onboard briefing from a charter company representative, don't be shy about asking questions and, if possible, have as many of your crew present to benefit from the briefing. If you aren't clear, ask for a demonstration.

The basic safety equipment you need to check includes lifejackets, fire extinguishers, flares, fuel shut-offs for both the stove and the engines, and the shut-off valves on seacocks. Let's look at these items and what your crew needs to know.

Lifejackets: Since you're responsible for returning the exact number of lifejackets, now is a good time to pull them and not only count them but also check for proper sizes. Take a look at how they are worn, too, because, frankly, some lifejackets are incredibly hard to put on unless you've had practice.

VHF Radio: Everyone ... everyone! ... in your crew should know how to use the VHF radio, which includes finding the emergency channel, how to transmit and receive, and how to change to working channels.



When thoroughly briefed about what to do in various emergency situations, sailors, whether students or experienced charterers, can feel more secure knowing what they need to do.

Fuel Shut-offs: Most important is locating the shut-off to the propane stove, which is where most fire problems occur. There will also be fuel shut-offs for the engines.

Fire Extinguishers: Like lifejackets, fire extinguishers are not all "user-friendly," so the crew should all understand how to operate them. Many have safety pins that need to be removed before use, and more than a few yachts have been lost because the crew didn't know to pull the pin.

Windlass Reset: Knowing where to find this often-hidden switch can save you an immense amount of muscle pain. Anyone who is going to be helping anchor should also get a chance to try out the remote or foot switches for the windlass at the dock so they know what to expect.

Once you've gone through all the essentials (don't forget to locate the tool kit!), you should walk through the handling of various emergencies.

Fire: The most important action is for someone to yell, "FIRE!" so that everyone aboard is alerted. Grab the closest extinguisher and aim it toward the base of the flames, not at the center of the flames. Use it sparingly, because it won't last long. Don't throw water on the blaze, which will only spread fires caused by liquid fuels.

continued on next page

CHARTER TIPS

continued from previous page

If the stove is the cause, turn off the fuel to the stove immediately and you can often smother the flames by throwing a blanket over the stove. It isn't a bad idea to have someone send a distress call via VHF, giving the boat's description, location and the cause of the emergency. Better to have help on the way and call them to say you have the problem solved than to wait too long.

Man Overboard: Panic is the enemy here, and clear thinking and planned actions will save the day. First, anyone who can't swim and pre-teens should all wear lifejackets when on deck. In lumpy seas, always use caution when moving around on deck: one hand for yourself and one for the boat. If someone goes overboard, the first action should be to yell "Man Overboard" and then delegate at least one person to continually watch the MOB, whose head will be very small in the sea. It would take a book (and it has!) to cover every possible MOB situation in power and sail boats but, before you depart on your charter, you should know how to handle a man overboard situation on the boat you are chartering. If you have a question, have the charter company take you through the procedure.

Flooding: Unless you've had a collision or hit rocks, the sources of flooding are likely to be the seacocks in the bilge where a hose may have come loose. Pull up the floorboards and see where the water is coming from, and then close that seacock until you can re-fasten the hose. To make sure you get the water out, it's a good idea to switch all the bilge pumps to manual rather than automatic operation.

Collision: One of the first warnings on your boat should be to keep hands, arms and legs away from any collision, whether it be with another boat or just a bad approach to a dock. Dings can easily be fixed, but the damage caused to limbs caught between a large yacht and something immovable like a piling is not pretty.

Engine Failure: With a sailing charter, you have some options because you can sail into an anchorage and drop the hook to await the service crew. Powerboats are another issue, which is why you should have your anchor ready for immediate use. Anchor as soon as you can, and



An ASA instructor, Tony Wall, gives a briefing to charterers prior to their vessel leaving the dock. With the implementation of emergency plans already in mind, the cruisers are prepared to go.

radio for help. With luck, you'll be drifting far from shore and in calm water, where you can take a look to check for the problem. Running out of fuel is an embarrassingly common situation, especially when you aren't familiar with the consumption of the boat. Some boats have engine kill-switches that can accidentally come loose and, on most, the engine won't start unless the gearshift levers are in neutral. Check the instruments to see if you've overheated, which may be a clog in the cooling water intake from a plastic bag or trash.

Dragging Anchor: Many skippers wake up every 2-3 hours just to go check on the anchor, using bearings they took on objects visible at night to judge whether the boat has moved. Another way is to check the water depth, which shouldn't increase or decrease more than expected with the tidal range. If you do find that you're dragging, see if you can save the situation without re-anchoring. With the engine running, pay out more chain and, using reverse, help the anchor bite firmly. If it doesn't, awaken enough crewmembers to help and then move the boat very slowly to a location you think has good holding and re-anchor.

Just because you're enjoying a charter vacation doesn't mean you don't have to worry about safety. A charter briefing for your crew is a good way to make sure everyone is prepared.

Article by Bob Jones of CharterSavvy, the free magazine of bareboat sailing. www.CharterSavvy.com



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INSTRUCTOR TIP

By Jeff Grossman & Jean Levine of Two Can Sail

What You Like to Eat Could Determine the Size of your Batteries!

It has been a fine day sailing. We've covered a long distance today and are looking forward to getting the anchor down and having a good dinner. It is summer in Florida so the thought of heating up the cabin using the stove, yet alone the oven, isn't very appealing. Also, Jean has been busy all day sailing and is not eager to set the anchor and then start cooking for an hour. No need! Dinner is ready and waiting: fresh cooked pot roast with new potatoes and green beans with side salad.

How do we do this magic? With a Crockpot! Our Crockpot fits perfectly in our galley sink so it is secure while sailing. Jean puts the pot roast, potatoes, green beans and some carrots in the Crockpot about eight hours before we want dinner, sets it to low, and that's it. Within minutes of arriving at our destination we're having a hearty dinner. So, we have decided what we like to eat, and that we'll use a Crockpot. Now we can determine how much battery power we'll need to do it. Though Crockpots take AC power (which means an inverter, deep cycle batteries, and a good charging system) they are more efficient than you may think. Crockpots will range from 75W to 900W, but you want to pick the low wattage ones for onboard use. On its low setting our Crockpot takes about 6Amps(A) @ 12.5Volts (75W). To cook a roast it runs about eight hours on low, yielding 6A x 8Hours or 48AmpHours (AH). Since batteries should only use about half their capacity, we double the 48AH to get 96AH. Thus a standard Group 27 105AH battery and a small inverter will run the Crockpot for the day.

Clearly this 105AH battery will be in addition to whatever battery power is required for the rest of the house operations. Most modern cruisers today carry on the order of 400AH battery capacity in the house banks, more than enough for the Crockpot trick.

Thus we show that (1) Pot Roast = (1) 105AH battery, and you start to see how what you like to eat can be converted in to how big a battery bank you need!

Jeff Grossman and Jean Levine are 100GT Captains and ASA instructors specializing in Couples Cruising Consulting. They work couple to couple in all phases of sailing from ASA 101 to offshore passage making, boat selection & marine surveying, and couple-to-couple advanced teaching. Visit www.TwoCanSail.com.

