

THE JOURNAL OF THE  AMERICAN SAILING ASSOCIATION®

# AMERICAN SAILING

BEACHES RESORTS • GET AN EDUCATION ON YOUR VACATION!

**W**hat do you get when you sprinkle a helping of education into an already awesome vacation? Answer: A Sailing Fun Experience, which is also the name of a great new program the American Sailing Association is spearheading with Beaches Resorts.

Getting the younger generation off their phones and onto the water is what American Sailing Association is all about. While many young people are immersed in technology, it's important to create balance, present positive experiences in the outdoors and have quality family interaction. ASA always looks for opportunities to reach kids and connect families through the sport of sailing.

*continued on page 3*



*With the Sailing Fun Experience, your family can learn to sail while on vacation at Sandals Beaches Resorts in a program designed by American Sailing Association.*

LIVING THE DREAM • JULIE WALKER RELAXES WHILE SAILING ABOARD THE TALL SHIPS

**Y**ou'd think that with my Dad having been a multi-champion sailor skippering 40-foot A-Boats on Minnesota's Lake Minnetonka in the 40s and 50s and sailing Southern California waters in the 60s, that sailing would have run thick in my blood. But it took sailing on tall ships to bring that to the forefront. Jeff and I love being on the water, and we love the Caribbean – and since 2000, tall-ship sailing has been how we have been living that dream, over and over.

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SUMMER 2015





ASA and Sandals resorts offer families a wonderful opportunity to learn sailing while enjoying a vacation and some time together.

## ASA UPDATE

ASA has a lot of exciting things happening this year. We announced the release of the ASA First 22 training boat last fall. A number of ASA schools have already purchased one or more of these sleek, Beneteau training boats and have begun offering ASA 101 training on them. This is the first boat ever designed and manufactured specifically for ASA students to learn to sail on. All the feedback from students and instructors about our new training boat has been overwhelmingly positive! For more information contact your local Beneteau dealer or Chris Doscher at [c.doscher@beneteau.com](mailto:c.doscher@beneteau.com) or 410.990.0270.

ASA, in conjunction with Sandals Resorts International, has launched a completely new introduction-to-sail program called Sailing Fun. This program is designed to teach kids ages 8-14 the basics of sailing using small beach-launched sailboats in four 90-minute sessions. The goal of the program is to prepare the students to sail a beach catamaran or laser by themselves with minimal adult help. If you are looking for a fun vacation where you or the kids can get some sailing in, contact Sandals to find out more about the Beaches resorts where this new program is being offered. Check out the entire story on page one.

Speaking of beach catamarans, Hobie will soon begin selling a special version of its ubiquitous Hobie Wave catamaran. ASA licensed the look or “trade dress” of Oracle’s America’s Cup-winning multihull sailboat and has authorized Hobie to apply this to the Wave. The result is the coolest new beach sailboat to hit the sailing scene in a long time. ASA, Hobie and Oracle all hope to see it get a whole new generation of kids excited about sailing!

We are continuing to upgrade all our educational materials. Now that we have ASA’s first three keelboat course books completely revamped, we’re turning our attention to a full revision of our cruising catamaran and small boat sailing course books. Look for these to be available in 2016!

# The Charley Noble

With summer upon us, sailing season is in full swing across the country. I hope you’ll take advantage of the longer days by spending time on the water, not only to enjoy more sailing yourself, but also to share this great lifestyle with someone new to it. There’s nothing better to reignite the feeling of your first sailing adventure than watching someone experience it for the first time!

If you’re looking to expand your sailing horizons, summer is a great time to reconnect with your local sailing school. Whether you are ready to take more certification classes, or looking for a club or local charter, your local ASA school can help you find what you need. Be sure to consider joining an ASA school on a weeklong sailing flotilla in one of the many exotic locations in which they are hosted, including Europe, the Caribbean and the Pacific Northwest. You’ll find a list of scheduled flotillas on the ASA website.



Another idea – If you learned to sail at an ASA school on a keelboat and have never experienced the thrill of small boat sailing, try it this year! Many community sailing groups and yacht clubs have fleets of small sailboats like Lasers, Hobie Waves or Optis that you can take out by yourself. These dinghies have a very different feel than their larger, fixed-keel cousins and react quickly and dramatically to small changes in the wind.

Summer will be gone before you know it, so seize the day and go sailing!

*“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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*Instructor, Jean Yves Alexis, along with student, Alexander Frechette enjoy crystal blue-green waters. "My son participated in the program and loved it!" Shauna Cutting said about her son's sailing experience at Beaches Turks and Caicos.*

## FEATURE STORY

*continued from page 1*

What better way to accomplish all of these goals than creating a program that blends a top-shelf educational course with a great vacation?

In partnership with Beaches Resorts, the Sailing Fun Experience was developed to meld vacation and education together – enhancing both of these valuable experiences. Why not take a sailing course with the family on a laid-back getaway in the comfort and warmth of a beautiful Caribbean resort? Along with the tee shirts and souvenirs collected, everyone will also return with something far more valuable – knowledge!

### *Easy Ageless Appeal*

The carefully crafted course is designed to appeal to all ages of future sailors, allowing entire families to begin or continue their sailing education during and after their vacations. It's a four-day experience custom-made to introduce kids as young as eight years old to the sport of sailing with one-on-one private instruction for a parent and child, as well as courses for families. It was written and developed for the ASA and Beaches Resorts by two-time America's Cup winning sailor Peter Isler.

On the ultra-clear waters of Beaches Turks & Caicos, Beaches Negril or Beaches Ocho Rios, vacationers can learn sailing basics in solid, safe and fun boats. Laser Bug performance boats are the chosen vessel for teaching young kids and tweens how to sail. Children start with a short (8.53-foot) rig, and move on to a larger performance rig as their skills develop. Laser Bug boats can also be rowed (oars are optional and stored inside the hull), and the boats are equipped with motor mounts

for a small outboard should the circumstance call for some auxiliary power. In addition to the Lasers, speedy Hobie catamarans round out the fleet of learner boats.

Idaho residents, Colin and Kelly Bush sailed for the first time at Sandals Resorts in Antigua. Although they admitted that they were nervous at first, the couple credited their sailing instructor for making them feel comfortable enough to sail on their own.

"Sailing was awesome!" said Colin smiling. "I loved the feeling of the wind, the power of being behind the controls and ... I liked the speed."

Along with the Bush family, many others loved the idea of incorporating a sailing course into a vacation.

Steven from Quebec, Canada, and his four daughters took the Sailing Fun Experience over the course of their six-day vacation and had a hard time getting out of the water.

"It's such a rush and so easy," Steven's daughter Lindsey said while pulling their Hobie Cat onto the Turks and Caicos shoreline.

### *Boats and Certifications*

The boat Lindsey sailed was the Hobie Wave, a plastic-molded, 14-foot catamaran designed especially for beginning sailors. It is lightweight, durable and simple to rig. Also offered is the 16-foot Hobie Getaway – it's bigger, a bit faster, but an equally safe and simple boat. These catamarans are a great choice for young adults and small families striving to become sailors.

Upon completion of the course, participants will receive a Sailing Fun Experience card and completion letter from Beaches Resorts and the ASA. Although not a certification program, participation in the Beaches Sailing School will offer excellent preparation for any ASA entry-level certification course, and guests will be registered with the ASA upon finishing the course.

"With Beaches' new Sailing Fun Experience, we're encouraging guests to engage with the Caribbean by developing new skills and building new memories through watersports," said Adam Stewart, CEO of Sandals Resorts International. "Our Aqua Centers represent a broad offering of not only the casual activities, but those that empower families with new achievements and meaningful experiences. Sailing is one of the most rewarding ways our guests can do just that and we couldn't be more honored to partner with the ASA to bring another level of entertainment to our comprehensive watersports offerings at Beaches Resorts."

*continued on page 18*

## LIVING THE DREAM

*continued from page 1*

Sailing on the tall ships is spectacular, whether they carry several hundred passengers or only 12. Yes, most “true” sailors love skippering their own boat and consider bareboat chartering the ultimate sailing adventure. But for those like me who simply enjoy gliding across the waters, sails unfurled, wind in your hair, sun on your face, no duties to be had, a tall-ship cruise in the Caribbean (or off the coasts of Panama or Costa Rica) is nirvana.

Jeff and I have sailed many a tall ship in the last 15 years, and we’ve discovered a great love for the smaller windjammer-style ships. They actually sail, they can slip in and out of coves and bays the large cruise ships can’t, and the opportunities to meet local people, soak up local culture, and enjoy uncluttered nature abound.

Many people think windjammer barefoot sailing disappeared when Windjammer Barefoot Cruises went out of business in late 2007 – after 60 years of providing casual, no-worries sailing in beautiful tropical locales on gorgeous wooden-hulled, multi-masted ships. Not so! You can still sail windjammer style, even on one of the beloved WBC ships: the triple-masted Mandalay, a barkentine now owned by Sail Windjammers and based in Grenada, in the Grenadines.

Mandalay is by no means the only windjammer ship sailing the Caribbean. Others include Island Windjammers’ beautiful Diamant and Sagitta, and the recently acquired Vela, IWJ’s third “island girl,” coming on board in late December, after a major refurbishment. Another is the amazing Arabella, now under new ownership and sailing the British Virgin Islands each winter.

Windjammer sailing is casual cruising, but on these ships it’s hardly “basic” or “rustic” cruising. These tall ships are gorgeous and beautifully maintained, with rich woods and very nice cabins (cozy, yes, but well-appointed) with their own bathrooms and A/C controls. The crews are professional and loads of fun, the food is excellent, and the islands are varied: from mostly flora and fauna to more metropolitan.

Lots of opportunities for snorkeling, swimming, beaching, hiking, exploring, bar hopping (culture walks) – and on some islands, shopping and touring. The ships offer free use of snorkeling gear, and some have kayaks, sailboards and even personal sailboats available for passenger use at no fee. The hearty and/or brave can



*The Arabella’s passengers enjoy a thrilling ride under sail as they cruise through deep blue waters passing green islands all in a luxury tall-ship environment.*

### *For more information*

*Windjammer-style sailing ships mentioned above:*

- [www.arabellavacations.com](http://www.arabellavacations.com)
- [www.islandwindjammers.com](http://www.islandwindjammers.com)
- [www.sailwindjammer.com](http://www.sailwindjammer.com)

*And a website for all things tall-ship:*

- [www.jammerbabe.com/flotilla](http://www.jammerbabe.com/flotilla)

dive or jump off Arabella’s bow sprit – some 20 feet above the water!

Island Windjammer’s ships also provide rum, beer and sodas at no extra cost, and if you don’t like what’s offered, well, bring your own on board – and Diamant has a rope swing for a quick dunking. Windjammer sailing wouldn’t be complete without a daily rum-infused happy hour, capping a morning of sailing and an afternoon of fun and sun, relaxation or adventure, and leading into evening activities ashore on some of the islands – it’s all up to you.

We love that tall ships Arabella, Diamant and Mandalay are sails-up when they are on the move, and that just can’t be beat for anyone who really yearns for and loves a tall-ship sailing adventure! And it’s true: you need only pack shorts, tops/tees, swimwear, sandals, and you’re good to go! And no, no one is expected to work, other than the crew.

On these ships there are no cruise directors, no crowds or lines, no white-coated crew, no organized shipboard activities – and no hard-and-fast schedules to be kept.

*continued on page 22*

## FEATURED FACILITY • SAILTIME ANNAPOLIS

Sailing doesn't get better than the Chesapeake Bay – miles of water, plenty of wind and beautiful coastal scenery make it a great option for novice and expert sailors alike. And for those looking to sail those picturesque waters, SailTime Annapolis' sailing school can help you hoist your first sail or brush up existing skills.

Located in the self-proclaimed "Sailing Capital of the World," SailTime Annapolis offers the best of both worlds – sailing instruction, as well as boat membership and owner advantages through SailTime's professional boat management program. Serving as SailTime's corporate headquarters, an American Sailing Association certified program and ASA 2012 Outstanding Sailing School, SailTime Annapolis' sailing school offers sailors the chance to take the helm of a boat, get out on the bay or one of the area's four rivers and start enjoying life at the helm.

"Annapolis offers protected sailing; there's thousands of miles of shoreline to explore, safe places to anchor and marina facilities every couple miles to cater to the sailors," said Gordon Bennett, base manager of SailTime Annapolis. Bennett also mentioned a good perk of the area for newbie sailors – a sandy bottom that is gentle on keels. "It's not harmful for boats; it's easy sailing," he said.

In addition to easy access to open water, the sights of the shore are plentiful. SailTime Annapolis is close to the Chesapeake Bay Bridge and the U.S. Naval Academy, as well as small towns that dot the Eastern Shore. Managed by Bennett, 40, who's been sailing since he was ten, SailTime Annapolis offers both instruction and the opportunity for SailTime members and member owners to sail late-model, top-of-the-line Beneteau, Marlow Hunter and Gemini Catamaran fleet boats. As an ASA sailing school, SailTime is able to offer its students the opportunity to learn to sail or hone their skills on new-model boats with the latest technology. In fact, SailTime Annapolis will be the first sailing school on the Chesapeake Bay to offer the new ASA First 22, designed by Beneteau and ASA. The ASA First 22 was specifically designed to train students, and SailTime Annapolis offers all its students the chance to get their sea legs on this fantastic boat.

"We feel that the ASA First 22 is a boat that will be excellent to teach on, a boat that is inclusive of all the newest engineering and design of a sailboat," said SailTime CEO Todd Hess. "(Students) get experience on



*SailTime Annapolis offers students the opportunity to learn on boats they may later charter as well as their new ASA First 22s.*

the latest technology, and ... we are 100 percent supportive of the ASA training program and believe that this is good for the future of sailing by getting people out on the water and having a fun experience while doing so."

A lot of the Annapolis sailing school students are from the Washington, D.C., Philadelphia and local Annapolis areas. Bennett said the typical sailing school customer is someone age 30 and up who's been on a boat with friends or family and enjoyed the experience so much, they decided to learn more. Bennett also stresses the advantages of the school helping build relationships with future SailTime members and owner members.

"They're thinking about buying their own boat, so they come take sailing lessons and get their skills up to where they need to be," Bennett said. "They can practice with the SailTime membership, and figure out what kind of boat they want."

All SailTime Annapolis instructors have U.S. Coast Guard captain's licenses, ASA instructor certifications and are trained to teach using multiple methods. Hess says the school follows ASA, since the organization promotes the type of sailing most SailTime owners and members enjoy – day sails, cruising and overnight sails. In addition to teaching sailing, the SailTime instructors become so familiar with the fleet boats, they are able to do maintenance work and repair the boats.

Customer feedback has been positive, with students commenting on the encouraging instructors and relaxed atmosphere SailTime Annapolis offers. "Simple, challenging and fun!" said one former student.

### *For more information ...*

*Visit their web site, [www.annapolissailinginstruction.com](http://www.annapolissailinginstruction.com) or call 443.376.7245.*

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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, 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 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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## OUR SAILING WORLD AROUND US • SEARCH FOR PHYTOPLANKTON

**W**hat are Phytoplankton? They are microscopic, plant-like cells that live at the sunlit sea surface and they begin the marine food chain. Like plants on land, phytoplankton use the sun's energy to combine carbon dioxide and water to create sugar and oxygen in the process known as photosynthesis. Despite being tiny (each phytoplankton cell is smaller in diameter than a strand of human hair) they are so numerous that they account for about 50 percent of all photosynthesis on Earth. Therefore, phytoplankton are an important influence upon the Earth's climate because they consume carbon dioxide.

Although the phytoplankton are too small to be visible to the naked eye, their presence colors the sea giving it a green hue (and sometimes other colors), and their abundance affects its clarity.

In 2010 a group of marine scientists based in Canada reported that phytoplankton had declined globally by 40 percent since the 1950s. These scientists suggested that a warming of the ocean surface due to climatic change might have reduced the vertical mixing of the water column, reducing the supply of nutrients from deeper waters, nutrients that are essential for phytoplankton growth. However, this report provoked debate; other marine scientists reported no change or even an increase in phytoplankton.

Part of the controversy stems from a lack of continuous, long-term data on the phytoplankton collected in the same manner. Scientists have changed how they measure phytoplankton abundance over the years as new technology has developed. Other difficulties in assessing the phytoplankton include the vastness of the ocean and the lack of research being done. Because of the important role played by the phytoplankton at the base of the marine food chain and in global ecology, we need to know if, how and why they are changing.

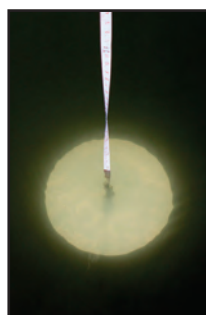
### *The Secchi Disk Study*

The Secchi Disk study was launched in 2013 by plankton scientist Dr. Richard Kirby. The study involves arguably, the simplest piece of marine scientific equipment ever conceived – a Secchi Disk – paired with modern mobile technology in the form of an app called Secchi. Since the project's launch in February 2013 sailors have made the Secchi Disk study the largest marine citizen science study.



*(Above) Dr. Richard Kirby, project leader, holds a Secchi Disk. This disk (also shown below) is being used in a unique, citizen science study along with a free mobile phone app called Secchi (below and left) to conduct a vital global study of the sea's phytoplankton.*

Want to get involved? Here's how: First, download and install the free Secchi app on your mobile device. When the app is launched for the first time it guides you through an introduction to the project that describes how to make and use a Secchi Disk to take depth measurements. A Secchi Disk is a round, white disk exactly 30 centimeters in diameter that is attached either to a fiberglass tape measure, or to a marked length of synthetic (non-stretchy) rope, and weighted from below; the Secchi disk can easily be made at home.



The Secchi disk was invented by the Pope's astronomer in 1865, initially to measure the clarity of the Mediterranean Sea and to use this data to help determine the currents. The first disk was lowered into the sea from the Papal yacht *I'Immacolata Concezion* on April 20, 1865. Away from estuaries and shallows, the major determinant of water clarity is the phytoplankton. He created a very simple tool for measuring the amount of phytoplankton in the sea. It is a tried and tested method that has been used by marine scientists since 1865.

### *How to Make and Use a Secchi Disk*

A Secchi disk can be made from many materials, such as a white plastic bucket lid or a piece of plywood painted white. The only restriction is that it is 30 centimeters in diameter and plain white. So far, sailors have been very inventive in the materials they have used.

*continued on facing page*





*On the Secchi Disk Project map (shown above in February 2013), you can view the current data from the project website. (Below) These microscopic phytoplankton begin the marine food chain.*

To use a Secchi Disk, you hold the tape measure and lower the disk vertically into the seawater (you need sufficient weight to make the disk sink vertically), and you note the depth at which the Secchi disk just disappears from sight. Then, you use the Secchi app to obtain the GPS location and to enter the depth when the disk disappeared – a network connection isn't required for this. The Secchi App stores the data on the phone and the Secchi Disk Project receives the data as soon as network connectivity is regained. Once you have submitted your data, you can follow it and the data submitted by others, on the interactive project map that is accessible from the project website.

### *An App for All!*

The Secchi app works on all mobile devices that can obtain a GPS signal from satellites without requiring a network connection. For iOS devices this means the iPhone models 3GS and later, or 3G and 4G iPads. There are over 2,000 compatible Android devices. The iOS and Android Secchi apps will only install on a compatible device.

Where and when to measure? There are no geographic barriers to this project although there are two different types of location to take a Secchi depth reading. The project is especially interested in Secchi depth measurements in water more than 82 feet deep and more than a half-mile from land where the phytoplankton are the major determinant of water clarity. Readings taken from shallower locations and closer to shore are also interesting to help chart local, long-term changes. Just so long as you cannot see

the seafloor. You may choose to measure the Secchi depth at the same place regularly (once a week for example), or just occasionally, or you may take measurements from different places as you travel.

What will the data be used for? The aim of the project is to build a phytoplankton map of the oceans that charts the seasonal and annual changes of the phytoplankton from now and into the future. It is a long-term project that carries on indefinitely. This will provide scientists with a unique insight into the phytoplankton. The new measurements will also be used in conjunction with historical Secchi depth data to help us better understand long-term trends of phytoplankton.

We urge you to join in the largest citizen science project of our time when you go sailing and leave a legacy that will help scientists and our understanding of the ocean's biology for future generations!

### *Take Action*

Become a citizen scientist! Download the Secchi App and make a Secchi Disk (Register and download our KELP lesson, Cloudy with a Chance of Sediment for instructions.)

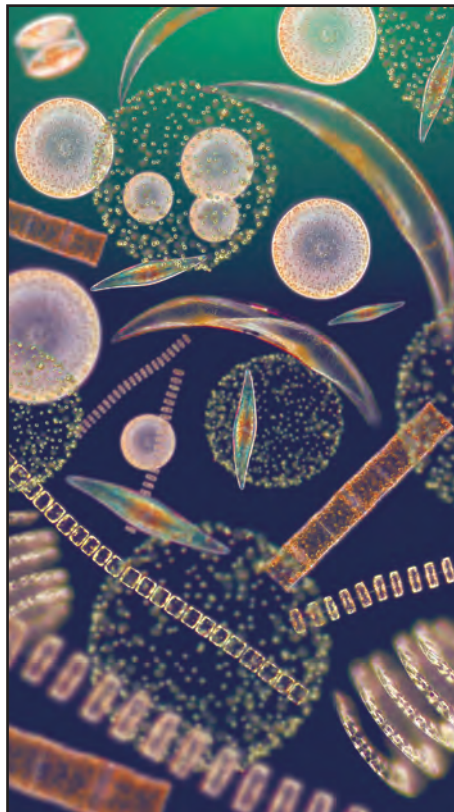
Take Secchi depth measurements. The more sailors that take part, the better the coverage of the oceans, and the more important and useful the database will become.

Act as a project ambassador by telling fellow sailors about the project!

Download a project poster from the Press Pack section of the Secchi Disk website, [www.secchidisk.org](http://www.secchidisk.org), and ask your marina or harbour office to display it on their notice board.

Check out Secchi disk data map and keep up with the Secchi Disk project on Facebook and Twitter.

Learn more about the remarkable world of the plankton that is your constant companion while you sail, and if you are a cruising family, use it in school-based studies on board.



*Author Dr. Richard Kirby is a plankton scientist and leader of the global Secchi Disk Project. Sailors for the Sea is a leading conservation organization that engages, educates, inspires and activates the sailing and boating community toward healing the ocean. They offer boaters tangible opportunities to create a legacy and make a difference. Visit them at [sailorsforthesea.org](http://sailorsforthesea.org) or the project at [www.secchidisk.org](http://www.secchidisk.org).*

## FEATURED SAILBOAT • TARTAN 4000

**T**he Tartan 4000 is a performance cruiser in the truest sense of the word in that it is a boat that does well on all points of sail and takes good care of its crew whether underway or at anchor. The Tartan 4000 design embodies all of the recent Tartan leading technologies and advanced performance cruising conveniences. Carbon fiber mast, boom and rudder post, CCR (Cruise Control Rig), infused BPA epoxy composite hull and deck, and a low center of gravity lead-bulb keel give advantages that other builders cannot match.

Her double spreader rig is stronger, stiffer and lighter than an aluminum mast. This results in an increased righting moment, greater sail carrying ability and vastly improved sailing performance. A stiff rig remains in tune through changing conditions and results in all of the energy of the sails being directly transferred into the energy that drives the boat.

### *The Pocket Boom*

A yacht's rig is the engine that powers the boat, and carbon fiber delivers maximum performance while increasing safety and strength. Tartan developed its "Pocket Boom" on its award winning Tartan 3400. Unlike furling masts or booms, the Pocket Boom mainsail is cut with full roach for performance rather than meeting the constraints of the mast or boom.

With an in-place mainsail cover and lazyjacks that are controlled with a single line, a self-tacking 100 percent jib on a solent stay and a 155 percent genoa on a furler, it's a lightweight rig that's easy to sail singlehanded and instills confidence in its crew.

### *Hull Materials and Design*

Like the rest of the Tartan line, the 4000's hull is vacuum-infused with a foam core and epoxy resin which yields a strong yet light glass to resin ratio of 65 percent glass and 35 percent resin (compared to 25 percent glass and 75 percent resin in many non-infused boats). The deck is also resin-infused with an end-grain balsa core and aluminum backing plates that are inserted into the mold before the resin is added to provide a strong base for winches and other hardware.

Of course, Tartan is known for the finest interior joiner work and creative interior arrangement plans. The 4000 features handcrafted, solid stock cherry cabinetry befitting the finest sailing yachts built in America. This is not your cookie-cutter production interior found in mass-produced boats. The 4000 has a two-cabin, one-head layout with ample stowage and



*A beautifully designed interior (above) provides more than adequate lighting throughout, while light colors and burnished wood open up the area and provide a nautical feel. (Below) Tartan maintains its reputation as a stable long-distance cruiser with advanced rigging above decks and optimum keels below.*



a rich, warm feeling throughout.

Forward is the master stateroom with an island queen berth, a cedar-lined hanging locker, a small seat and private access to the head. Her main cabin has an L-shaped settee to port and a straight settee to starboard with a drop-leaf table in between. A sizeable forward-facing nav station is a nice traditional feature to starboard just ahead of the entry to the guest cabin aft.

The cook will enjoy a galley (to port of the nav station) that has been optimized to include thoughtful storage, extensive counter space, top and front access icebox and the best in marine appliances. Aft, the 4000 is available in a single second cabin layout with large cockpit access storage or as a split two-cabin arrangement.

*continued on page 17*

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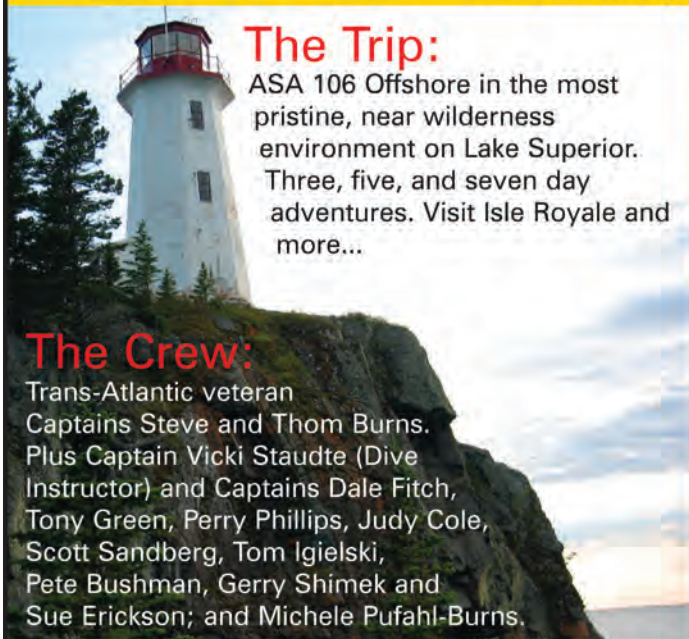


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# SAILING DESTINATION

## *Malta: Sailing Through Thousands of Years of History*



*A Malta harbor appears like a dream of days long past with tiny, brightly painted boats floating against the background of ancient buildings and waving palms.*

**A**nd just where is Malta? So many people ask this and you just might be asking yourself the same thing. Well, get ready to jump feet first into a country that is spectacularly beautiful and historically fascinating. Malta awaits the adventurous sailor who is willing to make the journey thousands of miles to the dead center of the Mediterranean ocean. The archipelago of Malta lies only a few hundred miles off the coasts of Tunisia and Libya and just 68 nautical miles south of Sicily.

Getting to Malta takes a little work ... fly through Italy and then get a jumper flight to the capital city of Valletta. Once there, jump in a cab that is driven by a friendly but crazy and fearless taxi driver (not kidding – Malta has the highest rate of automobile accidents in the world) and head to your destination – hopefully a beautiful charter yacht. Breathe a sigh of relief once there and then take some time to recover from jet lag and travel fatigue with a fresh, cool glass of local Malta wine – probably a nice Sauvignon Blanc.

Malta is an intriguing mixture of Arabic culture and language with a mix of Christianity, Italian culture and European architecture. Trying to grasp

what this all means is impossible until one travels there and even after that, it's still hard to soak in. Malta has a long and very colorful history dating back to the dawn of civilization. The Maltese islands went through the Neolithic period followed later on by the Phoenicians, the Carthaginians, the Romans and the Byzantines. All of these cultures and languages have left their indelible mark on Malta.

### *A Bit of History*

In 60 AD, St. Paul was shipwrecked on Malta while travelling to Rome and ultimately brought Christianity there. Arabs conquered the three islands (Malta, Gozo and Comino) in 870 AD and left their important mark on the Maltese language. Until 1530 Malta was an extension of Sicily. It was Charles V who bequeathed Malta to the Sovereign Military Order of St. John of Jerusalem. Their rule lasted several hundred years until 1798 when Napoleon Bonaparte arrived and conquered it for France.

In 1798, Napoleon Bonaparte took over Malta on his way to Egypt. The French presence, however, was short-lived as the Maltese requested British help to remove them from France's thumb. The British eventually did oust the French

and their rule lasted until 1964. Malta has just celebrated its fiftieth year of independence and is now part of the European Union.

Got all that? It's definitely overwhelming sometimes and can be mind-boggling. But the best part is that once you arrive, you will want to dive into the history and soak up the Malta Mediterranean sun, food, wine and culture for yourself.

For the sailor wanting to charter in Malta, it's a search through a private company or a private owner (usually British or Italian) because Sunsail and Moorings do not exist in Malta. One that is a good suggestion would be Marenauta Charters out of Valletta. They are a small charter company that only manages about 15 yachts. They are all in great condition and the marina services are superb. The Royal Malta Yacht Club is on the same quay and a really fun place to hang out, drink and meet other sailors from around the world. Also this is your stop for showering and laundry and if you need to pick up WI-FI.

From Valletta, the best place for the sailor to go first would be north to Comino – remember Malta is small and is comprised of three islands – Malta

## Story by Captain Stacey Brooks Connolly

proper being the biggest and then due north there is Comino (the barrier island) and Gozo, the furthest north. Comino is a small almost uninhabited island due north of Malta proper. It's a fairly barren island with some pine scrub and cactus but some amazing azure blue swimming holes. The only downside to Comino is during the day when the day-tripper ferries and boats arrive and bring swarms of loud party-going swimmers. Once they depart though on the last ferry around 5 p.m., sailors have a beautiful landscape and anchorage (one of three) to themselves. It's a great place to plan to cook on board. Watch the sunset, have a glass of cold crisp Maltese wine and watch the wind blow in. As a sailor, it's important to make sure that you have plenty of rode out and plenty of swing room – the outer lying edges of all the anchorages are full of underwater rocks, coral and reef.

### On to St. Paul's

After a day or two chilling out on Comino, it's great to plan to head south again (Gozo is a tough sail with no safe anchorages so plan to go there by ferry – not on a sailboat) down the coast of Malta and head just north of Valletta to a small anchorage called St. Paul's Bay that has beautiful views for the daytime. It's a beautiful exploration by dinghy to the rocks and caves along the coast there. However – beware – as sailors have learned the hard way, the wind shifts there at night and huge wind and waves can roll in. It's a great day anchorage but a terrifying and somewhat dangerous one for overnight.

St. Paul's Bay was named after St. Paul, who was shipwrecked on an island located in the bay. St. Paul was shipwrecked on Malta during his journey from Caesarea to Rome, and the Maltese people believe that it was St. Paul himself who introduced Christianity to the local population.



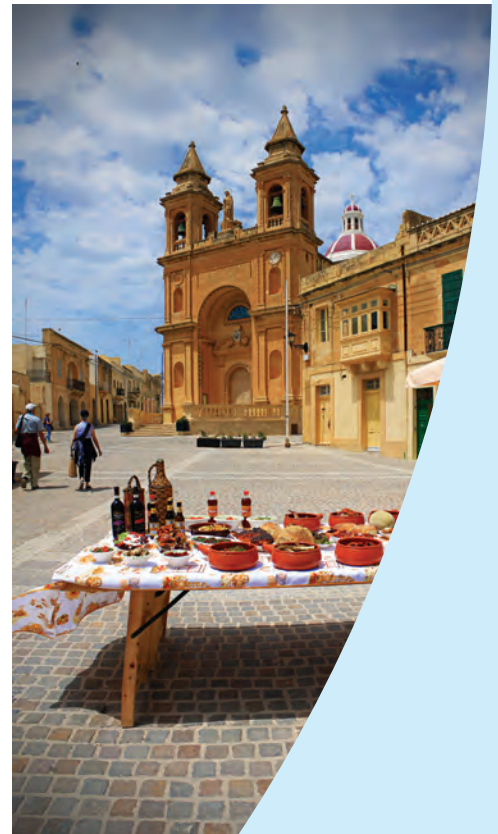
*Photos courtesy of Malta Tourism Authority – [www.viewingmalta.com](http://www.viewingmalta.com)*

*(Above) A timeless citadel rises above the city, sparkling with lights in the twilight. (Below) Sumptuous foods will tempt travelers' palates, as will enjoying the local architecture along with a glass of local wine.*

Some parts of Saint Paul's Bay are very developed and have many touristic amenities. There are some very beautiful and stunning natural highlights in the area and the coastline here has wonderful open sea views. The coastline promenade provides a long and easy walk from St. Paul's Bay all the way to Qawra, with open sea views. MISTRA Bay in the north part of the town is a pebble beach with numerous caves that were used as burial places in the past. At the edge of the cliff stands a military battery built by the knights, today used for aquaculture. St. Paul's Island is close by, and there are several dive sites, including the spot where St. Paul was shipwrecked.

For your overnight, it's a great idea to head back to Valletta (Marsamaxett Harbor) and just spend a night in your own marina/slip.

*continued on the following page*



## SAILING DESTINATION

*continued from previous page*

Marenauta charters is open to having you come back anytime during your charter – which is wonderful – for re-provisioning, relaxing or just regrouping before heading back out again.

In Valletta one has so many choices for great restaurants. It's a really fun twisty walk around the several marinas in Valletta harbor. Make sure you skip the commercial harbor (Grand Harbor) just south Valletta harbor – it's dangerous, loud, busy and dirty. For a great view of the Marsamaxett Harbor and out to sea, head to the tip where Silema is – there are a lot of fun restaurants, nightclubs and terrific food. It's easy to find a mixture of Maltese traditional cuisine as well as Indian food, Lebanese food, Tunisian food and of course restaurants catering to the Italian tastes and the British who either live in or visit Malta frequently.

Feeling adventurous? Jump back into a cab. Hold your breath and buckle up. It will be a hell of a ride but most likely you will meet a local who is willing to give you a very proud detailed history of his or her country.

### *Careful Planning and Commercial Traffic*

Once back on board, it's time to head back south to the tip of Malta – but get ready for some very detailed planning. Heading south means heading to one of the busiest ports in the Mediterranean. It's a fascinating sail – be prepared. The sailor will encounter numerous fishing vessels dropping nets. It's highly advisable to head out to sea – at least five miles off shore to avoid getting entrapped in these nets or encumbering the fishermen.

The sailor will also encounter numerous tankers who are either travelling south to the north coast of Africa full with cargo or are returning full on their way back to Sicily, main-coast Italy or further into the center of the Mediterranean. In addition there are large oil rigs off the coast of southern Malta. Why go there you ask? Because it's exciting. It's exciting to see all of this activity and imagine that you are literally in the center of it all. You are watching some of the biggest trade going on not only in the Mediterranean but for mainland Europe and for Turkey and Greece as well.

Once there, (breathing better now?) it's time to familiarize yourself with the harbor. It's commercial, and there are two main parts. Anchoring on the right side is tough – there are large tanker buoys everywhere and the depth drops off dramatically. So head straight instead and avoid going left where tankers refuel. Head to the far end of the marina, in the middle, straight ahead. Find a place to drop the hook far behind the tanker buoys and



*Photo by Capt. Stacey Brooks Connolly*

*Stacey and her crew enjoy a gorgeous day by the water at the Malta Yacht Club watching the boats go by with glasses of wine in hand.*

### *Malta Tourism Links*

- [www.themaltaexperience.com](http://www.themaltaexperience.com)
- [www.visitmalta.com](http://www.visitmalta.com)
- [www.mta.com.mt](http://www.mta.com.mt)
- [www.loneplanet.com/malta](http://www.loneplanet.com/malta)

once set (it's a good hold there with sand) take a breather, grab a glass of wine and watch the sunset. This anchorage is a weird and wild mix of new and old. The town behind you is thousands of years old. The tanker in front of you is maybe ten years old and makes your small little sailboat seem inadequate and frail. No worries though. It's a show to watch other boats come in and scramble for a place just like you. So grab some wine and enjoy. Once relaxed, head ashore for a meal at a small local Malta pub or restaurant. Watch the prop on your dinghy – again, things in the water are scattered everywhere.

It would be wise to talk about the prevailing wind direction in Malta, but it's virtually impossible. Winds in late August and September are typically supposed to come out of the northwest – which would mean somewhat of a block or protection on the lee coast since sailing is done on the east coast of Malta. However, it's just not that easy. Winds can clock within an hour and have done so sometimes dramatically – even at 180 degrees. Be prepared for this and reef often and soon. Anticipate squalls that come in from the south and also big blows off the end of islands (especially coming around Comino).

After leaving the south, head back north again and plan to do some nice sailing off the coast of southern Malta, weather permitting. Sailing some five to ten nautical miles offshore, one can get a lot of good wind and a good day sail. It's a lot of fun and usually a fairly easy sail back to Valletta harbor (Marsamaxett).

*continued on page 21*

# DIGITAL SAILING • ANDROID GETS HANDY ON THE BOAT



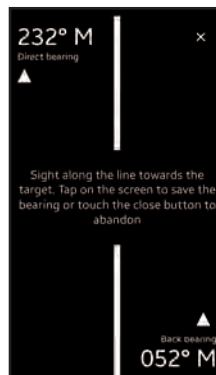
In recent issues of *ASJ*, we looked at smartphone apps that allow you to import and manipulate info from outside the boat to improve navigation and safety. One basic definition of “dead reckoning” is “operating a vessel using only information available directly on the boat.” This time, we expand that a little and cover apps that simplify measurements frequently done onboard. I highlight here only the main features. You can find full details and features in their Google Play Store download listings.

## Where-away?

That was the cry of the officer of the deck asking a lookout the direction of a landmark or another vessel. Android smartphones typically have a built-in compass



as accurate as electronic standalone compasses of 10 years ago. **Field Compass +** makes using this for marine navigation simple and convenient. Yes, these can be lame names but some are even worse. The first screen shows a dynamic compass heading (following the long side of the phone) plus the general cardinal direction, local variation (which is marked “declination” because they are British, doncha’ know), and handy pitch and roll indicators to remind you to hold your device flat for accuracy, as every good fluxgate compass requires. The little crescent moon at the top puts the display instantly into night-vision mode. These features alone would be worth a recommendation. But wait! There’s more! Touch any of the three graphic symbols at the top (triangle, square, circle) and the screen changes to a simple and intuitive bearing line; sight over the top like a



“hockey puck” compass and tap. The bearing and the time are stored to the main screen alongside that symbol and also around the compass ring.



The drill is: “pop your head up, shoot three quick bearings, drop back to the chart” to plot and, if desired, enter in the log. Neat, sweet and complete! For more casual compass work, and to fascinate kids on board, the simple **Marine Compass** app displays a traditional floating compass on your screen. You can sight bearings over the top, but this is mostly for fun.

## How Far?

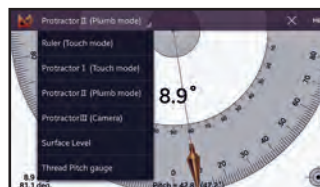
If you have chart objects of known heights (or local objects like standard buildings whose heights you can estimate accurately), trigonometry tables in Bowditch and angle measurers like sextants that can, used together, let you calculate distances off your vessel. Your little Green Android Crew now stands ready to do that for you. Using heights you input, the internal tilt sensors and the built-in camera, you can get the angle and the



software will do the trig calculations completely invisible to you. **Smart Measure Pro** is among the best. Unless you kill it, it even begins with a graphic reminder of how to do the sight. It can measure how high you or an object are (if you know the distance), the distance and bearing (if you know heights) or –Gasp! — even areas. It has an on-screen bubble level to improve your accuracy.

## How is Our Trim?

For measuring how level objects are or vertical angles, traditional bubble levels, protractors, plumb gages, and sextants do a fine job.



Android apps the tuck functions of all of these into that marvelous little device in your pocket. **Smart Ruler Pro** has a plumb bob protractor (touch to capture/freeze function), circular and linear bubble level, and, just for fun, an on-screen ruler/size gauge and thread pitch gauge.

For measuring how level objects are or vertical angles, traditional bubble levels, protractors, plumb gages, and sextants do a fine job. Android apps the tuck functions of all of these into that marvelous little device in your pocket. **Smart Ruler Pro** has a plumb bob protractor (touch to capture/freeze function), circular and linear bubble level, and, just for fun, an on-screen ruler/size gauge and thread pitch gauge.

## CHARTER TIP PART I • ON CHARTER

**Y**ou and your crew have finally arrived at your charter destination; you're ready to step aboard and get under way. There are a few more steps before setting sail, though. Treat the arrival and checkout period as a valuable learning experience that will pay big dividends on your cruise.

### Welcome Aboard

Upon arrival at the charter base you'll be greeted by a company representative who will show you the base facilities, take you aboard the boat, and help get you settled. Booking a "sleep aboard" the night before your charter is highly recommended. You can take your time stowing gear and getting to know the boat before your formal checkout the next morning, and get a jump on your first charter day.

If you didn't provision with the charter company, use this time to head off to the local grocery for food and beverages.

### More Documents

You'll need to finalize any required paperwork and payments before your departure, as well as leave a security deposit. Have copies of your charter documents available for reference. Ask now for a maintenance debrief form, so you can complete it during your charter.

You'll receive a yacht-inventory checklist to complete before departure. It's important to cover this thoroughly to ensure all the assigned gear is on board, and you know where it's located. You'll be responsible for any gear missing when you return but, more importantly, you want to make sure the toolkit and life jackets are actually on board! If you receive a cruising permit, keep it with your log sheets for a record of your cruise.

### Boat Briefing and Checkout

A company representative – your charter briefer – will conduct an onboard boat briefing. It's mandatory for the skipper, and it's a good idea for the entire crew to take part. This briefing is not meant to be a bareboat charter

course; the purpose is to familiarize you with that specific boat. You'll get a topside and belowdecks orientation that covers all the boat's systems, sailing features, and safety gear. Pay close attention to this briefing every time you charter, as boats might have features unique to the charter company. The boat's documentation and charter-company-specific operating manuals should be on board for you to refer to.

The briefer will most likely follow an extensive checklist, but be sure the topics in the "Boat Briefing Checklist" are covered to your satisfaction. Remember, you are responsible for the boat's safe operation, so ask lots of questions of your briefer to make sure you are both confident that you and your crew fully understand how everything works. Verify the operation of the key systems with demonstrations – start the engine, test forward and reverse gear (gently!), check that the anchor windlass is functioning correctly, stop the engine, unfurl and furl a furling mainsail, check the reefing lines on a classic mainsail, and start the outboard on the dinghy.

Your briefing should also cover the procedures to follow if you need assistance, emergency or otherwise, as well as your procedures for returning the boat at the end of your charter.

### Chart Briefing

Skippers will also attend a chart briefing presented by the charter company – and, if possible, should bring along another crewmember. The briefing may be conducted on board or, for larger groups, in a classroom setting.

A chart briefing is especially important (even mandatory) for skippers new to the area. It will cover recommended

passages and sheltered ports and include warnings about hazardous or restricted areas. The briefing should also address prevailing weather and sea conditions and where to obtain forecasts. Your briefer may advise on itineraries, local events, and possibly even the dinner specials at restaurants on your charter route.

### Boat Briefing Checklist

- *Standing rigging*
- *Sail plan*
- *Running rigging*
- *Reefing procedure*
- *Winches, clutches*
- *Steering, autopilot, emergency tiller*
- *Nav instruments – compass, electronic, chart plotter, masthead fly*
- *VHF radio*
- *Running, steaming, anchor lights*
- *Anchor, windlass, manual override, snubber*
- *Propane tanks – filled, secured*
- *BBQ grill*
- *Emergency equipment*
- *Safety gear*
- *Gear inventory*
- *Thru-hull locations*
- *Diesel fuel – fill, capacity, level, consumption*
- *Engine review – oil, coolant, belts*
- *Batteries – inspection, operation, charge*
- *Power panel – shorepower, 12V, inverter*
- *Bilge pump – auto and manual*
- *Fresh water – fill, capacity, level, switchover*
- *Heads – flush, holding tank options*
- *Sinks and showers, shower pump*
- *Refrigeration*
- *Propane stove/oven – solenoid switch, test*
- *Air conditioning/heating*
- *Dinghy – inflation, outboard/gas, towing*
- *Kayak, sailboard, or SUP operation*
- *Check-in time/procedure, contact numbers*



## FEATURED SAILBOAT

*continued from page 10*



*With its twin wheels, the cockpit is spacious for passengers and crew above decks, while the captain can easily see on any tack.*

Ventilation on a Tartan is second to none, and the 4000 continues this tradition with all opening stainless steel houseside and cockpit portlights, deck hatches and four dorade ventilators with stainless guards.

The cockpit is all about comfort and convenience. Boarding the Tartan 4000 is easy from the stern where a drop down in the transom creates a nice swim platform.


### *For more information*


*The Tartan 4000 can be purchased through an authorized dealer such as Crusader Yacht Sales in Annapolis at 410-269-0939 or through Tartan Yachts directly. For more information, contact Tartan 440-332-0578 or [www.tartanyachts.com](http://www.tartanyachts.com). Peter Mancillas with Crusader Yacht Sales at 7078 Bembe Beach Road, Annapolis, MD 21403, can be reached at [pete@crusaderyachts.com](mailto:pete@crusaderyachts.com) or [www.crusaderyachts.com](http://www.crusaderyachts.com); 410.269.0939 x110 (office) or 443.676.3118 (mobile).*

Twin helms on carbon fiber pods flank the end of the centerline drop-leaf table that also serves as the binnacle for instruments. Twin wheels open up this ergonomic cockpit very nicely while providing good sight lines forward from either side.

The Tartan 4000 comes standard with a bevertail bulb keel or optional deep fin or centerboard configurations. Tartan goes out of its way to help owners personalize their boats by customizing features such as settee layouts, galley configurations and other design challenges.


The 4000 represents Tartan's latest in performance cruising. Hand crafted in America, she is a fitting addition to the 50-year heritage of Tartan Yachts.





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## FEATURE STORY

*continued from page 3*

From an educational point of view, ASA's Executive Director Charles Nobles said of the program:

"The ASA, which prides itself on its progressive and far reaching educational system, has introduced more new enthusiasts to the sailing lifestyle than any other boating organization in the world. The Sailing Fun Experience, one of several recent ASA initiatives created to bring sailing to the public's doorstep, promises to help the ASA continue to increase the number of new sailors who participate in its introductory sailing programs."

Nobles went on to point out that guests who aren't able to or don't happen to complete the course during their stay, can retain the hours completed and transfer them between all Beaches Resorts within 18 months of the first class – not a bad excuse to return to the Caribbean and get some more sailing in.

In the short time the Sailing Fun Experience has been up and running in the aforementioned locations, its popularity has increased and the program is being expanded to other



*Laser Bugs are a great way to start a younger student learning. Later, moving up to the 14-foot Hobie Waves or 16-foot Hobie Getaways may be an adventure for those looking for a bit more speed!*

spots in the Beaches Resorts universe. Both the ASA and Beaches are extremely excited about the growth of this project and believe it serves as both a relaxed introduction to sailing and a healthy element of an awesome vacation.

*Article by Patrick Reynolds. Guests can book the Sailing Fun Experience by visiting [asa.com/beaches](http://asa.com/beaches), [beaches.com](http://beaches.com) or calling 1-800-BEACHES.*

## CHARTER TIP

*continued from page 16*

As a bareboat skipper you are in charge of the safe operation and maintenance of the boat and the safety and morale of your crew for the duration of the charter. This is no trifling responsibility, and by taking it seriously you will earn the gratitude of your crew for making their vacation truly memorable.

At all times, you need to operate within the designated cruising grounds, as set out in the chart briefing, and remain in accordance with all local, national and international rules. You must perform a series of routine daily systems and safety checks. If you discover any maintenance issues, record them on the company's debrief form (or in your own notebook). Do this as soon as you find them, while the information is fresh, to ensure nothing gets forgotten.

Each day, you'll need to check the weather forecast, decide upon the sailing plan, and navigate safely to the destination of your choice. At each new harbor you visit, you'll decide how and where to berth the boat, whether

that's on a mooring, on the anchor or in a marina. Once berthed, you'll be responsible for safely securing the boat for the duration of the visit.

You'll be responsible for operating expenses including fuel and water top-ups and mooring or marina fees. While you can and should delegate tasks, you retain overall responsibility as skipper. There are plenty of seamanship and housekeeping duties to go around and even an experienced sailor will have opportunities for learning.

As skipper, you are also responsible for getting the boat safely back to the charter company at the appointed date and time. Remember, though, not to think of your planned itinerary as set in stone. You might have to alter your plans because of weather, or you might discover a spot where your crew simply insists you spend an extra day. Build in some flexibility so you can relax and enjoy your vacation without the pressure of a tight schedule.

*This article is an excerpt from ASA's Bareboat Cruising Made Easy pages 32-34. For your own personal copy of the book, go to [ASA.com](http://ASA.com) or call 310.822.7171. Check out ASA's Premier Charter Service at [findmycharter.com](http://findmycharter.com).*

## SAFETY AT SEA • TREATING INJURIES AT SEA PART II

In Part I of this Safety at Sea, I addressed first aid on board for finger injuries sustained while offshore. In Part II, I address hand and wrist injuries. I want to reiterate that this is intended for the offshore cruiser. All who have crossed oceans understand just how alone you are out there, and how totally dependent you are on yourself and crew.

These tips I provide are truly within the realm of what you honestly can do. The key is to see it as the task at hand, don't panic, and simply address the problem. If you are the patient, there is nothing you can do but accept with a severe fracture that there is going to be some pain with the treatment. It's part of the risk we take when we choose to head offshore. Obviously if you are a day sail away from medical care, that's the only way to go!

Fractures of the hand are usually reasonably stable and even very displaced fractures can be managed weeks later without too much problem. Use the same "hand pack splint" I describe below for wrist fractures.

### Wrist injuries

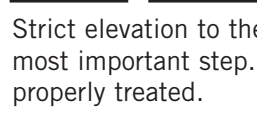
Wrist fractures are divided into the small bones that separate the end of the forearm and the long bones of the hand and fingers, and the end of the forearm or the distal radius and ulna. The small bones called "carpal bones" are complicated and you will not be able to diagnose on the boat. But if there is marked pain in the wrist, just beyond (toward the fingers) the part that bends, assume there is an injury to the carpal area. Even ligament injuries here are trouble, so splint with the hand pack and treat as if you know it is broken until seen.

The more, and in fact very common wrist fracture, is that of the end of the forearm, i.e. the distal radius and ulna. These fractures are often very obvious as the wrist is sometimes bent backwards sixty degrees! Less common but on occasion it can be bent forward (flexed). Either way, if there is a lot of angle, in fact if you can see it is angled and you will be at sea another week or more, you may need to straighten it some to help blood flow to the hand and finger.

This sounds daunting but with severe fractures with a lot of angle, the fingers can start getting blue and compromised and reducing the severity of the angle will help. There is very little risk in giving a one time "pull" to straighten it some. It will really hurt but this is a quick one-time event. One can take a pain pill such as Tylenol #3 or Vicodin an hour before the reduction but do not take alcohol. The problem is that to drink enough to make a difference, the person will then not be able to follow the instruction of strict elevation after.

The technique is to simply put one hand proximal (before the fracture a bit higher on the forearm), the other at the base of the injured person's hand, and then pull straight and opposite the direction of the deformity. And pull quick and hard. Then immediately apply hand pack.

The "hand pack" is the critical component here. Properly applied it will protect the injured hand/wrist while most importantly helping to maintain blood flow. Often poorly done splinting causes more problems than the actual injury. This hand pack splint will keep you out of trouble. The following steps will guide you and it would be a good idea to practice this once at home first.



Start with strips of soft cast padding. Make them about two feet long and drape between the fingers. Then wrap padding around the hand, wrist, and forearm with multiple layers. You almost can't put too much on!

Make the splint by rolling out the cast tape over some cast padding to the desired length. Apply splint to the little finger side (ulnar side) of the wrist and forearm coming as high as the base of the little finger and three quarters up the forearm. Mold it along that side of the forearm and hand before it hardens. Wrap with Ace bandages and elevate!

Some basics to remember: Treat ASAP. Obviously sometimes weather and ongoing emergencies prevent this, but as soon as possible, initiate the treatment.

Strict elevation to the injured extremity is the single most important step. This must be maintained until properly treated.

Rings off immediately. Best is to not wear them at sea. Trust me on this, it's not worth the risk! When in doubt apply the hand pack dressing/splint (it can be used the same on foot and ankle). And finally, don't be afraid to take action.

*Dr. Martin retired early from orthopedic surgery to sail his Moody 46, and later his Lagoon 440 around the world with his wife Cyndi. Having finished that voyage last year, he now does teaching for ASA in northern Lake Michigan. He is also a pilot and was a USAF flight surgeon. He holds a USCG 100 ton masters and is a graduate from the University of Michigan undergrad, and Michigan State University for medical school.*

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## DIGITAL SAILING

*continued from page 15*

It even comes with U.S., metric, pipe thread, and screw sizes. Handy!

### *Note to All Sailors Looking to Purchase*

Read all instructions, manuals, tips, and reviews for any new app. There are often free versions of many of these apps with some slight limitation on features. The authors hope you upgrade (1) for the extra features, (2) to remove the ads, or (3) to show gratitude to the developers. Any app with the words “Pro,” “Plus” or “Premium” at the end is likely a paid version. In the Android world, with rare exceptions, this means a cost of \$0.99 to \$4.00.

This is truly small change to reward those smart people who do such very nice things for you. Ask your Apple friends what they have to pay for apps! I usually test an app and, for reason (3), I upgrade if I decide to keep it.

*Captain Lan Yarbrough is a USCG Master and an ASA instructor for over 25 years. He has sailed the U.S. and 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.*

## SAILING DESTINATION

*continued from page 14*

It's advisable to plan to spend some time in old Valletta town. There are some wonderful restaurants, coffee shops and bakeries in which to spend some quality time. There are also some intriguing museums to visit and some fascinating walking tours to be had. Make time to stroll the old cobbled lanes and streets and soak in this amazing place. Just wander. Don't plan. Just see where the winding streets lead you and enjoy.

Remember you are in the center of the Mediterranean. You are standing in a crossroads that has seen war, famine and the development of Christianity in this part of the world. Few people get to Malta. Fewer than one percent of Americans have ever been to or will ever go to Malta. So take a chance. Explore, venture out and remember why you travel. It's the unknown. It's the risk, and it's the excitement of finding what's around the next corner!

*Capt. Stacey Brooks Connolly owns Sea Dog Sailing, Inc., an ASA sailing school – which is about to celebrate its fifteenth anniversary. She has taught over 1,000 students in her career and sailed over 55,000 nautical miles. She has just been nominated again for the*



*Small harbors where sailors can dive in for a quick swim in beautiful waters are only one of the to-do items on Malta's long list.*

*National Sailing Hall of Fame in Annapolis, Md. She lives with her husband and five dogs in beautiful Breckenridge, Colorado, and is an avid skier, mountain biker, hiker, dog sledder and more. When she is not sailing, she is running her restaurant business, The Warming Hut Restaurant in downtown Breckenridge. For more information on her trips go to [www.seadogsailing.com](http://www.seadogsailing.com) or call her at 404.374.4754.*

## LIVING THE DREAM

*continued from page 4*

The captain is free to change course or leave the anchor down a little longer in a particularly beautiful cove or bay. Last March in the British Virgin Islands, Arabella's captain made a spur-of-the-moment decision to pull anchor early one afternoon to take advantage of near-perfect winds, with several hours of just pure sailing. There was nary a complaint. This is what the tall-ship dream is all about, and we were lovin' livin' it!

Arabella is one of our faves, a beautiful, sleek and awe-inspiring 40-passenger triple-masted schooner sailing winters in the BVI. The other is Island Windjammer's 100-foot sleek 12-passenger schooner Diamant, sailing out of Grenada and St. Lucia year-round.

We've sailed Diamant three times, initially on a six-night sail in and out of Grenada, but now we especially love her nine-night "Wanderer" cruises that begin in St. Lucia and end in Grenada (and vice versa). Nine nights in the beautiful waters of the Grenadines, sailing on a beautiful tall-ship with old and new friends – sweet!

We've sailed Arabella four times, twice (along the New England coast and out of St. Thomas) before her purchase by Manhattan Yacht Club and twice since MYC began offering public sailings in winter 2014. That first time, we unknowingly were part of an ASA-sponsored



*Diamant's sails unfurled are a sight that harkens back to the days before an engine was an option.*

week. We had such a good time, not only onboard the lovely Arabella once again, but with ASA folks from all parts of the U.S. – and each with a sailor's spirit and easy-going style – that we joined ASA, too. And last March, we were back on board, again on an ASA-sponsored week, this time completely by design.

Every cruise on these ships is just as amazing as the prior ones. We meet wonderful, easy-going people, who like us, have a love of being on the water, under sail, in tropical locales. Age matters not. Our fellow passengers range in age from mid 20s to 80s. Solo travelers, couples, small groups: All are adventuresome, fun-loving folks who enjoy casual cruising and discovering what each tropical island has to offer. They are outgoing and enjoy meeting people.

All enjoy the freedom of sailing without responsibilities, although it's true that those who have their own boats, or once did, yearn to take the helm of one of these beautiful tall ships, and with the captain's nod and under his or her watchful eye, that can happen! It's all about living the dream.

*Julie Walker is a Southern California resident with Minnesota roots. She and her husband, Jeff, have been tall-ship cruising for 15 years and have sailed Windstar and Star Clipper tall ships, Windjammer Barefoot Cruises' Mandalay and Polynesia, Island Windjammers' Diamant and Sagitta, and Arabella, under previous and current ownership. She is a retired journalist and publication designer. Check out ASA.com for upcoming 2015-16 Arabella member events.*

## FEATURED FACILITY

*continued from page 5*

All classes are limited to four students, providing an opportunity for everyone to have a turn at the helm and to receive individual attention on the water. Classes include basic and advanced coastal cruising, basic keelboat, bareboat chartering, cruising catamaran, coastal navigation and combinations. ASA 101, 103, 104, 105, 106, 114 and 118 are all offered.

Hess said people are often hesitant to try sailing because they think it takes a long time to learn to sail and that it requires a huge amount of time. "The reality is that with a structured ASA course, becoming a competent sailor

takes much less time, and one can be ready to take the helm in about three days of lessons. With a little follow-up practice, students will be ready for more advanced courses on larger boats," he said.

Those interested in becoming SailTime members also have an advantage. Anyone who signs up for membership before their lesson will learn to sail on the same boat they can later take out and sail on their own.

*SailTime Annapolis is one of 21 SailTime locations in the United States, and all SailTime locations have an ASA Sailing School. In fact, SailTime has the largest network of ASA schools in the country, including cities like New York, Boston, Chicago, San Francisco, Los Angeles and Miami. For more information, visit [www.annapolissailinginstruction.com](http://www.annapolissailinginstruction.com) or call 443.376.7245.*



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