

AMERICAN SAILING

ASA OFFERS A FANTASTIC NEW SERVICE WITH FIND MY CHARTER.COM

ASA has just launched a great new member service to help you, our members, realize your sailing dreams – it's called Find My Charter. We started Find My Charter after a survey of ASA members indicated that over two-thirds of you wished to take a bareboat charter sometime in the next year.

ASA's new charter booking service puts an entire world of boating possibilities at your fingertips.

You can find us two ways: online at findmycharter.com, or click on the link on the ASA home page to explore our most recent membership benefit.




FIND MY CHARTER.COM

Photo courtesy of Beneteau

Find My Charter gives ASA members a fantastic way to find their ideal cruising vessel, company and locale all by visiting one site. Membership really does have its benefits!

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ADVENTURES IN CRUISING • ABOARD POLYPHONIC AND ENJOYING GUADELOUPE



Jean Levine

We follow the annual migration like the birds: fly south for the winter, then back to the north. Or maybe we'd just stay south of the hurricane belt, like Grenada. That was the plan. This year we dilly dallied in the Bahamas, leaving late season, and found ourselves only as far as Montserrat near the beginning of the official hurricane season. Lucky for us, our insurance was good as long as we were south of Guadeloupe by July.

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ASA UPDATE



The America's Cup ASA Event

From September 13 to September 23, a group of ASA members led by Carl Martin cruised the west coast of Washington, Oregon and California on their way to Ensenada, Mexico, on board the Celebrity ship Solstice.

On September 14, 20 ASA members met aboard to talk sailing and the next day's America's Cup race in San Francisco Bay over a libation. There was a range of sailors from lake to open ocean and a range of experiences from novice to ASA instructors. Several sailors have even been involved with their local yacht club races, which always provides excellent banter.

They were also able to get a first-hand description of the America's Cup race and expert knowledge from a local authority, Kurt Mondlock. He talked about different land areas in the bay to watch the race. One of the areas he suggested was Crissy Field, which is on the west end of San Francisco Bay. This is close to the starting area and the first and third buoys. He also fielded questions about the race from the group. As it turned out, they may have had the best viewing of the race from the stern of the Solstice as the number 2 and 4 buoys were just off the stern and the finish line in sight. From this view point, the whole race could be viewed without field glasses.

During the cruise, many acquaintances were made and possibly future sailing adventures begun. Carl Martin has been sailing out of Newport Beach (Marina Sailing) and Dana Point, Calif., for about five years. He got into sailing due to his best friend buying a boat in San Francisco.

"Just thought I should know something about sailing before we went out," and he got hooked. Carl has his ASA 101 and 103 certifications, and he is currently working on his ASA 104 and 114 certifications. About a year ago, he got the chance to race in Dana Point. "What a great way to spend Thursday afternoon with a bunch of good sailors and friends."

The Charley Noble

The summer sailing season is winding down in many parts of the country, but where one door closes, another opens! We've issued thousands of sailing certifications this year, but we know that the sailing life begins, and doesn't end, with certification. As winter weather creeps in, for many people that doesn't mean the sailing ends, it just means the start of charter season.



Three-quarters of our members have indicated that part of their reason for learning to sail is to be able to charter a sailboat for a vacation. Winter is a great time to turn that dream into a reality. Yes, there may be snow on the dock and ice on the lake at home, but the weather's always perfect somewhere.

The Caribbean is an ideal winter getaway. With hurricane season over, the weather is balmy; and places like Tortola, St. Martin and the Bahamas are open for business. The South Pacific is another appealing, and accessible, destination.

In order to make charter vacations a reality for our members, ASA has launched FindMyCharter.com, a website devoted to guiding you through every step of the chartering process and making sure you get exactly what you want. No matter where you want to go, and when you want to go there, FindMyCharter.com can take you, so be sure to check out this issue's feature story for more. I hope you've had a great summer of sailing, and hopefully the winter has some in store, too!

"Charley Noble" is the old time nautical name for the smokestack over a galley ... So I'll try to keep any "hot air" in the American Sailing Journal confined to this column.

THE AMERICAN SAILING JOURNAL

www.asa.com

info@asa.com

ASA PRESIDENT Cynthia Shabes

ASA EXECUTIVE DIRECTOR Charlie Nobles

ASA EXECUTIVE EDITORS Heather Watt
Kathy Christensen

STORY EDITORS Heather Watt
Ben Miller

ART DIRECTOR Kathy Christensen

FEATURE STORY

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Findmycharter.com allows you to search for a bareboat, crewed or captained charter virtually anywhere in the world from an inventory of over 3,500 boats. There is a boat for everyone, everywhere and at every price point.

We are well aware that one of the most important components of a successful charter booking service is the people managing it. They use their experience and knowledge to find and recommend the best boats, destinations and companies to our members. Therefore, ASA is pleased to introduce Kay West, a long time charter broker and ASA school administrator who understands ASA, its certified students and members.



Kay West
Charter Operations
Manager

Kay brings a wealth of experience and knowledge having worked with both bareboat charter operators as well as some of the top brokerage firms in the U.S. We are excited to have Kay join our ASA family. We know she and her team will help you find the sailing vacation you've always dreamed of without the hassle. She is passionate about getting people out on the water and will definitely go that extra mile for you.

Benefits of ASA Service

There's absolutely no charge for taking advantage of this service. Kay will use her expertise to guide you through the entire charter process, from selecting the right yacht to provisioning and travel arrangements. Our goal is to match you with the perfect boat at the best price.

The volume of business ASA members can generate collectively for the charter industry makes Find My Charter a valuable partner because of the referrals and the amount of repeat business we generate together. Find My Charter will give you the level of customer service that you deserve by being your trusted guide into the world of bareboat and crewed charters.

Reflecting the ASA tradition of excellence in sail education, Find My Charter contains a rich treasure trove of reference information.



Photo courtesy of BVI Tourist Bureau

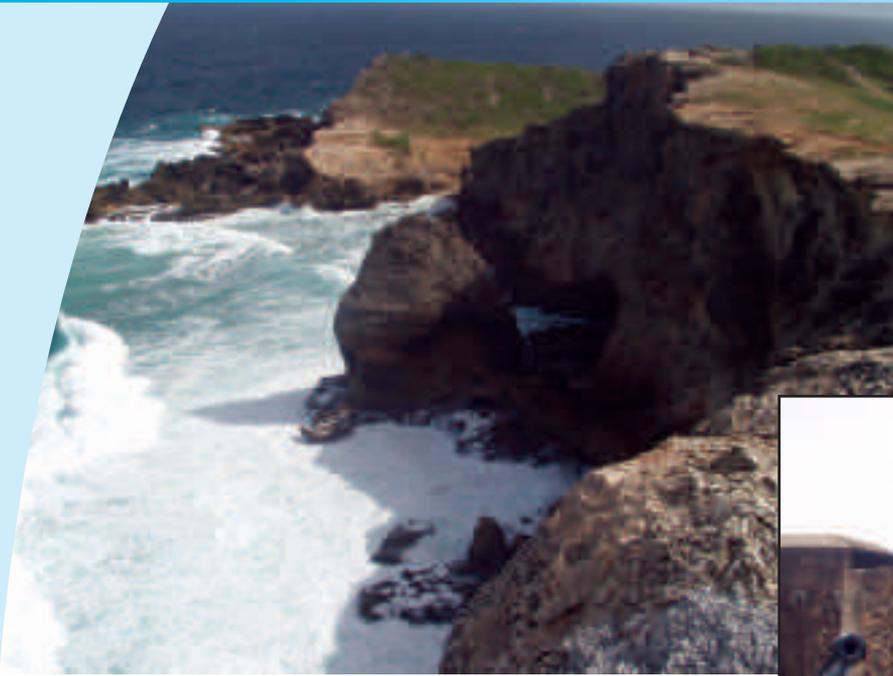
The British Virgin Islands are a great place to charter with lots of quick hops from island to island. (Below) The Find My Charter website is easy to navigate.



In addition to merely searching through the boat inventory, you can obtain answers to many of your questions about chartering. This includes an explanation of the booking process, tips on provisioning, what to pack, where to go, the best sailing seasons, choosing your sailing companions and type of boat.

Are you wondering about the best time to sail in Croatia, the must-see sights of the Mediterranean, best watering holes in the Virgin Islands or the best anchorages? You can browse stunning charter destinations around the world.

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After visiting towering cliffs rising up from the magnificently churning surf, take a stroll through history at Fort Napoleon for a change of scenery.



ADVENTURES IN CRUISING

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So July 2 we arrived in Decays, Guadeloupe, around 10 a.m., found a comfortable spot to anchor, dropped the hook and proceeded to customs. Although we were far from France, it was not hard to imagine that we had landed there. The picturesque village is just like a French postcard. The town consists of an abundance of restaurants. The bread bakery, the pastry shop, spice shop, butcher shop and the storefronts all have wooden shutters instead of windows, some of the windows open and some closed. After the second day, I figured out that the town hours were 8 a.m. until noon then closed until 3 p.m. and open again until 5 p.m., when the restaurants open for dinner. Life aboard is a journey, a Whitman sampler of language and cultures, and each island is different. One day you're practicing Spanish, the next driving on the left, and the day after that, you're speaking French.

Bienvenue! Welcome to Guadeloupe, a French territory made up of two islands in the shape of a butterfly with the river Salée dividing the wings. The western side, known as Basse Terre, is composed of lush tropical rainforest, waterfalls, sleeping volcanic mountains covered in lush green, plus acres of sugar cane, coffee and banana plantations.

Fishing villages dot the coast, as well as Jacques Cousteau's underwater marine park. The eastern side is called Grande Terre. Here the mountains are much older and have eroded to a rocky and dry more desert-like terrain. With spectacular beaches and rocky reefs, the windward shore offers windsurfers and beachgoers a delight.

Exploring and Enjoying

Life aboard provides little exercise, so when we visit a new island, we try to budget for a shore leave excursion that includes hiking, biking and swimming for exercise. Our stop in Guadeloupe was no exception. We stopped at the Zoological Park, which features a walk in the treetops. The walkway hangs 50 meters in the air with a maze of suspension walks from treetop to treetop connected by small platforms around the tree trunks. They equip you with a harness, and you clip on cables to walk along six-inch boards to the next tree platform, high above the forest floor. Wow, what a view inside the forest from the treetops looking out over the ocean.

Continuing south down the coast to the far end of the island, we hike through the rainforest and explore "Chutes de Gallion" located on the west side of the Mt. Soufriere volcano. The drive was like visiting fern valley. We entered the Guadeloupe National Forest and continued up the narrow switchbacks to the mineral baths. After translating the sign, I figured that the trail to the right led the way to the Chutes, and that it should take about an hour one way.

We set off through this tropical wonderland with ferns the size of palm trees, a thick forest filled with vines, and a mist rolling off the top of the volcano giving the image of Gorillas in the Mist (minus the gorillas, of course). The trail got more "sportive" after about 15 minutes; and, before we knew it, we were climbing down rocks and tree roots. Down and down we went, until an hour had passed. I was just beginning to doubt my translation of the sign when, we heard the unmistakable sound of rushing water.

We had found the “Chutes de Gallion.” The chutes are a series of small waterfalls cutting through huge, rounded granite boulders forming a number of emerald pools. Here we were, just us in this magnificent tropical paradise.

Sailing On

After getting the complete landside tour it was time to set sail. Our friends on North Star and Morning Light were heading for Isle des Saintes so we sailed along. Half of the sail was a lovely coastal cruise. Then as we cleared the end of the island, the wind blew 30-35 knots, and the foam was blowing off the tops of the waves. Before we knew it, we arrived at Pain de Sucre, where we snorkeled and spent the night.

The next morning, we moved around to the anchorage off the only town on the islands, Bourg des Saintes. The total population of the island is about 2,000. The quaint village is a tourist spot only accessible by ferryboat or private yacht. Scooters prevail with only a few cars on the island.

Off for more exercise, we walked to Fort Napoleon on the hilltop looking over all the islands including a great view of Guadeloupe. After a couple of days in the Saints, we headed back to the north to Basse Terre. The sail back from the Saintes was fast. The same 30-35 knots of breeze on Polyphonic’s hip with only a small jib made for 10 knots on the GPS. Instead of the three hours it took to get to the Saints, we were across the passage in just over an hour. We anchored off the Riveree Sens Marina (on the southwestern shore) and after filling up with fuel and water, we took the dinghy and went exploring along the waterfront. The marina was surrounded by low-rise condos, some with slips and everything you need within a short walk: the Huit a Huit, (a small grocery store) the patisserie, the butcher, marine store, bike shop and rentals as well as the laundry/dry cleaners.

The hot sunny weather sent us back up Mt. Soufriere to explore more waterfalls. The different colors of the layers of rock and the variety of ferns and moss can only be described as a Steven Spielberg set or perhaps The Land that Time Forgot or The Lost World. You would expect to crawl into the crevasse and find dinosaurs wandering around. The top of the mountain is in a cloud, which occasionally lets the sun peek through and illuminate the rock and fauna. Hiking the Chutes du Carbet following the “sportive” path, after two hours of climbing to the Premiere Chute a 300-meter waterfall, we found only one other couple making the trek. (It turned out they



The Chutes de Gallion offer lovely waterfalls emptying into jade pools for those willing to take the hike down a long path to find them.

were from the boat anchored next to us back in Basse Terre, Island Flyer, Mike and Sue.)

After making new friends, we went on our way, back across the passage to Isle des Saintes, this time in beautiful conditions, sailing in smooth water and 10-15 knots of wind, just like in the Caribbean brochure. Back in the States, we call it a Chamber of Commerce Day. We dropped the hook off Isle Cabris, which is populated only by goats, to one of our favorite anchor spots. Here we snorkeled a huge golden brain coral 25 feet by 30 feet, which lies just off the end of the beach.

I joked with Jeff that, “I have to check my brain,” and was very glad to see my brain was still golden and full of life. I spotted three moray eels. One in particular was memorable since he was green with a purple nose and sprinkled with spots, and I watched as he hunted for fish up and down the coral head. After a great snorkel, we sat on the porch in the cockpit and wondered how life could get any better. So what if your friends think you’re crazy! It is hard to explain; it’s a lifestyle. You endure the wind, the weather and the seas, and your reward is many memories of what is at the end of the rainbow.

Jeff and Jean assist couples in realizing their sailing dreams with their company Two Can Sail. They work with one couple at a time to provide cruising lifestyle training, including boat shopping, surveying and personal training aboard the couple’s boat. Both Jeff and Jean are 100GT masters and ASA sailing instructors who have a passion to share their experience from over 60 combined years of cruising, racing and teaching couples.



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

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

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

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

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

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FEATURED JUNIOR SAILOR • KIERAN SHOCKLEE

The Sunset Series on Wednesday nights in Marina del Rey, Calif., is my favorite regatta. I like it because I get to race with my family and against some of my best friends. During the race, we are very serious aboard Atomic Monkey. Since I am the helmsman, my job is to keep the boat going fast. I also work with my dad calling tactics since I have so much experience racing Optis. Sometimes our ideas work, and sometimes they don't.

Right now, we are competing with the middle of PHRF (Performance Handicap Racing Fleet; a handicapping/rating system for racing) E fleet. We have been having some great races against these guys, and that is a lot of fun. Sometimes other boats don't treat me seriously, but after I explain to them that they are committing a foul against us, they usually back off and do the right thing.

Knowing the racing rules is a huge plus for Wednesday nights. My goal for next year's Sunset Series is to beat

For more information

Do you have a junior sailor in your family that you would like to feature? Contact Kathy at kc@asa.com



Kieran Shocklee, 11, enjoys the competitive nature of racing along with the older sailors. He hopes to beat out the competition on Atomic Monkey next year.

Bandit, a Santana 20 that wins most of our fleet's races. After the race each Wednesday is also fun. It is really great to get to talk to other racers from boats like Jubilation, Dark Star, All In, and Blarney about tactics and good choices and mistakes that we have all made. The really great thing is that I am not a kid there, just another racer. Next year will be a great year for Atomic Monkey, so watch out Bandit!



Live a little, learn a lot...

Whether you have never sailed before but want to learn the ropes or you're an 'old salt' who wants a refresher to enhance your skills and learn a few new ones, Horizon Yacht Charters has the course for you.

Horizon Yacht Charters Sailing School is an American Sailing Association (ASA) affiliated facility offering first-class tuition on first-class yachts in the most idyllic cruising grounds of the world; the British Virgin Islands, the Grenadines, Antigua & Barbuda and St Maarten as well as Annapolis, MD. We also offer a combination course which begins on the Chesapeake Bay and your instruction is completed at one of our bases in the Caribbean. Or, if offshore experience is what you are looking for, why not join us on the Caribbean 1500 or Atlantic Cup rally.

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FEATURED SAILBOAT • BENETEAU'S OCEANIS 38

Beneteau revealed its newest concept in sailboat design when it launched the Oceanis 38 at the United States Sailboat Show, October 10-14, 2013, in Annapolis, Md. At the time of publication, we hadn't yet seen her in person, but one thing is for sure, she's been creating quite a buzz in the industry leading up to her world premiere in Annapolis.

"The Oceanis 38 offers a level of customization no other builder has ever offered before at this size. However, what is quite remarkable, and what makes the Oceanis 38 so innovative, is the fact this boat can evolve with her owner's changing needs over time. The boat should fit its owner, not the other way around," says Beneteau America president, Laurent Fabre.

The new Oceanis 38 can be a day sailor, weekender, or cruiser based on her owner's needs and preferences.

The day sailor offers an open, loft-like space with clean lines and an uncluttered feel. A two-person berth is located far forward, and the aft of the yacht is dedicated to storage.

The weekender features two- and three-cabin layouts, which can remain open or enclosed based on privacy preferences. It can also include a separate shower, fitted galley and extra table in the salon and/or cockpit. The weekender offers the most flexibility allowing many interior components to be added to the yacht as the owner's needs evolve over time.

The cruiser can have two or three fitted cabins, a large galley, mainsail arch, helmsman seats and swim platform. While more conventional, its owners can choose the layout configuration and some components based on personal inclination.

The Oceanis 38 features a continuous full-length chine and deep-draft, T-shaped keel proven to enhance performance, increase stiffness and provide stability while reducing heel. Moreover, the yacht's twin rudders make for a more responsive helm.

Bruno Belmont, project manager for the creation of Beneteau's newest and perhaps most innovative yacht to date in the Oceanis lineup explains, "The Oceanis 38 has been in development for years as we studied the lifecycle of a sailboat and her usage over a long period of



With a large galley, open interior and well-designed spaces below deck, the Oceanis 38 has ample comfort below deck while remaining gracefully rugged topside.

For more information

To locate a Beneteau dealer in your area, visit BeneteauUSA.com. And if you just can't wait to see her, go to MyOceanis.com for an interesting video of what this remarkable sailboat has to offer.

time. Our greatest challenge was not simply to provide an initial level of customization for her owner, but to allow the boat to be adapted successfully over time, making it possible for certain components to be added or even removed throughout the life of the boat."

True to Beneteau form, the Oceanis 38 is rugged, yet graceful under sail. Her clean, thoughtful sail plan makes for comfortable singlehanded sailing, while her clever, scalable and elegant interior make her an easy choice for couples and families alike.

Some other notable features of this boat include removable lockers which can be packed at home and easily transported onboard before a cruise; large windows supplying an abundance of interior light and ventilation; a comfortable companionway; a playful, inflatable swimming pool and/or slide complete with air compressor and dedicated stowage space onboard.

If you missed exploring the Oceanis 38 in Annapolis, not to worry, she'll be on display at the St. Petersburg Boat Show in Florida this December and likely at a boat show near you.

FEATURED FACILITY • SEATTLE SAILING CLUB

Celebrating its 45th anniversary season in 2013, Seattle Sailing Club (SSC) has been the place to sail on the picturesque Puget Sound for decades. A vibrant and bustling American Sailing Association certification facility and sailing club, SSC is located just seven miles north of downtown Seattle. Bob Ross, president and owner since 2003, loves to say, “We’re the *fun* place to sail and learn!”

Whether it’s in ASA courses, club flotillas, racing programs, cruising locally or internationally, or just a good ol’ club party, Seattle Sailing Club keeps the fun meter in the red!

Bob Ross has more than 35 years of experience in the marine industry in Seattle. Bob doesn’t just promote the fun, adventurous lifestyle ... he’s lived it. He grew up surfing on Long Island before heading west, where his passions became sailing and skiing. If you have the chance to meet him, you’d be hard pressed to find a better word to describe Bob than fun. Quick with a joke, or more likely a story, Bob is the kind of guy that loves to help people have a good time. Indeed, at the time of this writing, he’s en route to Croatia to lead a flotilla with 37 members of the Seattle Sailing community. Bob knew the previous owner of Seattle Sailing Club for 20+ years, and always told him, “If you ever want to sell, I’m interested.”

Adding to the Fun

In the ten years that Bob has owned Seattle Sailing Club, the fleet has been completely overhauled, the membership has nearly quadrupled, and the sailing school has grown substantially. Bob also owns a sister business to Seattle Sailing Club, Sail Northwest, which is the J/Boats, MJM, and Salona Yachts brokerage in Seattle.

Seattle is an epic place to go sailing. The Puget Sound is nestled between two mountain ranges, the Olympics to the west, and the Cascade range to the east. On clear days, a boat doesn’t have to be more than a few hundred yards off the breakwater from Seattle Sailing Club to enjoy views of 14,441-foot mammoth Mount Rainier and 10,781-foot Mount Baker, as well as dozens of other peaks. On top of extraordinary scenery, the proximity of world-class cruising grounds of the San Juan Islands to the north and the vastly underrated gunkholing available in the south sound make this area a sailboat cruiser’s



With special emphasis put on spinnaker handling in one of their courses, Seattle Sailing Club offers learning opportunities in a great environment.

paradise. But that’s not all: a person could race every day of the week during summer in Seattle, with racing series from exceedingly casual “beer-can” style racing to highly competitive courses shared by Olympians and enthusiasts alike.

“Racers or cruisers, salt water or lakes, for relaxation or exhilaration, beginning sailors to experienced salts – sailing in Seattle truly has something for everyone” says SSC club manager, Joe Cline.

Classes Offered Year-Round

There’s seldom a quiet moment for Seattle Sailing Club’s ASA school, thanks to a huge metro area and a population with active, outdoor interests (yes, even when it’s cold and rainy). SSC will certify more than 600 individual students this year, many of them taking multiple courses. The ASA 101 Basic Keelboat is, obviously, at the heart of the program and runs weekly 12 months a year – a lot more than weekly in the summer!

The Basic Keelboat is taught on J/24s, J/80s, C&C pocket cruisers (24 and 27 foot), and sometimes on the zippy new 22-foot J/70. Students will continue on that fleet of boats for the ASA 103 Basic Coastal Cruising, before graduating to the larger boat fleet (30 to 40 foot) in the ASA 104 Bareboat Chartering course, where they’ll sail designs from J/boats, Jeanneau, C&C, Catalina and Hanse.

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FEATURED FACILITY

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With the variety of sailing adventures nearby, Seattle Sailing Club sees many students continue through Coastal Navigation (ASA 105), and Advanced Coastal Cruising (ASA 106), as well as their in-house Spinnaker Handling course, which introduces safe usage of symmetrical and asymmetrical spinnakers. Seattle Sailing Club touts an instructor staff of more than 20 ASA-certified instructors. Make no mistake, safety and professionalism are givens in every course, but fun still takes the lead.

Focus on Fun

Beth Steinkoenig has worked at Seattle Sailing Club in various capacities for more than 20 years. She's now one of SSC's lead instructors, and is also an ASA Instructor Evaluator, certifying instructors at Seattle Sailing Club. Beth says she always tells ASA instructor candidates, "You've got to keep it fun! It will help students retain the information, and it will keep them coming back for more!"

"I like to remind students that even high-quality sailing education is just the beginning," says club manager Joe Cline, and that's where the sailing club portion of Seattle Sailing Club comes into play.

All members at SSC have access to sail any boat as if it is their own, taking friends and family out on the beautiful Puget Sound. Options within the membership allow for pay-as-you-go or unlimited day sailing, and all qualified members may cruise overnight. SSC members also have access to a wide variety of programs. Many of these programs were started in the last five years by Joe Cline, whom owner Bob Ross refers to as "The Camp Counselor." That nickname is apt, as Cline learned to sail and first taught sailing at summer camp in Minnesota. The programs foster community, skill progression, and fun for members of all experience levels. Between the casual Monday racing and the more competitive Wednesdays, more than 90 members were part of 17 SSC race teams in 2013. Racers also participate in the highly competitive J/105 fleet for the spring distance racing series, as well as the super-fun Whidbey Island Race Week in July.

Fabulous Flotillas

The SSC Flotilla program is weekly during the summer season, and monthly during the winter months. Flotilla groups will do everything from wine tastings, to raft-up potlucks, to game nights, as well as overnight cruises. There's also a thriving women's sailing program that



Whether raising a sail with the rest of the class or just heeling as the sun sinks lower on the horizon, Seattle Sailing Club members are having a lot of fun and coming back for more!



For more information

Visit Seattle Sailing Club at www.seattlesailing.com and at <http://shop.seattlesailing.com> or contact SSC directly at info@seattlesailing.com or call (206) 782-5100.

fields a race team, and does monthly cruising events just for female sailors. Whether it's racing or flotillas, these activities are opportunities for members to connect, and for new sailors to learn from more experienced sailors.

"It's a great asset for our students to have such fun ways to keep sailing after their courses," says instructor, Steinkoenig.

With 45 years of history in this incredible area, Seattle Sailing Club is no aging relic. Energy, innovation, and a fun-focused approach are helping build new traditions and new ASA-qualified sailors at SSC. Millie Magner, a member of SSC for 27 years just stopped in and said, "I was at the boat show in Seattle last week. And, after looking at all those boats I decided, yet again, that SSC is still the best way to go sailing in Seattle."

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SAILING DESTINATION

Ilha Grande, Brazil • Story and Photos



Enjoy the shade on shore after you dinghy in from your sailboat.

Angra dos Reis is the place to raise your sails for Ilha Grande, a cruising destination with an island for every day of the year. Located a few hours south of Rio de Janeiro, this untouched collection of islands is unknown to most sailors, even though it's featured in *Fifty Places to Sail Before You Die* (recommended by Lin Pardey). Dubbed the "Caribbean of Brazil" sailing in Ilha Grande is bursting with white beaches, tropical jungles and crystal clear waters.

Navigation among the 360+ islands is effortless, with safe anchorages in secluded coves. The local Brazilian flavor and onshore scenery make up for the light winds. If you want to stay dry on the boat, visit from December to March when the rainfall is less.

Getting There

In a similar time zone to the British

Virgin Islands, Rio de Janeiro, Brazil, is one stop away from most major U.S. cities, but a world away in flight time (11 hours) and culture. It's best to have your game plan in hand for your arrival into Rio. The bustling metropolis is prepping for the impending 2014 World Cup and 2016 Olympics.

The luxury mode of transportation from Rio down the rugged jungle coast to Angra dos Reis is with a private ride, arranged through your charter company or via taxi. A pricey \$250 each way, there is a more adventurous and economical option. The public bus is two hours from the airport to Marina Verolme, at a fraction of the price, around \$18 USD. Take a public bus from the airport, tell the bus driver you need to disembark at Rodoviaria (approximately 10 minutes from airport), find the Costa Verde ticket counter, purchase your ticket

and enjoy the comfy ride to Angra dos Reis.

Cruising Destinations

Ilha Grande is the largest of the 365 islands in the pristine cruising area, largely undeveloped and an unspoiled example of Brazil's Atlantic rainforest. The entire island is protected as part of Ilha Grande State Park, so you won't find roads or cars, but rather bikes and sandy walking paths.

The island features over 150 kilometers of hiking trails, most terminating at secluded beaches. With a sailboat, those remote beaches are a dingy ride or refreshing swim to the beach.

Abraao: The largest village on the big island, and home of eco-tourism. Local ferries, catamarans and sailboats bring visitors to the island, which features fashionable restaurants, trendy beach bars, fresh seafood, t-shirt shops, pizza

os by Captain Michelle Hurni

For more information

Visit the official Ilha Grande site at Ilhagrande.org and translate through your browser.

joints and boutique hotels.

Palmas: Sail into the cove surrounded by a silky emerald jungle layered over rolling terrain. In the winter, there's a floating bar, and in the off-season, a local will serve you caipirinhas on the beach, complete with gnats. Anchor in this cove and walk the sand path through tribes of monkeys fifteen minutes to the wild and inviting Lopes Mendes beach. Voted the best on Ilha Grande, it can only be reached by foot.

Saco do Ceu: An old pirate village, and modern day hurricane hole, is completely hidden from a cruise around Ilha Grande, but worth the motor into the inner sanctuary. The water is as calm as a lake and surrounded by mangrove trees. During the busy summer season, jet skis can break the tranquility. Restaurants dot the hillside.

Blue and Green Lagoons: If you remember the 80s movie featuring Brooke Shields, *The Blue Lagoon*, you can picture this spot in Brazil. The water is transparent and blue-green, with multicolored fish and coral. It's a popular spot for snorkeling, diving and turtle stalking, but usually not crowded. A slender channel between Ilha Grande and Ilha Macacos snakes between the blue and green lagoons.

The blue lagoon is considered one of the seven wonders of the "Big Island."

Sitio Forte: Although the fort is tough to find, you won't have any trouble being drawn in by the spontaneous laughter coming from the local school, where the children arrive each morning by boat. While searching for the fort,



Take a page from the book of local fisherman enjoying the blue waters with a few of the 360-plus islands rising up out of the water on the hazy horizon. (Below) Run along a sandy beach as the waves lap the shore.

you'll see local boys fishing and playing soccer who may liberate a coconut from a tree and cut it open for you. On the other side of the cove is Restaurant Lele, with picnic tables, fresh seafood, sand and multiple varieties of tropical caipirinhas, the local Brazilian drink.

Frequesia de Santana: Just around the point from the green lagoon, it was an important industrial center in the seventeenth century with coffee plantations, sugar cane, and more; but today it's ruled by nature. The beach is guarded by Frequesia de Santana, the Santana Church, which was built in the eighteenth century.

Communication

Unless you speak the native Portuguese, the universal language of "point, nod and smile" is the most widely spoken. Ilha Grande is certainly a local tourist destination.

continued on following page





With areas of pristine jungle abounding, Ilha Grande also has secluded waters straight from The Blue Lagoon. Remember to plan ahead and pack your necessities along with all the cash you'll need though. ATMs and banks are a thing of the mainland. Time in the islands is just for relaxing.

SAILING DESTINATION

continued from previous page

That being said, English speakers are a novelty in the cluster of islands. If you're lucky, shop and pousada (small hotel) owners may understand enough English to turn their computer screen to you and use Google translator, a novel form of modern communication. In the lead up to your trip, it's not unusual to have e-mail communication translated in both directions.

As in most remote island destinations, internet cafés provide their own form of frustration, where "high speed" seems to translate into "island time."

Vital Tidbits

There are no ATMs or banks in Angra dos Reis or Ilha Grande. Get the cash you need before you leave Rio. Not all hotels or restaurants accept credit cards. The main grocery is in Piratas Mall in Angra dos Reis, but small stores throughout the islands sell most necessary items.

Chartering

There are several charter companies for either bareboat or crewed sailboats, including:

FindMyCharter.com

Brasil Yacht Charter – Byc.com.br

Inter Yacht Charter – Interyachtcharter.com

Angra dos Reis Yacht Charter – Charterworld.com

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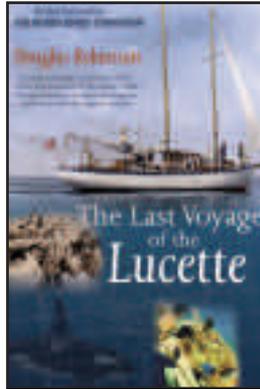
Enjoy local favorite dishes, served up with a side of natural beauty, laid back style and yes, a few caipirinhas to wash it all down.

Captain Michelle Hurni has sailed with her family in tropical destinations around the world including: the Seychelles, Brazil, Croatia and the BVI to name a few. Michelle is a former professional climber and author of several climbing and fitness books.

BOOK REVIEW • THE LAST VOYAGE OF THE LUCETTE

Title: The Last Voyage of the Lucette
Author: Douglas Robertson
Publisher: Sheridan House Inc.
Pages: 372; Paperback; \$23.95

The Last Voyage of the Lucette is the bittersweet story of the sinking of a fine old schooner holed by hungry killer whales in 1972 and the odyssey aboard a life raft that followed. The book has two sections: before the sinking and after the sinking. As one can imagine, this dividing line is rather stark but still comes as a surprise just as we get used to the Robertsons making one passage after another. The skipper of the yacht, father of four crewmembers, ages 11 to 17, and sometimes tyrant, tells the story in raw, unfiltered narrative. This approach allows the reader to join the crew and be a part of the travels and travails of this adventurous family.



The story begins with the author's first experience with a sinking ship during WWII and jumps ahead 30 years to when his family decides to sell the farm and sail around the world. The process of finding the right yacht to getting it ready and finally launching into one of the worst storms in memory is entertaining fare, but the book gets into a groove with the telling of the many out of the way places and interesting people encountered along the way. From discovering sunken ships to dealing with attacks to losing the rudder, the family's adventures are compelling and informative. The Lucette encounters so much bad weather that it leaves the reader wondering if the skipper should have taken the hint and turned around and gone home.

The Robertsons sail from the UK to the Caribbean and visit various islands including Barbados, Dominica, Antigua, St. Thomas, Great Inagua and Little Inagua, where they are alone on the island and discover a sunken ship for which they later obtain salvage rights. From the Caribbean, the family visit Miami and decide to stay for six months obtaining work to replenish the coffers. From Miami to Jamaica, then it's on to Panama and the nearby San Blas Islands where the indigenous peoples rarely saw outsiders. We expect this part of the book to be a series of idyllic and uneventful passages and gunk holing about charming bays leading up to the sinking, but in fact, the family encounters no end of bad luck, even worse weather and at times a complete breakdown of family relations. More importantly though, they always push on and end up having some wonderful adventures along the way while making many new friends and seem

to have just the kind of around-the-world experience anyone would hope for. This is true despite some errors in judgment, such as not reefing while a massive front approaches then overtakes with hurricane-force winds. The numerous challenges encountered are entertaining and sometimes educational as resourceful solutions are found and make the book a good read for anyone planning a similar undertaking.

Just as we become completely immersed in the Robertson's adventures including fascinating travels around the Galapagos Islands, the ship is suddenly holed by killer whales. From this point, the second part of the book begins.

While today we think of abandoning ship to mean sitting in a life raft until someone responds to our emergency signal, the crew of the Lucette had no EPIRB, no time to send a mayday, or even to collect provisions before parting with their yacht. The Robertsons abandon their sinking yacht with both a life raft and a wooden dinghy to which a small mast and sail had previously been rigged. This dinghy was a key to their survival as it allowed the family to be tugged along slowly towards shipping lanes and, more importantly, areas with a higher likelihood of rain. Towards the end, the little dinghy becomes the only barrier between all six people and the hungry sharks.

The book recounts the day-by-day struggle to survive the elements while rationing what little food and water was stored with the life raft and the ways they attempted to improve their situation. Once the first ship they spot fails to see their flares, the group makes a conscious decision to focus on surviving until they reach land instead of just waiting for rescue. There is a lesson in attitude that allowed the Robertson family to survive for 38 days at sea with a life raft rapidly losing air and far longer than their meagre provisions could possibly last.

The ingenious and pragmatic ways each castaway deals with their situation make the story very engaging. From circling sharks to sleeping in puddles to scarce water they persevere which begs the reader to wonder "would I survive in such circumstances?" Certainly, one can take the events as a warning to any that would attempt to sail around the world without being fully prepared. Yet another perspective is just as tempting: that one can experience numerous mishaps, encounter unimaginably bad weather, even lose the ship itself to the unrelenting sea and yet, still end up on dry land having had the kind of adventure worth writing a book about.

Scott Warner is avid sailor and sometimes writer. He has taken his ASA classes at Harbor Sailboats in San Diego.

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FEATURE STORY

continued from page 3

You can discover local highlights and unique places, getting details on when to go and what to expect, and receiving an assessment of each location's advantages and drawbacks. Using the resources of Find My Charter adds up to an intelligent and informed choice about where to charter.

We at ASA like to say "Learning to sail is just the beginning." By starting a custom charter booking resource, we hope we have created a service that will help you and encourage you to pursue a lifetime of sailing. So visit FindMyCharter.com today to start your next sailing adventure!

The following are just a few of the many destinations that you might want to consider either for this winter season or to book ahead for next summer.

British Virgin Islands

A Sailor's Paradise

The BVIs truly are a sailor's paradise and a great place for trying your hand at bareboat chartering. With the protection of the Sir Francis Drake Channel, the sailing is relatively easy, and the navigation is line of sight. The trade winds blow from the northeast at 15-20 knots, except for the Christmas Winds in December and January, which can blow 25-35 knots for several days. By February, they start to move around to the east, and by June, they drop down to 10-15 knots and move southeast. There is a nominal tidal range of about 12 inches. Mooring balls are installed in most harbors so you don't have to worry about anchoring, just make sure you're in the harbor early enough in the afternoon to snag one.

Croatia

East Meets West

Choosing to cruise the coast of Croatia, visiting the many tiny islands and the Croatian peninsula, is one of the most amazing choices you can make as a sailor. With a massive cruising area, there is no shortage of things to see and explore. Croatia has a blend of Mediterranean and European flair that gives it a particular flavor. With nearly 2,000 kilometers of dramatic shoreline and more than 1,000 islands in its waters, Croatia boasts one of the most



Greece offers sights, culture, history and food along with beautiful waters mariners have been sailing for millennia. Here, you can dine seaside nightly. Check out Find My Charter's Greek offerings for the next sailing season.

unique stretches of coastline in all of Europe. Croatia is also situated in the middle of where West meets East – the point where the Catholicism of Western Europe meets the Islam and Orthodox Christianity of the East.

San Juan Islands

San Juan Islands

If there's a special paradise for boaters, it rather likely resembles the San Juan Islands. There are over 100 named islands on the U.S. side of the nearby Canadian border, and many more rocks and drying shoals exposed at low tides. Among the 100 islands are barren rocks, dense forests, wild meadows, and cultivated farms. There are islands where 2000-foot peaks often disappear into low clouds, and others where there is nothing taller than a couple of survivalist trees (twisted and contorted by generations of winter winds).

Greek Islands

Ancient History and Stunning Beauty

History, culture, architecture, natural beauty, serenity, excitement, exploration, discovery. All of these words describe Greece, one of the most amazing countries for sailors to visit. With a seafaring history going back centuries, and cities and villages built around the water, the ancient gods welcome you to enjoy this storied land. If you are seeking a sailing vacation that's packed with terrific conditions, beautiful landscapes, significant ancient ruins, secluded islands, vibrant nightlife, a warm culture and terrific cuisine – Greece is the place to be.



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CHARTER TIP • BAREBOATING WITH A KITTY

With several couples aboard a bareboat, the question quickly arises: who pays for what? You've already divvied the cost of the charter upfront and you paid your own way to the destination.

But who pays for a taxi from the airport? Who pays for mooring buoys? There are a myriad of daily expenses, from buying ice to replenishing groceries, ice cream cones to customs fees.

Without a plan, it's easy for the nickels and dimes to start adding up, and it's equally easy for some of the crew to feel that they are supporting everyone else. There has to be a way to maintain harmony amongst the crew.

We've found the best method is to set up a charter "kitty" from which all the expenses are paid. At the start of each charter, everyone contributes an equal amount to the kitty, such as \$50 or \$100, depending on your needs. One person is put in charge of keeping the kitty, and we bring a secure zippered bag from home just for that purpose.

Everyone needs to know about the kitty beforehand so they can bring enough cash. If you're in an area that doesn't use U.S. dollars, you have three choices.

First, you can take your kitty to a money-changer and convert it to the local currency or, second, you can have each of the crew change money independently and add an equal amount, such as 50 EC dollars or 50 Euros.

Third, and the smartest financially, is to make an estimate of what you'll need beforehand. Then add 50 percent for OSIF (Oh ****, I Forgot) and pool your money. The keeper of the kitty can put it into a debit account and draw out the foreign currency from an ATM at your destination, at a much better rate than money exchanges.

You should also decide, before the charter, what the kitty will be used to buy. Personal souvenirs? Obviously, no. But you might want to include such indulgence as drinks at a waterfront pub, because who wants to sort out the price difference between a rum punch and a piña colada on a single bar tab?

The keeper of the kitty doesn't have to be (and shouldn't be) the only person who can make group purchases. The kitty-keeper can give money to anyone who is going up the dock to pay for water or passing over payment for a



By planning ahead for various expenses that will be incurred along the way while chartering, a crew of friends with different bank accounts can be free of having to keep a tab for every stop through setting up a kitty in advance.

mooring buoy. If there is a receipt or change, it goes into the kitty.

If the kitty-keeper isn't available, anyone can make payments as needed, get a receipt, and then present it later to the kitty for reimbursement.

Keeping track of the kitty is simple: just use a piece of notepaper to log all the expenses much as you would in a checkbook.

We've never been able to make it through a charter without having to refill the kitty, even when we apply the OSIF factor beforehand. At that point, the crew needs to contribute equally in whatever currency you're using.

So what do you do with the kitty at the end of the charter? That's up to a crew vote. You can, of course, just divide up the remaining money equally. Boring.

Other choices are to splurge with drinks ashore on your last night, buy lottery tickets, or donate to a charity.

Provided by CharterSavvy, the free online magazine about bareboating, at www.CharterSavvy.com.



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INSTRUCTOR TIP

By Instructor Evaluator Rob Lawnsby

The Valuable Stern Line is Handy when Docking

We have all heard the most important line when docking is the spring line, because, using that line, the boat slides up to the dock as you motor forward. This essay agrees that the spring line is a very important one, but would suggest the stern line is often a good choice as well. It all depends on the wind and the dock you are approaching, how wide the stern is, and the engine horsepower of the vessel.

First understand what happens when you motor forward with a stern line attached to an aft dock cleat: 1. There is forward thrust mid-ship. 2. The boat pivots on the boat's stern quarter cleat. 3. Resulting in the vessel pivoting towards the dock and coming alongside.

The beauty of the stern line is evident when backing into a slip with a modern walk-through transom. 1. Helmsman backs in and stops the boat just shy of the end of the dock. 2. Line handler steps off the back and secures the single stern line to the aft part of the slip. 3. Assuming wind is not pushing you strongly off the dock, helmsman gives sufficient forward throttle and the boat swings against the dock. 4. It will stay there with the throttle up a bit. 5. Remaining lines can be then cleated to the dock.

That said, there are conditions where using the stern line in this way does not work. The most obvious is when the wind or current is pushing you strongly off the dock, or when the wind is on the bow and might catch the bow and swing it the wrong way. In these situations, the mid-



While the spring line is often recommended, some boats will come into the slip better with an early emphasis on the stern line.

ship spring line is the way to go. Some of my boats with broad aft beam can handle 12 knots of beam wind easily and still swing to the slip with the aft line; others can only manage five knots. You must play with your boat and understand how it reacts with different forces on it.

With experience you will know when a stern line works and when to use the spring line. We back in almost all our boats as it is so much easier to leave the slip going forward and so easy to use the stern line for an elegant docking.

Rob is owner of the Narragansett Sailing School in Rhode Island and has extensive coastal cruising experience.