

THE JOURNAL OF THE  **ASA SAILING ASSOCIATION**

AMERICAN SAILING

ASA FIRST 22 DEBUT • EVENT AT THE 2014 ANNAPOLIS BOAT SHOW

In early 2013, ASA and Beneteau America entered into a strategic agreement and announced their collaboration on the design of a new sail-training vessel. This year the new and exciting “ASA First 22,” designed by Beneteau America with the input of ASA’s schools and instructors, debuted at the Annapolis Sailboat show to national acclaim. Two prototypes were delivered to the Annapolis show. One boat was shown at Beneteau’s in-the-water display alongside nine other Beneteau sailboats ranging from 25 to 55 feet; a second boat was test-sailed on the Severn River by ASA sailing schools, ASA instructors, Beneteau dealers, and members of the sailing press.



The brand-new ASA First 22, designed by Beneteau America specifically for ASA with the input of their schools and instructors, debuted at the Annapolis Boat Show.

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LIVING THE DREAM • SHE SAID YES TO SAILING – AND TO HIM!



Author Kristine Kallip Herzog and husband Brian

My husband, Brian, and I met through a blind date arranged by dear friends of ours. Shortly after we began dating, Brian told me about an October sailing trip in the Grenadines he was planning with another couple. He asked me a few times to join them. Before I committed, I wanted him to be sure he was ready to spend 10 days on a 36-foot boat with a woman he was just beginning to know. Brian assured me he wanted me to join the group, and we made plans to meet in San Diego, Calif.

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WINTER 2014



The unique Sea Pearl Flotilla in the Exuma Island of the Bahamas offers the interesting opportunity to swim with the pigs!

ASA UPDATE

See you in the Bahamas!

Join us in April 2015 for a spectacular journey through the Exuma Islands in the Bahamas! We'll camp on pristine white sand beaches and sail downwind in 21-foot Sea Pearls. Get ready to play with the famous swimming pigs, dine with iguanas, and even swim with the nurse sharks at Compass Cay! This six-day flotilla will definitely keep your heart pumping, but we promise there will be time to relax too. After all the adventures under the sun, delicious food, bonfires, and stargazing await.

Out-Island Explorers has created this one-of-a-kind adventure exclusively for you. The small group and action-packed itinerary are topped only by the stunning location and local guidance. The Out-Island Explorers staff members are regularly praised for their hospitality and knowledge, and we know you can count on your fellow sailors for a great time.

There's no better way to explore the Bahamas than with the people who know it best. The Exuma Islands expedition is a wonderful way to travel, engage with other sailors, and strengthen bonds with friends and family who want to come along.

The Exuma Islands aren't your typical archipelago. Though they have the turquoise seas, glimmering sand, and Caribbean beauty of the Bahamas, they offer so much more opportunity for exploration. Without flocks of tourists, the cays are even more unspoiled, and you'll have the chance to experience the thriving culture of the islands as well. Don't miss out on this once-in-a-lifetime opportunity to explore the Exuma Islands. The flotilla is limited to ten lucky ASA sailors!

Learn more and book today: outislandexplorers.com/asa_sail.php

The Charley Noble

It's time to trade sandals and swim trunks for boots and scarves. Don't let it get you down, though. The breeze is up, and the ocean is as welcoming as ever. The holiday season is the perfect time to treat friends and family to a fun cruise at home or abroad. Winter is on the way, but there are still a myriad of upcoming sailing opportunities with ASA. Instead of sitting indoors and letting your sailing skills rust away, attend one of this season's fantastic boat shows!



The Progressive Boat, RV and Strictly Sail Boat Show will take place from January 14 to 18, 2015 at McCormick Place, South Building in Chicago, Ill. ASA will be giving free sailing lessons on the new sailing simulator. Don't miss out on a chance to learn from one of our best instructors and try out the innovative technology! Find the ASA booth at space S4006. We'll have information on everything from upcoming events to our brand new boat. Note that the dates and location have changed. See you in the Windy City!

For sailors down south, come to the Strictly Sail Miami Boat Show at Miamarina at Bayside from February 12 to 16, 2015. Top ASA instructors will be giving hands-on skills training in both keelboats and catamarans. Also, you can check out the new ASA First 22. The boat show is a perfect excuse to escape the cold and make a trip down to Miami! Registering for the Miami Boat Show is easy: just visit www.strictlysailmiami.com. Registration opens on December 12.

"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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For more information

For details on the ASA First 22, options and financing, contact Chris Doscher, Beneteau America Sailboat Sales Manager, at 843.810.2020 or by email at c.doscher@beneteau.com.

FEATURE STORY

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America's Cup icon Peter Isler sailed aboard and commented, "I'm really excited about the potential for the ASA First 22. It certainly hits the mark as a well-designed entry level/ sailing school small keelboat. I sailed it in Annapolis during the Sailboat Show and now I can picture one sitting on a mooring in front of my summer cottage in the Finger Lakes!"

This singularly modern sail-training vessel is eminently suited for ASA schools and recreational sailors alike.

How did this jewel come about? Lenny Shabes, ASA's founder and chairman of the board, envisioned a one-design sail-training vessel that would be inviting, comfortable, safe, and perform well in the wide variety of sailing conditions that are experienced by ASA schools around the world.

"It was a tough project," said Lenny, "The boat would have to be good looking, sexy, fast, and yet still be affordable."

Lenny talked with several companies about building a boat that captured his vision. But it was not until Charles Devanneaux, Beneteau's dealer in Marina Del Rey, introduced Lenny to Laurent Fabre, the energetic, new President of Beneteau America and to Eric Ingouf, the veteran project manager of over 35 years for Beneteau's line of First performance yachts, that he found kindred spirits who were as passionate about the project as he was. They all understood that a new, exciting boat was needed to draw more people into the sport.

With a manufacturing plant in Marion, South Carolina, and its dealership network throughout the U.S., Beneteau America was perfectly positioned to take on the task to develop, build, and provide warranty service for the new boats. They were to be made in America and designed specifically for ASA.

"This project is particularly relevant and exciting to Beneteau; building small sailing vessels to invite more people to experience the thrill of sailing is exactly what our company's success is built upon," explained Fabre. "We feel very fortunate to partner with ASA to offer a new and exciting boat to their associated schools to attract new sailors. We're confident this new vessel will enhance their students' and instructors' experience on the water. And it's just the beginning!"

The Finot/Conq design employs the hull of the very successful Beneteau First 20 but with a deck and rig developed to enhance the sailing experience with ergonomics and safety innovations that ensure that every sail you take is comfortable and safe. One of the boat's best features is its huge extended cockpit that gives its occupants plenty of room. We sailed the boat with five large adults in the cockpit; we never got in each other's way, and there was a lot of room to spare. The cockpit is self-bailing, and the boat has 400 pounds of positive flotation foam that makes it virtually unsinkable. The swing keel provides good righting moment, affording great windward performance without too much heel and versatility in varied depth conditions. The sail package includes a fully battened square-topped mainsail, furling jib, and an asymmetrical spinnaker. It has an excellent sail area/displacement ratio that ensures good speed in light winds; yet the hull shape, swing keel and twin rudder assembly along with twin reefs keep it stable even in heavier winds. Features including oversized line clutches, self-tailing winches,

adjustable jib sheet cars and mainsheet traveler allow novice sailors to learn the basics, and more experienced sailors to progress to higher levels of performance. The boat can easily be trailered, increasing its accessibility and utility.

The prototypes were built, tank tested and sailed at Beneteau's production facility in France. They were then shipped to the U.S. and re-commissioned by Beneteau's Mid-Atlantic dealer, Annapolis Yacht Sales, just in time for the show. The prototype was displayed and champagne-christened by ASA and Beneteau at the annual ASA Instructors' Luncheon at the Chart House restaurant in Eastport, a quick water taxi ride from the show.



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LIVING THE DREAM

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There we planned to do some practice sailing with his friend and co-captain, Paul Townsley.

Brian and Paul had done their ASA sailing certification 101-106 in San Diego a couple years prior. Paul grew up sailing in Hawaii and graduated from the Maritime Academy in Kings Point, NY. Brian grew up on the Great Lakes and was an avid water sportsman with a passion for Hobie cats and wind surfing so I knew I was in capable hands.

We spent our time in San Diego with Paul and his girlfriend, Carrie, sailing and sleeping aboard a Jenneau 36-foot vessel – similar to what we would use in the Grenadines. The trip was a success. I was bitten by the sailing bug, and the four of us spent the next several weeks planning for our Grenada flotilla adventure.

In October of 2012, the four of us met in Miami and flew to St. George's where we met up with the other 52 people joining the flotilla trip organized by ASA instructor, David Kory. Our assigned vessel was a 36-foot Beneteau. We visited Grenada, Carriacou, Petit St. Vincent, and the Tobago Cays and had an amazing trip.

Brian and I developed an even deeper bond on the trip and had no issues sharing such a small space for 10 days. We loved our time on the water and to this day, both of us enjoy recounting an intense day of sailing in 20-25 foot rollers prior to the arrival of a tropical storm. Carrie was intensely seasick and even our salty skipper Captain Townsley succumbed while Brian and I felt like babies being rocked in a hammock.

A year later, Brian proposed to me, and we got engaged. Saying yes was the easy part but planning a ceremony quickly got complicated. All we knew was that we wanted to be married on a beach with our bare feet firmly grounded in the sand as we fully committed our lives to each other. While considering where we were going to “tie the knot” as proper sailors would, Brian received an email from ASA about a sailing trip in the British Virgin Islands aboard the Arabella. Suddenly the light bulb went off! We started thinking about combining our love for sailing and sharing that love with close friends and family and conducting our wedding ceremony all at the same time.

We contacted ASA to see how many spots we could book for the trip aboard the Arabella. The trip was rapidly filling up, and they put us in touch with the owners of the Arabella. Next thing we knew, we had chartered the Arabella for our wedding with just seven weeks to pull it off!



Surrounded by their children, the happy couple tied the knot, barefoot in the sand on Prickly Pear Island in the BVIs.

Thanks to the owners of the Arabella and the Manhattan Yacht Club staff, we arranged for thirty-plus guests to find their way from all over the globe and converge in Tortola, BVI, for our weeklong wedding cruise. Happily, the guest list included the couples that introduced us, Amy and Martin and Jay and Michele, and our sailing companions, Paul and Carrie.

Many of the guests were experiencing sailing for the first time, and we were especially happy that both couples responsible for introducing us were able to be part of our weeklong wedding celebration. After learning that Leonardo DiCaprio had been a previous guest aboard the Arabella, our daughters decided our wedding needed a Gatsby connection and one of the nights aboard the Arabella became a Gatsby-themed evening. The entire group got into the spirit of the night – one of our friends wore her grandmother's vintage gown from the roaring 20s. Favorite stopovers of the week were Jost Van Dyke (especially the Soggy Dollar Bar), Cooper Island and the Baths at Virgin Gorda. We also had a pirate-themed night for our crew and spent a fun Happy Arrghh (pirate-speak for Happy Hour) at Spanish Town, BVI, with loveable pirate Michael Bean.

We held our ceremony mid-week on Prickly Pear Island. The owner of the Sandbox Bar & Grill, Cheryl, catered our wedding dinner and helped set up our sunset ceremony on the beach with the Arabella moored in the background. Cheryl shared with us that it is her dream to be a wedding caterer, and she was wonderful. Our four adult children – Courtney, Allison, Kelsey and Doug – were our wedding attendants. Our Arabella captain, Deb Ryder, performed our wedding ceremony and even pitched in to make our bridal bouquets (with flowers donated by the spa personnel at Bitter End) when a Tortola florist forgot to send our flowers by ferry. The only requirement of our guests was that they be barefoot along with us – No Shoes Allowed!

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PRODUCT REVIEW • WEATHERFLOW WIND-SPEED METER

WeatherFlow is an innovative wind-speed meter designed to take and share wind reports anywhere in the world. This new device is meant to fit in your pocket or purse, making it easy to pull it out and check the wind whenever necessary. Unlike other wind meters, WeatherFlow is extremely sturdy for its size, so you don't have to worry about it bouncing around your bag, or weighing it down! It is simply designed and effortless to use. All you have to do is plug the small meter into your iPhone, iPad or Android phone jack, and you're ready to go. WeatherFlow doesn't even need batteries because it is actually a tiny generator!

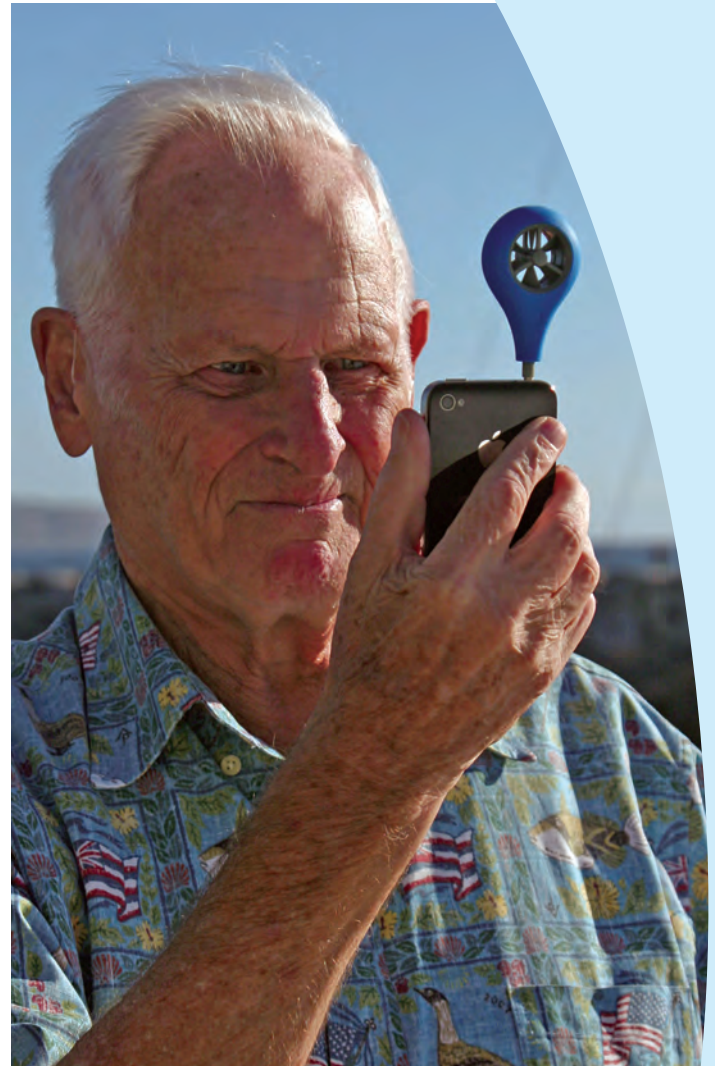
How to use WeatherFlow: Start with downloading the free Windmeter app. WeatherFlow is also compatible with many other popular apps, such as Windsurf, Fishweather, Sailflow, Windalert and iKitesurf. Place the wind meter in the phone jack and adjust it so that it is lined up with your phone, and then hold up the phone so that the meter points into the wind. The phone or iPad uses the input from the phone jack and displays the wind speed and wind direction directly on the screen.

One of WeatherFlow's great perks is its flexibility. Users can easily adjust the time of measurements from one to 60 seconds, and wind speed can be set to miles per hour, meters per second, knots, or the Beaufort scale. After you record the wind speed and wind direction, you can send the data directly to other interested parties through the Windmeter app.

Generally speaking, WeatherFlow is most useful when the user is stationary, otherwise it will also include wind caused by user movement. The device is very useful for yacht race committee boats who want to set the starting line exactly square to the wind more easily. It also allows committee boats to check the wind frequently, allowing for course adjustments that make for better racing.

WeatherFlow is great for sailboat cruising because it is helpful in estimating time and speed of an upcoming journey. Finally, it is also beneficial to golfers seeking to adjust the direction of their swing! WeatherFlow aims to help all kinds of people improve at their sport or hobby.

There is one major improvement that could be made to this simple device and app. The option to utilize a longer



By plugging the WeatherFlow into a smart-device jack, sailors are able to monitor wind speeds and direction through a variety of apps that are easily downloaded to the device.

time to meter the wind and store the intermediate results could be used in the creation of a wind versus time curve. These curves are very helpful in detecting wind shifts over time and can benefit sailors.

Overall, WeatherFlow is recommended for a wide range of activities. For its price of \$34.95, it is a fantastic tool that functions easily with technology we use on a daily basis.

About the authors: Rudy van Kreuningen owns a Hobie 33 sailboat named Flying Dutchman. He is an active racer in the sailing community of Redondo Beach, California. Isabelle Rossi de Leon is a Yale student and member of the Varsity Sailing Team. Originally from Honolulu, Hawaii, and Antananarivo, Madagascar, her passion for sailing, writing, and social media led her to work for American Sailing Association.

For more information ...

*Learn more about WeatherFlow and get one today:
www.weatherflow.com/windmeter.*

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

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

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

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

The seven-day 103/104 ASA Basic Coastal Cruising/Bareboat Chartering certification is our most popular program. A typical day might include a 15-mile close reach in the ocean to Mission Bay, or you may set sail for South San Diego Bay where 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.

email: sailing@SDSA.com

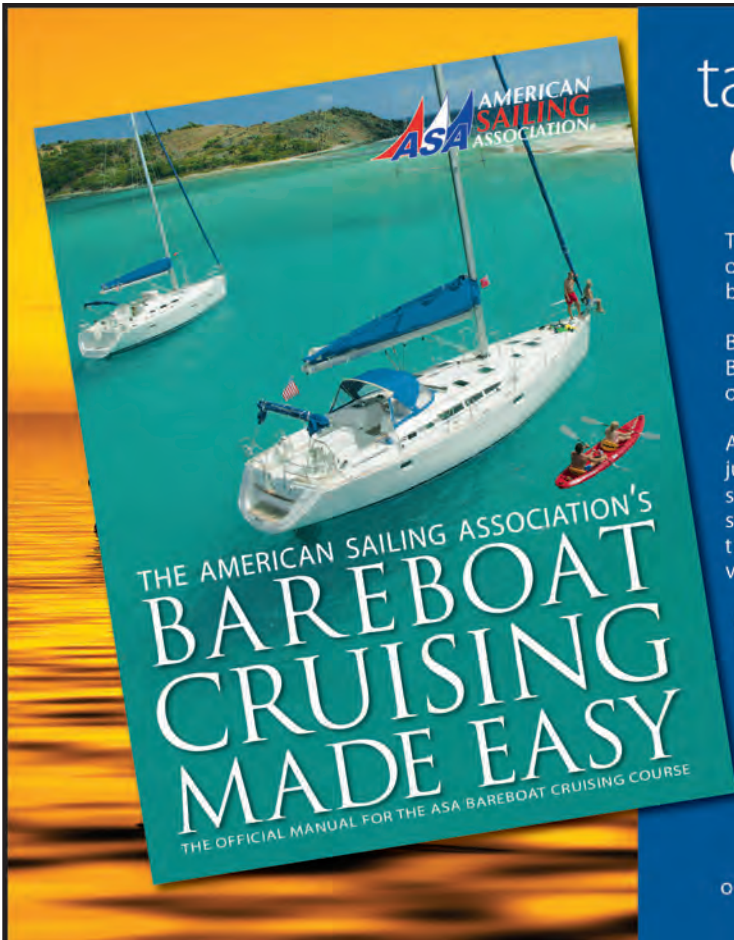


Confidence Through Experience

Prices indicated are for TWO (2) STUDENTS, GROUND TRANSPORTATION AND PRIVATE LIVE-ABOARD PRIVILEGES!			
ASA/Certification Cert Levels	3-Day	5-Day	7-Day
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101/103/104 BS/BCC/BB	CHALLENGE CLASS \$2,750	\$3,250	\$3,750
103/104 BCC/BB	\$2,650	\$3,150	\$3,650
104/105/106 BB/CN/ACC	\$3,450	\$3,950	\$4,550
104/105/106 BB/CN/ACC Catalina 42	\$4,450	\$5,200	\$6,050
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Teaching confident and safe sailing has been ASA's passion for over 30 years. That's why we are so excited to introduce our latest book, Bareboat Cruising Made Easy.

Bareboat Cruising Made Easy and the accompanying ASA Bareboat sailing course are available exclusively through any one of ASA's 300 sailing schools worldwide or at ASA.com.

And when you're ready to plan your vacation, the perfect boat is just a click away. FindMyCharter.com is ASA's full service charter site and was created to cater to our members but serves all sailors in search of an unforgettable charter experience. We offer trusted and individualized attention specifically tailored to your vacation dreams.

Buy a book, take sailing lessons, charter a boat in an exotic location or around the corner, just remember...



To find an ASA School, an ASA Flotilla, or to Help Plan Your Dream Charter Vacation Go To: **ASA.COM**



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BOOK REVIEW • NAVIGATION THROUGH THE AGES

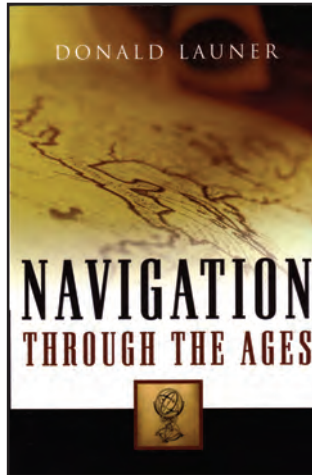
Title: Navigation Through the Ages

Author: Donald Launer

Publisher: Sheridan House

Pages: 224 Paperback, \$23.95

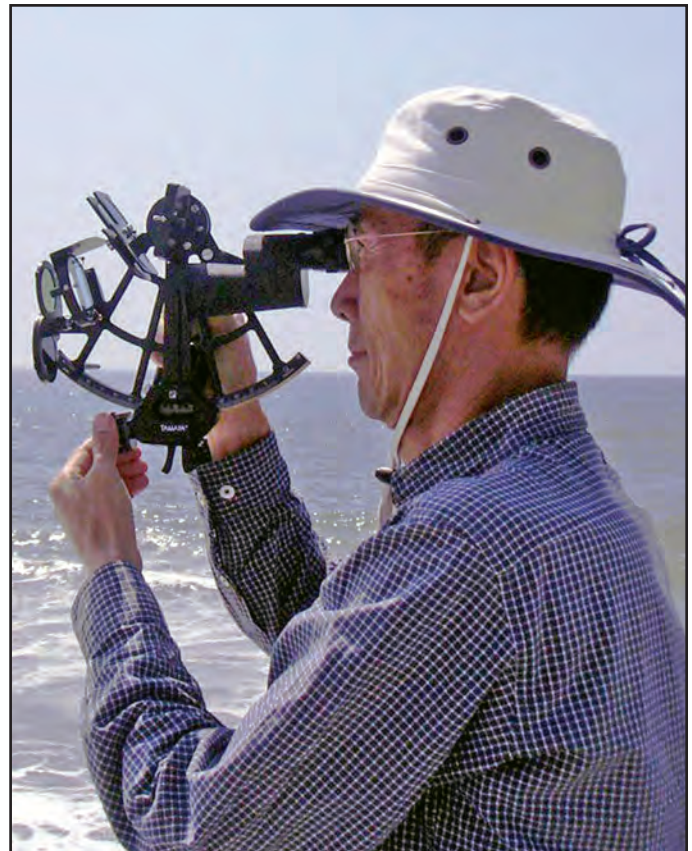
Sheridan House has put *Navigation Through the Ages* on its best-seller list, a testament to both the writing and the vast sailing experience of Donald Launer. This book has both impressive and thorough explanations, along with great illustrations, of the art and science of navigation practices through history. It covers the evolution of navigation to modern times. The applications of different navigational devices are described, and past as well as current electronic packages are explained. Sailors and non-sailors alike, along with history buffs, will enjoy this very readable narrative.



Author Donald Launer has been a prolific writer, publishing four books and, in the past decade alone, at least 159 nautical articles. His *Cruising Guide to New Jersey Waters* is widely used by many sailors. He was a field editor for *Waterway Guide*, and is a contributing editor to *Good Old Boat Magazine*. His experience, including the building of his own 39-foot schooner and eighteen other vessels, makes him an unparalleled expert in the sailing arena. He holds a USCG commercial captain's license and lectures throughout the northeast including presentations at the U.S. Naval Academy. He currently sails along the New Jersey coastal waters.

Through the Ages describes the ways navigational instruments and techniques evolved from the Polynesians through the middle ages. The writing is clear, concise and entertaining. There are excellent descriptions of the early methods of determining latitude and helpful illustrations of the instruments that were used. From a historical perspective, the reader begins to understand the significance of the navigational skills developed by the early Pacific islanders, the Phoenicians, and others throughout the Mediterranean. Once methods of determining latitude were discovered, a new era of trade opened up.

The writing shows that longer voyages were possible once sea-going societies were able to construct charts and were able to use both depth measurements and chronometers that had better accuracy. Longer voyages



Instructor Yoh Aoki uses a modern version of an ancient instrument, the sextant, to help in his navigation.

were dependant on determining correct time and therefore longitude. Position, speed and direction calculations became increasingly reliable.

The author points out how evolving discoveries led to the modern electronic devices in use today. The book clearly traces the nature and progression from depth sounders, radio, radar, loran, and the fluxgate compass, to GPS satellite coverage, and man-overboard personal locating devices. The electronic section is a must-read for boat owners everywhere, as it puts forth a wealth of information on the pros and cons of these devices, and their applications in a marine environment.

This book presents a historical representation of both the art and science of marine navigation. The writing is straightforward and the explanations have a logical progression. The writing style makes it an easy read, and the narratives are such that all who are interested in boating and the sea will enjoy the book.

Dr Bill Sproule has taught sailing courses for 18 years at a university where he holds professor emeritus status. A lifetime member of the ASA he sails inland on the P21 "Foyfin" He also sails the Atlantic, the Chesapeake Bay, the Gulf of Mexico and the Leeward Islands.

FEATURED FACILITY • SPINNAKER SAILING

Located in Redwood City, Calif., in the heart of Silicon Valley is Spinnaker Sailing School. Established in 1980, Spinnaker Sailing is run by the school founder, Rich Ferrari and school director Bob Diamond.

Rich began teaching in the late 70s as an instructor for a Bay Area Community Sailing program. In 1980 when that program moved, Rich opened up Spinnaker Sailing with two other friends. Bob Diamond joined Spinnaker in the spring of 1984. Rich and Bob have been overseeing the school and club activities for the past 30 years.

Bob Diamond is currently an ASA instructor evaluator, ASA contributing author, member of the ASA Standards Committee, licensed USCG 100 ton captain and an aircraft pilot.

Spinnaker Sailing was among the first group of schools in the country to adopt the teaching standards and become affiliated with the American Sailing Association.

“Our affiliation with ASA dates back to 1983 when Spinnaker Sailing became an official ASA school. We knew back then that being a part of a national organization involved in developing and implementing universal sailing standards made a lot of sense and aligning with an organization like the American Sailing Association was the right path to take.”

Spinnaker Sailing offers a unique blend of activities and boats best suited for sailing in the San Francisco Bay area and in particular the South Bay. South San Francisco Bay offers warm weather and normally milder conditions than are found in other parts of the bay.

Spinnaker’s location at the Port of Redwood City Marina provides a great place to learn to sail. Smooth sea conditions and moderate winds make it ideal. As students progress through the certification process, they move out onto the bay and beyond where the conditions become more challenging. In addition they have 20 sailboats available for charter between 25 and 40 feet.

Located close to Silicon Valley and with a fleet of 12 Merit 25s, the school has been providing corporate teambuilding programs to many valley companies. These events provide both a learn-to-sail component and an afternoon of racing.



Spinnaker Sailing offers fantastic flotilla opportunities, enabling sailors to gain their multihull certifications while on vacation!

In addition, the one-design fleet provides a great way for club members to enjoy the fun and excitement of one-design racing in the club-sponsored Wednesday night series and seasonal regattas.

The overseas sailing vacation program is another important aspect of Spinnaker Sailing. Spinnaker has been a broker for Moorings, Sunsail and Footloose since 1987 and offers charter brokerage services as well as instructor-led flotillas each year.

Spinnaker normally offers three to four flotilla trips per year to the Caribbean, South Pacific, and Mediterranean, and Bob has run every flotilla trip since 1986. The sailing vacations are great ways for students to achieve their Bareboat Charter and Multihull certifications. Also, they are doing so in some of the nicest places on earth. Other than Bob, you’ll find very few sailors with the experience and breadth of knowledge that come with years of sailing in the best cruising destinations around the world.

Spinnaker Sailing is open year round and operates seven days a week. There is an office staff of four, three maintenance and cleaning staff and a group of approximately 25 instructors, most of whom have been teaching at Spinnaker for 10 or more years. Its sister company, located next door to the sailing school at the water’s edge is the Seaport Conference Center. A 10,000-square-foot meeting and event center provides complete services for training, meetings and special events. Services include space rental, food and beverage service, IT services and much more.

Our business success is a direct result of our dedicated staff and their continuous effort to make Spinnaker Sailing a premier sailing club in the San Francisco Bay area.

For more information ...

Contact Spinnaker Sailing at 650.363.1390,
office@spinnakersailing.com or visit their website at
www.spinnakersailing.com.

HANDS ACROSS THE SEA • THANK YOU ASA MEMBERS

Life took a big turn for bluewater cruisers Harriet and Tom (“T.L.”) Linskey when they sailed their 46-foot catamaran through the Windward and Leeward Islands of the Eastern Caribbean back in 2007.

“On Union Island, in St. Vincent and the Grenadines, we visited a primary school,” says Tom. “The staff and students gave us a warm welcome, but the lack of reading books was disturbing. We realized that at this school, as well as others we visited in the Eastern Caribbean, the lack of relevant books meant that the door to literacy was closed for children.”

Determined to do something about it, the Linskeys started Hands Across the Sea, a Massachusetts-registered 501(c)(3) charity, and began shipping books to preschools, primary schools and secondary schools.

Then, a few years ago, the Linskeys met Cindy and Lenny Shabes and Charlie Nobles of ASA, who took an immediate interest in the Hands mission on the islands of Antigua, St. Kitts and Nevis, Dominica, St. Lucia, St. Vincent and the Grenadines, and Grenada. The idea of a sweepstakes that offered an enticing prize to ASA’s donors/entrants, such as a Caribbean bareboat charter or a resort stay, would allow members to support the cause and potentially win a week in the Caribbean. ASA members embraced the idea and the sweepstakes took off – the three runnings of the sweepstakes have raised over \$53,000 for Hands Across the Sea and sent ASA members vacationing in the warm waters of the Caribbean.

The ASA/Hands Across the Sea Caribbean Getaway Sweepstakes has given a major boost to Hands, says Harriet Linskey, the executive director.

“The amazing support of the ASA sweepstakes has helped us make history: this fall we shipped 30,000 brand new, age and culturally appropriate, school principal- and teacher-requested books to 107 schools in the Caribbean. No one – no charity, no government entity – has ever sent this many great new books – these are absolutely amazing titles from the world’s leading education and children’s publishers – to Caribbean children. Over 10,000 children who previously had little to no access to proper books are going to be very, very happy!”

“The Caribbean is an incredible gift to the sailing world. Therefore, we are proud to have partnered this year with



(Above) School children who had virtually no access to modern, grade-level books are overjoyed to receive the gift of reading from Harriet and Tom “T.L.” Linskey (below) along with the help of other ASA sailors and donors to Hands Across the Sea.



For more information ...

For more about Hands Across the Sea, please go to: www.handsacrossthesea.net; Barefoot Yacht Charters: www.barefootyachts.com; Palm Island Resort & Spa: www.palmislandresortgrenadines.com/index.htm.

Barefoot Yacht Charters and Elite Island Resorts which, like us, support charities that give back to the Caribbean such as Hands Across the Sea,” said Charlie Nobles. “We look forward to the challenge of setting a new fundraising record again in the fall of 2015.”

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SAILING DESTINATION

Sailing the Renaissance Islands • Story by Valerie Weingrad



A popular destination for cruise ships, tourists and sailors alike, the Renaissance Islands offer a variety of pastimes that will please most travelers.

The Renaissance Islands of St. Martin, Anguilla and St. Barts, are part of the Leeward Islands of the Lesser Antilles. They are located approximately 18 degrees north and 63 degrees west. These are old volcanic islands that have eroded over millennia to flatten out, only to be lifted to their current state of beauty. They are somewhat mountainous and have miles and miles of beautiful white sandy beaches. Back in the day, these islands had sugar and tobacco plantations, but because of the lack of rain and thin soil, their economies and populations declined over time. In 1939 St. Martin became completely duty free and this started a renaissance with the coming of the “leisure” age, hence the name Renaissance Islands.

How to get there

Many airlines fly into Princess Juliana International Airport, which is located on the Dutch side of the island. U.S. citizens must have a valid passport. Other citizens should check entry requirements with

their home country's consulate. There is a \$20 departure tax from the Princess Juliana Airport. Additionally you must bring proof of “onward accommodations” of either a flight or hotel confirmation after you end your charter. This information will be required if you get stopped by immigration. Having run into this issue in Trinidad, I can assure you it's no fun convincing immigration you really are leaving and don't intend to stay on the island!

Need to Know

The winds here are steady easterly trades. Prevailing winds during the winter months are northeast at 15 to 25 knots. Average temperatures are around 80 degrees for both water and air. Good winds and moderate seas make for great sailing and exciting open water cruising between islands. The charter season goes year round with seasonal dates beginning in November and running through May. Hurricane season is June through October with the most activity in

August and September. Choose your dates wisely and make sure you get travel insurance just in case.

Most charters in this area will start from St. Martin. There are three popular ways to charter. You can join a flotilla – safety in numbers and a great way to explore an unfamiliar area, charter a bareboat or choose a crewed charter, which gives you the freedom of your own boat without all the responsibility. Keep in mind that in order to skipper your own boat you will need to provide a sailing resumé listing your certifications and experience. An ASA 104 Bareboat certification with some documented sea time logged will suffice. If the charter company feels you are not experienced enough to captain your own boat, they may require you to take one of their captains on board for a check-out sail or the entire week depending on how you do. A Google search will reveal a myriad of boats available from numerous charter companies and brokers. Do your homework or work with a reputable broker to make sure you aren't

For more information

Join Valerie November 13-22, 2015, for an adventure of a lifetime in *The Renaissance Islands!* Explore and sail St. Martin, St. Barts and Anguilla. Contact Captain Valerie Weingrad at valerie@customsailing.net for more information. Cabins and choice of boat are available on a first come basis.

disappointed when you walk down the dock and see your “home” for the week!

What to see

Visit the Dutch side of St. Maarten for duty-free shopping or a bit of gambling, then sail to the French side for chic boutiques along the quay in Marigot. Grand Case is the culinary capital of the Caribbean so plan to indulge here for dinner one night. The contrast between lush vegetation and dry scrub on the islands is impressive. Cactus and bougainvillea grow side by side with hibiscus, coconut palms and ferns. There are over 18 hiking trails on St. Martin and a nature preserve. It's common to see all kinds of sea life, including sea turtles, large dolphins and humpback whales.

Sail north to British Anguilla for fabulous beaches and a reef that claims the unchallenged title of “Wreck Dive Capital of the Caribbean.” Anguilla has an interesting history. Many tribes and cultures passed through this island, including the Arawaks who occupied the island 3,000 years ago. You can see examples of their cave art at Big Springs, Island Harbor. In the late 1600s, the British set up successful plantations in cotton, tobacco, mahogany, rum and sugar cane. The last standing plantation house on the island is Wallblake House and is worth a visit. This pristine island has charming villages, quiet harbors and long stretches of white, powdery beaches. Anguilla is known for its boat building and master craftsmen. For



(Above) The laid-back feel of leaving civilization pervades in small beach areas like this one. (Below) Colonial architecture takes you back in time a few hundred years as you pass local town squares and courthouses.

centuries they have built local skiffs and trading boats in the main port of Road Bay. Drop anchor here and check out some of the most beautiful and finely built vessels in the West Indies. Don't forget to check in with customs on arrival before finding your anchorage for the night. The next day, you can visit the nature reserve of Prickly Pear Cays and Seal Island Reef. This is a wonderful scuba diving and snorkeling spot with crystal clear water and extraordinary living reefs.

Discovered by Columbus in 1493 and named for his brother Bartolomeo, St. Barths was first settled in 1648 by French colonists from the nearby island of St. Kitts. This original settlement was not a grand success, and in 1651 the island was sold to the Knights of Malta. Five years later, a raid by angry Carib Indians destroyed the settlement killing all the settlers.

continued on the following page



SAILING DESTINATION

continued from previous page

The victim's heads were placed on poles lining Lorient beach to discourage prowlers. In 1763 the island was settled again by French mariners from Normandy and Brittany. French buccaneers found the place hospitable, and brightened the economy with vast quantities of plunder taken from Spanish galleons. Monbars the Exterminator, a famous buccaneer of noble French descent reputedly maintained his headquarters in St. Barths. His treasure is still believed to be hidden in the coves of Anse du Gouverneur or buried in the sands of Saline. In 1957, American millionaire David Rockefeller bought a property here and the rest is history. The island quickly grew and with it, its transformation to the upscale tourist destination it is today. St. Barths is now known for fabulous beaches, outstanding dining, shopping and mega-yachts, but never fear, you don't have to be rich and famous to enjoy this chic destination!

Now that we know a little bit about the Renaissance Islands, it's time to go sailing!

Itineraries for Fun in the Sun

Let's start from Oyster Pond, where we pick up our home for the week. As you make your way northward along the east shore of French St. Martin, you'll see Orient Bay to port. Just a little farther north is the small island of Tintamarre, a nice anchorage for lunch, depending on the wind direction. As you round the top of St. Martin and proceed down the west coast, Grand Case bay will be to port; this is a good anchorage for the night. Go ashore for a great French dinner.

The next day, head to Anguilla, just 12 nautical miles. Leaving St. Martin in your wake, your course will take you westward to the south end of Anguilla, a low island renowned for its diving, restaurants and laid-back Caribbean charm. Road Bay is an excellent anchorage and known as one of the most pleasant in the northern Leeward Islands. It's also the port of entry for cruising yachts and a great place to go ashore for dinner. Not far away is Sandy Island, one of many off-lying areas in Anguilla protected as a marine reserve and a good choice for an afternoon spent swimming or snorkeling.

Is it day three? We're off to Crocus Bay! It's about five nautical miles from Road Bay out to Prickly Pear Cays, part of Anguilla's marine park. These tiny islands are a good lunch stop and a snorkel on the reef. Anchor off the south side of East Prickly Pear at the west end of the bay. Look for seabirds nesting in the craggy cliffs. Take the dinghy ashore to the north side of the island, enjoy a stroll, and listen to the "whistling rocks." Another five nautical miles back to the main island will take you to Crocus Bay, just north of Road Bay, where you can anchor for the night.



As you sail through the Renaissance Islands, stop off at a mooring and take your dinghy in to a local hangout for island food.

Day four we're off to Orient Bay, just a 21-mile sail. From Anguilla's Crocus Bay, you'll set a course to take you along the north coast of the island on a downwind run, until you head up once you're past Blowing Rocks for the sail east to St. Martin. In your destination of Orient Bay, there are two good anchorages, shore side attractions and plenty of watersports to pass the time in true Caribbean style.

The next day, we sail 15 nautical miles to Gustavia. Stop for lunch on the way and do some snorkeling at the privately owned Ile Fourchue, a small hilly isle off the coast of St. Barts. You can pick up a mooring for free while you visit. Sailors are welcome to come ashore to stretch their legs. The fashionable and picturesque waterfront town of Gustavia is less than two hours away.

Is it day six already? Anse de Colombier Gustavia to Anse de Colombier is a short five nautical miles. A fast downwind sail takes you along the coast of St. Barts to picture-perfect Anse de Colombier at the very tip of the island. Steep hills overlook the blue waters of the bay. Nearby is a village, and it's well worth the hike to enjoy the views.

The next day we sail to Great Bay – another downwind sail. Philipsburg, the Dutch capital, is a thriving waterfront port with lively nightlife, many interesting shops, excellent restaurants and bustling casinos. Stroll the beach boardwalk lined with restaurants before deciding where to eat dinner.

The last sail is Great Bay to Oyster Pond where you turn in your yacht. The week has passed. You're relaxed and just getting into the rhythm of life on board. It's bittersweet, but don't worry, you can always come back!

Captain Valerie Weingrad is an American Sailing Association instructor, charter broker and CSO (Chief Sailing Officer) of Custom Sailing Worldwide, LLC. For additional information, contact her at Valerie@customsailing.net or www.customsailing.net.

DIGITAL SAILING • WEATHER IN YOUR POCKET PART I



It's at the top of every sailor's thoughts when going sailing and is a subject of endless discussions, rants and opinions. While we can't control weather, we can anticipate it and – so informed – make safer and more reasonable choices. Sometimes, that knowledge makes us realize staying in port for a while is really our safest and most comfortable choice.

Every serious sailor needs a thorough knowledge of weather: what causes it, how systems develop and dissipate, what indicators are reliable and useful, and their implications for sailors' comfort and safety. To get this knowledge, I point you to Lee Chesnau's one- or three-day courses at your next boat show or taught at any nearby Maritime Institute. You could also take the excellent ASA-119 Weather Endorsement that covers all of these. On your own, you can read any of the excellent weather primers by Lee Chesnau, David Burch, Michael Carr and others.

There are tools that summarize weather data and provide direct data access to inform your own evaluations. These provide “eyes” hundreds of miles away to anticipate what is coming your way. An old nautical term, also used by non-sailors, is to “Keep a Weather Eye” on something. Its origin is the fact that storms or precipitation downwind of you are already history with little effect on you. Developing systems, “To weather” or upwind, will affect your local conditions soon. There is where you need to always watch.

We now can get this information at little to no cost, in real time, conveniently in our pockets with a little knowledge and some good applications. The following discusses Android apps but they are also available or have equivalents for iOS/Apple or Windows 8 systems.

From many options, I will point out a small set that have worked well for me. Select what works for you.

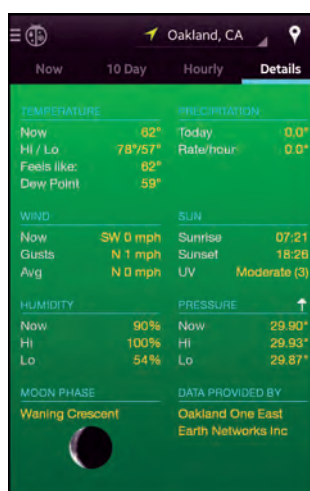
Different modes of sailing demand different depths and time frames of Wx data. Going out for a few hours locally in a small vessel is different from casting off for a long coastwise or blue water voyage. In this installment of Digital Sailing, Wx Part 1, we will focus on local sailing – daysails or short overnights. For this purpose, local news/Wx reports often provide enough information.

All you really need to know for the next day or so is: How hot or cold? Will there be enough wind? Will there be any weather events that affect safety, visibility or comfort?

In the very next issue of *ASJ*, Wx Part 2, there will be some heavy-duty apps that are even more supportive of near coastal, coastwise and blue water sails.

General Weather

General Weather apps put this basic Wx information directly on your pocket device. There are many out there



– your phone or tablet probably came with one – but there are differences. One I really favor is WeatherBug. It is free, can be localized with a list of favorite locations, includes current conditions, a 10-day extended forecast, an hourly forecast with hour-by-hour projected precipitation, humidity, temperature and wind, sunrise/sunset, moon phase and barometric data. Pretty much all you need for short-term casual forecasting. It has options for

local radar, automatic alerts for hazardous conditions and likelihood of lightning strikes.

Monitoring Tides

Tides are important (as is tidal current) for voyages small and great. If you have the Navionics app reviewed in the summer issue of *ASJ*, you already see tide stations displayed on the charts. If you want a stand-alone app, you cannot do better than Tide Prediction. It is free, simple, accurate and quick to access using either a geographic name or the built-in chart. Results are in a normal sinusoidal graphic or a small table with latitude/longitude, state of the tide and direction, and times for upcoming tide events.

continued on page 21

CHARTER TIP • WHAT TO PACK FOR BAREBOAT CRUISING

Packing for your cruise is part of the adventure. Put yourself in a vacation frame of mind, dig out your old favorites or do a little shopping, and get ready to sail! Most importantly, do a little homework on your destination so you pack appropriately for weather and local expectations.

Appropriate Clothing

Whether you will be cruising in a tropical or sub-arctic region, a few basic principles apply. When it comes to clothing, “less is more” – sailors invariably over-pack for their vacation. A good rule of thumb is to lay out everything you think you’ll need, consider each item critically, and put away half. Then repeat the process. Today’s lightweight, fast-drying technical fabrics are designed to keep you warm or cool and offer excellent protection from the sun, wind and even insects. Check the seasonal conditions and remember that it’s always cooler on the water, especially when you are under way. No matter what the climate, make sure you have adequate protection from the elements. Plan to wear layers for maximum effect, and don’t neglect your head, hands and feet.

Check with your charter company or cruising guide regarding the local norms and customs for dressing ashore. Shorts and flip-flops might be acceptable in many destinations while others require a jacket, long pants and shoes. Religious customs may require more coverage than you are used to. Be a considerate guest in the country where you cruise.

Practical Luggage

Pack all your clothing and gear in an easy-to-stow collapsible water-resistant duffel. There is no room on board for hard or wheeled suitcases! Bring a lightweight beach bag or backpack for excursions ashore. A soft-sided cooler doubles nicely as carry-on luggage. Clearly mark all your luggage with your personal contact information along with the name, number and address of the charter company.

Sailing and Other Gear

In addition to your clothing and personal gear, you might want to take along a few books, gadgets, and entertainment items. Check your gear wish list against the boat’s equipment inventory, then divide the list of what you need and would like to bring with you among the crew to lighten baggage and avoid duplication.

If your music player isn’t compatible with the boat’s system, bring your own mini speakers. Don’t forget to bring a supply of extra batteries or recharging options for electronics.



When traveling internationally, be sure to take necessary documentation and important small items in a sealed zip-top bag. Check out our checklist on the facing page for a go-to guide.

Essential Documents

If you are traveling internationally, you will need to take photo identification and your passport. Some countries also require a visa, so check well ahead of time. The U.S. State Department provides this and other valuable information for travelers on its website.

You’ll need money on your trip – best bets are debit and/or credit cards and some cash in the local currency. If you are chartering, bring copies of correspondence with the charter company, including your charter contract and any provisioning orders you have placed.

Bring your personal logbook to document your adventures. Pack all your important documents (in a sealable plastic bag) in your carry-on luggage.

Carry-on Essentials

Pack in your carry-on luggage sufficient essentials to get you through a day or two in the event of luggage delays. As well as your documents, include a change of clothes and a swimsuit. If you use prescription medications, pack them too, and don’t forget the prescriptions. This will smooth the process in customs and enable you to replace or resupply your medications if necessary.

This article was an excerpt from ASA’s Bareboat Cruising Made Easy. For your own personal copy of the book go to ASA.com or call 310.822.7171. Check out ASA’s Premier Charter Service at findmycharter.com. See our go-to guide for what to pack on the next page. It makes a great checklist when preparing for the next adventure!

Gear Checklist

- Clothing and Personal Gear
- Swimsuits and cover-ups
- Shirts: tees, polo shirts, sun-shirts
- Shorts: quick-dry, zippered pockets
- Quick-dry long pants, long-sleeved shirt (for sun protection)
- Fleece or lightweight jacket
- Rain jacket – hooded, lightweight, breathable
- Appropriate attire for evenings ashore: dresses, slacks, etc.
- Toiletries, wash kit, biodegradable body wash
- Microfiber sports towel, beach towel
- Shoes: non-slip, non-marking, close-toed shoes on the boat, sandals & water shoes on land
- Hat: ball cap, visor, or sun hat (with hat leash)
- Duffel bag (collapsible, no wheels)
- Sunglasses (polarized if possible) with retainer strap. Bring a spare pair.
- Sailing gloves
- PFD (if you prefer your own)
- Basic first aid kit



- Sunscreen and lip balm
- Seasickness medication and prescription medications
- Personal flashlight (small, waterproof)
- Travel alarm clock
- Documents: photo ID, passport and visa, debit/credit card, charter and provisioning documents, sailing logbook, ASA Internal Proficiency Certificate
- Zip-closure plastic bags
- Daypack
- Camera
- Cell phone, charger and adaptor
- Books, magazines, games
- Mesh bag, snorkeling gear
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FEATURE STORY

continued from page 3

Instructors, school owners, Beneteau dealers, and the sailing press were invited to test sail the ASA First 22 during the course of the five-day show, which offered wind and sea conditions ranging from light evening breezes to boisterous winds and choppy seas during a small craft advisory. Several ASA instructors were selected to show the boat and skipper the test sails, including Jeff Carlsen from Sail Solomons, Dave Renoll from R&R Sailing, Duncan Hood, Chrystal Young from LTD Sailing, and me, Lisa Batchelor Frailey, and my husband Andy Batchelor from Kinetic Sailing.

Over the five days, we sailed with America's Cup veterans, offshore legends, the editors of *Sailing*, *Sail*, *Cruising World* and *Sailing World*, and dozens of ASA school owners and instructors. At the end of each sail they made their own notes, and we compiled the suggestions and observations of all those who test-sailed the boat for Beneteau's evaluation. The reception was overwhelmingly positive, with the most significant comments regarding the spacious, ergonomic design and the stability of the boat in strong winds.

Andy Batchelor reflected, "Everyone I sailed with on this new boat loved the space, performance and balanced feel of the boat. The highlight for me was sailing with Peter Isler and designer Eric Ingouf, and listening to their exchanges on the design and performance."

I had the privilege of sailing with *Sail Magazine's* Editor-In Chief Peter Nielsen and Lenny and Cindy Shabes. Peter has tested and reviewed hundreds of boats, and to see him put the ASA First 22 through her paces was quite an education. But best of all, he really enjoyed the sail!

While sailing the ASA First 22 with several other instructors, I was surprised to see the variety of teaching methods used and how easily they adapted to the ASA First 22. With this boat, sailors won't need to compromise – there is abundant space, comfort and performance for a class full of students or your family and friends. I believe this boat will dramatically improve



The ASA First 22 has instructors, skippers and sailing editors excited about its performance. During the Annapolis Boat Show, Peter Isler shows his enthusiasm for the new boat.

the image and visibility of schools using aging boats or boats not optimized for instruction.

The ASA First 22 is the first purpose-built training sailboat launched in over 17 years. Over 20 of the new ASA First 22s were sold at the Annapolis show, a spectacular achievement. This ranks among the most of any model sold in the history of the Annapolis Sailboat Show.

The ASA First 22 is now available for sale to private sailors as well as to ASA schools. The suggested retail price is \$29,900 not including an outboard or a trailer, but almost everything else you need is included. For a limited time during the boat's introduction, ASA members will be able to buy an ASA First 22 at their local Beneteau dealers for the amazing price of only \$25,415.

The collaboration between ASA and Beneteau America clearly demonstrates the synergy that results when sail training, sport and industry leaders come together to turn a dream into reality.

Capt. Lisa Batchelor Frailey is an ASA Instructor and co-founder of Sail Solomons Sailing School & Yacht Charters. She and her husband Andy are co-writers of ASA's Bareboat Cruising Made Easy text, and owners of Kinetic Sailing. Lisa is also an independent charter broker with extensive sailing experience in the Caribbean, Mediterranean, and Chesapeake Bay. Contact her at lisa@kineticsail.com.

MEMBER PROFILE • SKIPPER RANDALL WILLIAMS

The Catalina 18 MK II sailing vessel, Just Go, came into my life in October of 2011 and a love affair was born. I have buffed and polished her, sanded and bottom painted her, led halyards back to the cockpit for single handing, installed a depth finder, tended the standing rigging and the iron outboard sail and plied the briny waters of the Pacific. But, this is getting ahead of my story.

At age 63, my life as an emergency department nurse, ski patroller and outdoor person was seriously and irrevocably changed by the diagnosis of advanced multiple myeloma and subsequent debilitating treatments. As the days, weeks and months passed in recuperation and rehab it became apparent that my life as a nurse, kayaker and skier was over. Many days found me in bed or on the couch. For hours while my body was indoors and recumbent, my head was outdoors and dreaming. Sailing had been a long-time dream, but in Southern Oregon, far away from oceans, what was one to do?

Vacations to Hawaii had included two different catamaran excursions so there was a bit of a sailing history. My wife Vicki had liked those outings, so sailing could be an activity that we could enjoy together.

Just Go came to us via Craig's List. Vicki and I rigged her to sail in nearby Howard Prairie Lake for the first time in June of 2012. We launched her and got her directly into her slip via the iron sail. Phew! Lots of anxiety – no damage. Backing out of the slip and the rodeo that ensued in the fairway on the way out to that first sail, I could have sold tickets to. Three complete 360s and then we ended up backing down the fairway to open water while waving at the very competent woman coming into dock under sail. We raised the main and roller furled genoa and had Mr. Toad's wild ride! Back near the docks we doused both sails and motored back to our slip. No damage, lots of adrenalin (just like the E.R.) and a question of whether our marriage would survive my sailing dream!

The good news is that we had joined our local Rogue Yacht Club and enrolled in the ASA 101 course with Instructor Peter Cipes, which was to begin the very next day – me to learn how to sail; Vicki to learn how to come pick me up in



After a wild first ride on their own, Randall Williams and wife Vicki learned with ASA classes. Now they're enjoying much smoother sailing.

the event of an unexpected swim. The class was excellent; and from that first day, we found ourselves enjoying the learning, our boat, the lake and the camaraderie of the club. We sailed 35-plus days before being forced to take out the boat at the end of the lake season.

The spring of 2013 found us back out on the lake and in the ASA 103 class with more great learning and confidence building. After passing the class, we then just sailed and played the summer days away. Let's heave to, practice one of three man-overboard exercises, reef the main, sail into the slip or up to the mooring ball and get the dogs out of their PFDs.

2014 was a drought year in southern Oregon and Just Go did not get as much lake time as hoped for but my sailing and learning continued. My dreams included larger boats on bigger bodies of water. So through the spring of 2014, I read and studied and practiced coastal navigation ASA 105. San Juan Sailing registered me into their ASA 104 and 106 sailing classes with the opportunity to take the 105 exam if I was prepared. The 104 class was two days of sailing in the San Juans. The 106 class was seven days of sailing through the inside passage of Vancouver Island from Port McNeill, Canada, to Bellingham, Washington. It was such a beautiful international sail with Captain Mike Huston and an excellent crew, and I passed all three exams.

This fall we trailered Just Go to Port Townsend and sailed with the wooden boat festival, which was the culmination of a dream a year in the making. What's next? I dream of taking the two-day ASA docking class, sailing bareboat in the BVIs, sailing Just Go in the San Juans, sailing with my fellow sailors of the Rogue Yacht Club and, of course, meeting you on the high seas.

And the winner is ...

Randall Williams was the winner of the Palm Island Resort stay in the ASA Hands Across the Sea sweepstakes. Stay tuned for Andrew Brown's story, the winner of the amazing Barefoot Yacht Charter adventure.

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LIVING THE DREAM

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All in all, our wedding was shipshape and we helped ignite our passion for sailing among our friends. Brian and I had needlessly worried that our landlubber friends might be bored spending a week on a sailboat but quite the opposite is the case – many are returning to the BVIs this coming March to sail again on the Arabella. We made lots of great memories on the trip and our friends and family who hadn't met previously started new friendships, fostered by the sailing experience throughout the islands. As one of our daughters stated, "I love sailing and want to go again."

While we teased her that sailing aboard the Arabella was more like "glailing" – glamorous sailing, much like camping has its glamorous equivalent of glamping – we are thrilled that the next generation is also catching the sailing bug!

Brian and I are in the process of leaving our corporate lives behind and look forward to more sailing adventures around the globe. Next step will be getting me enrolled in an ASA sailing school so I can co-captain with my husband. We look forward to sailing through life together – both on land and at sea.

INSTRUCTOR TIP • AVOIDING COLLISIONS

The first sunny spring weekend, my wife and I headed out onto the water for a much-needed sailing get-away. Sailing on Elliot Bay in Washington State on a sunny day provides spectacular views of snowcapped mountains and the Seattle skyline ... and much boating traffic! So after a long winter of hanging out on the dock, maybe a refresher on determining collision course is appropriate.

When on a crossing course with another vessel, the skipper needs to determine if the threat of collision is present, and if so, what actions need to be taken. We will discuss three methods for determining a collision course. The first is the compass method.



With a hand-bearing compass or looking over the binnacle compass take an azimuth to the crossing vessel. Record the bearing and wait at least 30 seconds before repeating this. Compare the bearings; if the bearings don't change, you are on a collision course. If

the bearings either increase or decrease, you are not. The second is the "stanchion" method. Peer – like a gun sight – over a stanchion at the crossing vessel. If the vessel moves forward or aft in relation to your stanchion you will not collide.

The third is the "gaining and losing land" method. Simply watch a land feature off the bow of the crossing vessel and if the feature – like a building – disappears behind the bow she will pass in front of you, if it moves forward of the bow you will pass in front of her. However, if the feature remains on the bow, you are on a collision course.

If you determine you are on a collision course and you are the "give-way" vessel, take early and substantial action to avoid collision, if you are the "stand-on" vessel maintain course and speed ... and watch the other vessel like a hawk so, if need be, you can still take appropriate action to avoid collision.

Capt. Arthur van der Velde is always in search of adventure and travel. Sailing is Arthur's greatest passion, which he couples with his love of teaching at Puget Sound Sailing Institute. He is a USCG 50T master and recipient of the ASA Outstanding Instructor Award 2013.

DIGITAL SAILING

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Real-Time Weather Radar

Often, this is more a novelty than necessity. It is the weather radar your local newscast uses but made available for your pocket device via the Internet. It portrays the sort of weather events already included in other forms but it is interesting. You need decent cell/WiFi coverage. I tried a few that were stuttery and clunky. The best I found was "Radar Express." It has decent maps and is straightforward. Center on an area, zoom in/out, hit the run button for radar in motion. If nothing moves, zoom out. There may be no targets in your area.

Update on Navigation Software ...

Navionics navigation software, covered in last summer's ASJ article, recently released an upgrade. It is available as a very inexpensive in-app purchase. First change is the ability to easily add waypoints and routes rather than just the legs (all route data is calculated automatically). The other new option is a selectable "SonarChart" which provides highly detailed bathy depth contours. You can toggle between standard Navionics charting, US Government charts and the newly available SonarCharts. This is an essential option.

Wind Prediction

"Windfinder Pro" is a multi-tool app. Its prime use is hour-by-hour wind speed/direction forecasts for areas worldwide. This coverage, foreign and domestic, alone is worth the fare. As a bonus, it also includes data for air temp, barometric pressure, wave height and direction, plus tidal info! Save favorite locations for easy selection. This is a fine tool. There is a free version to try but the extra features of the paid (cheap) "Pro" version are a no-brainer. Reward the maker; get the Pro.



Shakespeare wrote: "The arrow seen before, cometh less rudely." By this, he meant that awareness of an incoming problem or situation gives you time to prepare and react beforehand. For a sailor, anticipating changes in the weather and its effects on the vessel and crew is very important. Using these simple electronic "weather officer" apps will help you be better informed to sail smarter and safer for yourself and your crew.

Captain Ian Yarbrough is a USCG master and an ASA instructor for over 25 years. He has sailed the waters of the U.S. & Mexico and in the Caribbean, Mediterranean and Red Seas. He has published many sailing articles and helped write the ASA 101 and ASA 103 textbooks.

FEATURED SAILBOAT • LAGOON 39

The Lagoon 39 has the very visible characteristics of the new generation of Lagoon catamarans: vertical, beveled bows, aft-centered mast for sailing performance and ease of handling ... a strong character indeed!

The Lagoon 39 has been designed with user-friendliness, comfort and safety in mind throughout: A simple, efficient deck layout allows you to control the main maneuvers from the steering station, and allows for an easy and protected boarding. Broad side-decks have recessed deck hatches. The cockpit is well protected and comfortable with a wide crossing passage aft, a dining table to port and a settee to starboard and direct access to the steering station from the cockpit and from the deck.

These characteristics make her a great boat for the ASA 114 course. We asked ASA school Naos Yachts in Marina del Rey what they thought about using the Lagoon 39 for teaching:

We purchased a Lagoon 39 for charter, ASA 114 and combined ASA 104/114 courses. Needless to say, we have been very pleased with the ease of maintenance, responsiveness from Lagoon and the high demand for this yacht. What is more important is how she has been received by our students. Right away, the most common response from our students is that the Lagoon 39 is so easy to sail. Many monohull sailors are surprised to find that just leaving the dock, it is very easy to control with the twin engines so far apart. Once away from the dock, she spins on a dime to head out the fairway. With the optional electric halyard winch, raising the mainsail is straightforward. The expansive roof makes a great platform to unzip the lazy jack bag and attach the main halyard. With the full battened main and lazy jacks, some care needs to be taken to make sure that the battens run up free of the jacks. Loosening the jacks and letting off some main sheet helps with this.

Falling off and letting the main catch the breeze, it is readily apparent that the Lagoon 39 is a cat that loves to sail. Unfurling the genoa is as simple as pulling in the self-tacking sheet and easing the furling line. The clew naturally finds its way to the best position on the track. Engines off, it is time to sail. Many students begin an ASA 114 class a little intimidated by the sheer size of the catamaran. By this time in the course, most students are over the intimidation and can't wait to take the helm. The balanced sail plan helps the Lagoon 39 tack without stalling as we work our way upwind. The new Lagoon yachts have migrated to B&G instrumentation, and the sail features of these plotters visually help students with the tacking angles.



With fantastic lines, roomy deck space, loads of interior light and a variety of layouts for every taste, the Lagoon 39 is a pleasure to cruise in.

For more information

To find a school near you that offers ASA 114 multibull certification, go to ASA.com. Contact NaosYachts.com 310.821.8446 or www.cat-lagoon.com for more on the Lagoon 39.

Bearing off allows us to drop the traveler down, let out the mainsheet and let the cat sail where she wants. While the Lagoon 39 does not have a flybridge, she has good visibility from the helm station. All lines lead right to the helm, with the exception of the gennaker sheets that we do not use for ASA 114 classes. With everything leading to one location, sometimes it is harder to get several students working on sail control at the same time. This is, however, a great feature when we need to single-hand the yacht.

For overnight classes, the large table in the cockpit is great for charting, big enough for eight to comfortably eat, and tends to be the center of the world as we sit around and talk in the evening. The salon is big enough for the same number of people and the galley is adequate for the task. As the evening winds down, there are separate cabins for everyone. Cruising catamarans have recognized advantages in terms of stability and comfort. The fixed hull windows bathe the cabins in natural light while offering excellent ventilation, and the deck hatches and portholes that open out to the hull side make time in the cabin more comfortable for the sailor.

The Lagoon 39 is in fact a “very large” small cruising cat. The volume inside, the wood-work quality and the technical choices retained by Lagoon definitely make her stand out. We recommend this yacht for any sailing school and charter company. Most importantly, our students give us rave reviews about life aboard the Lagoon 39.



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