

THE JOURNAL OF THE  AMERICAN SAILING ASSOCIATION®

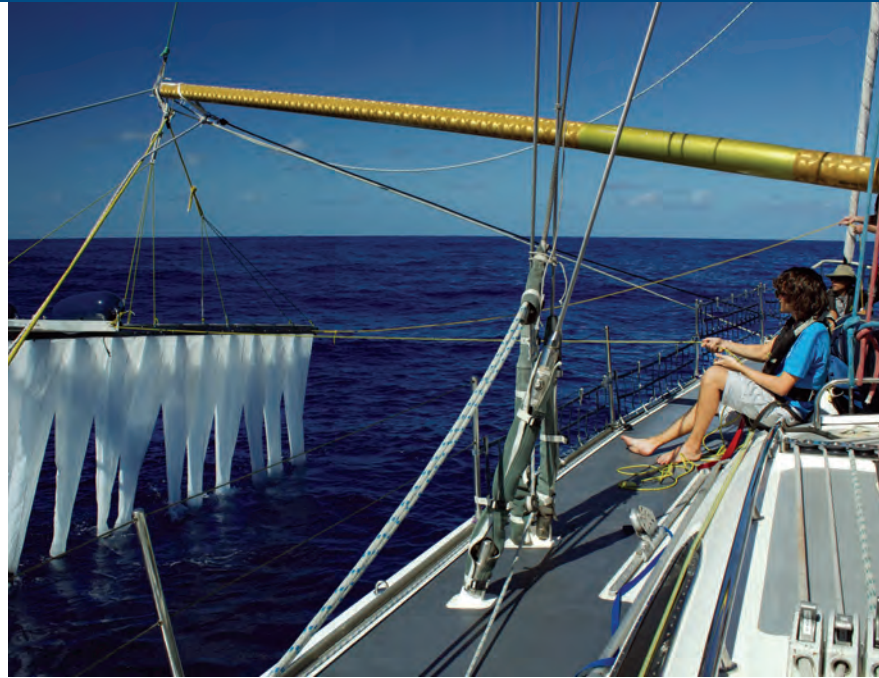
AMERICAN SAILING

ASA TEAMS WITH OCEAN CLEANUP PROJECT • BY PAT REYNOLDS

Back in 2013, a shaggy-haired young guy of 19, Boyan Slat, stood on a Ted Talks stage and boldly announced he could clean the oceans of plastic in five-years' time and for little cost. The bright and optimistic young fellow from the Netherlands outlined his clever idea, which he said began as a high school project. He explained that the 300-million tons of plastic in the oceans could be nearly all extracted using a means that would employ the forces of nature rather than fight them.

"The oceanic currents moving around is not an obstacle – it's a solution," he said passionately. "Why move through the oceans if the oceans can move through you?"

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Boyan Slat of the Netherlands continues to work in conjunction with many others on the Ocean Cleanup project to rid our oceans of the hundreds of millions of tons of plastic in it.

LIVING THE DREAM • ASA INSTRUCTOR EVALUATOR BARRY SROKA'S ADVENTURES

Looking back, I realize that through ASA, I've had so many amazing sailing experiences. I've done deliveries that have brought me to exotic locations like mainland China, Taiwan and Egypt, through the waters of South Korea, Russia and Japan. I've been caught in a political uprising in Buenos Aires, felt the jubilation of crossing the equator and sailed in so many of the wonderful spots throughout the U.S. There's no doubt I've had my fair share of good-times and adventures on the water.

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ASA Instructor Evaluator Barry Sroka

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While winter is a great time for learning classroom sailing skills, heading off to the islands isn't such a bad thought in November either!

ASA UPDATE

The heart of summer is now in our wake. We can, hopefully, get in a few more short trips or day sails, but we must face the sad reality that the sailing season, for many, is nearing the end. Now is the time to reflect back, assess your skill-set and think about improvement for next year.

On that note, here are our three best suggestions for improving in the off-season.

#1 – Brush up on your “classroom” sailing skills. If you aren’t already certified for Coastal Navigation (ASA 105) or Celestial Navigation (ASA 107 and ASA 117), the off-season is the perfect time to master them. ASA schools that aren’t offering on-the-water courses in the winter tend to double up on these types of classes around this time of year. Consider specialty courses like our weather or radar endorsements if you’ve got navigation down already.

#2 – Expand your sailing horizons. Winter is the best time to go make your way to a different part of the world. Not only can you learn about sailing on a different boat in new and interesting waters, you can catch a break from the cold weather! ASA schools host dozens of flotillas in tropical and exotic locations each year, ranging from the Caribbean to Croatia. Check with your local sailing school and on ASA.com for a list of upcoming flotillas. Contact FindmyCharter.com to inquire about booking your personal charter.

#3 – Look for your new boat. Late fall and winter are prime boat show seasons. Plan to attend the granddaddy of them all, the Annapolis Boat Show, to see the newest and best of everything in the sailboat universe. Even if you aren’t in the market to buy, it’s always a fun time to wander around checking out what’s out there. And after you’re done window-shopping, you can grab a taste of your favorite rum-based cocktail with some like-minded, newly found sailing buddies! It’s not as good as sailing, but it’s not bad ...

The Charley Noble

This quarter’s ASA update has some great tips on ways to further your sailing skills or experience as the summer sailing season winds down. Also, I’d like to urge you to consider ways that you can give back to the sport that offers us so much.

If you’ve been a member for long, you know about the work that American Sailing Association does to promote Hands Across the Sea, the organization that builds



school libraries and supplies new books for disadvantaged children in the Caribbean. This will be ASA’s fourth year to support Hands, and I would like to personally invite each of you to check out the great work they do at asa.com/handsacrossthesea and consider financially supporting their cause.

This year, ASA became involved with the Ocean Cleanup effort that seeks to promote greater worldwide awareness of the tremendous amounts of plastic and other non-biodegradable trash accumulating in our oceans. By doing so, we hope the appropriate resources will begin to flow toward not only decreasing the trash put into our oceans, but also finding a way to address the clean-up of the existing problem. We’ll be doing more with this great cause over the next twelve months, so be on the lookout for emails and ASJ articles about how you can get involved.

Thanks again for all your support, and fair winds for your next sail!

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

THE AMERICAN SAILING JOURNAL

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FEATURE STORY

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Slat is speaking specifically about five separate areas in the oceans where currents converge called “gyres.” In these gyres, because of these currents, garbage collects – particularly plastic. There are trillions of pieces of plastic that collect in these zones, a third of which is in the so-called Pacific Garbage Patch not too far from the islands of Hawaii.

At the time, Slat was in the very initial stage of sussing out his theory and after the Ted Talks went viral, he was presented with both opportunity and the loud din of collective scepticism.

Studies and Systems

Many detractors challenged his concept of diverting the debris through the large-scale mid-ocean outposts of booms/barriers he was proposing, saying it was impractical. They said storms would destroy the structures, boom systems don't work, anchoring would falter, and the environment would suffer more than it would be saved. But last year Slat, with his core team of over 100 volunteers, produced a 530-page feasibility study that addressed all of these issues and more.

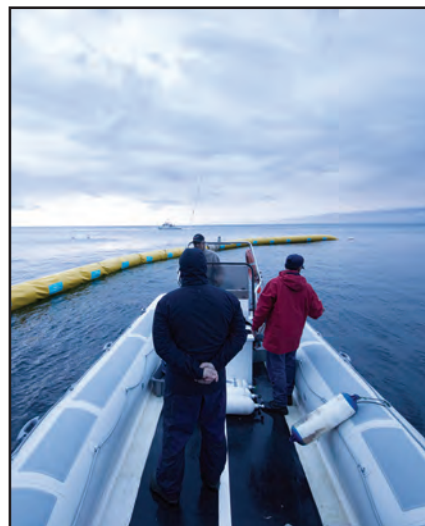
With these answers in hand, the Ocean Cleanup project is going forward full steam ahead, and the American Sailing Association has become part of the movement. ASA's president Cindy Shabes and founder Lenny Shabes were both impressed with Slat's innovative spirit and total conviction to the issue that affects the planet and sailors all over the world.

“Protecting and caring for the oceans is extremely important to us,” said Lenny Shabes. “Even if it didn't work exactly as they hope – at least someone is trying to do something and bring awareness to the ocean's problems. We're choking ourselves, and it's great that the Ocean Cleanup is providing some hope.”



Since high school, Boyan Slat has been deeply engaged in the idea of ridding the oceans of the plastics that clogged them. Now, Slat's plans are going forward along with help from ASA and many others.

When Boyan first appeared on the ASA radar, there was only one question – “How can we help?” The question was asked directly to Boyan himself and received graciously.



Workers aboard a project dinghy look over floats that will capture the trash.

The Sailing Solution

The nature of the project naturally lends itself to the use of sailboats. Their cost effectiveness and limitless range make them the perfect tool for conducting open-ocean research.

“In the majority of the expeditions we're doing, we use sailboats,” Slat told ASA in an exclusive interview. “We use a boat called the Sea Dragon, which is a 72-foot [steel] vessel that was designed for [the Global Challenge Race], a race around the South Pole, and we also did an expedition using the tall ship Wyldeswan – a Dutch vessel.

“There's certainly a cost benefit,” Slat continued. “What we [try to] do with these expeditions is to piggyback on existing cruises. The ones we organize ourselves use sailboats – it's a cost effective and sustainable way to travel. So yeah, we have positive experiences with using sailing vessels.”

In fact, one of the “existing cruises” Ocean Cleanup has piggybacked on is the Transpacific Yacht Race from Los Angeles to Hawaii – the Transpac.

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LIVING THE DREAM

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But when I think of them all and reflect, I'd have to say my rounding of Cape Horn is at the top of the list for flat out adventure. It was a delivery trip from Valdivia, Chile, to Plymouth, England, with a stop in Buenos Aires. I had been in training for two years with the British company, The Challenge Business, for a round-the-world race that was abruptly cancelled before the start due to a lack of funding. Part of the fallout was one of the training boats had to be brought back to England. The race sponsor did not have the money to ship the boat back or take it through the Panama Canal, so around Cape Horn was the only alternative. Since I had completed my training, I received a call asking if I wanted to crew. Of course, I said yes.

It was one of my dreams to sail around Cape Horn and here it was, coming true. But I must say, after battling 50-knot winds with 20-foot seas, getting hit by a rogue wave, being knocked down and almost going overboard ... I began to think that maybe my dream might need a bit of adjustment!

The knockdown occurred when I was at the helm. The seas were the size of buildings and breaking. I had to keep the stern quartered to the waves to prevent being "pooped" but too far in the other direction loomed the possibility of being knocked down by giant waves on our beam. We were managing the best we could when, out of nowhere, a huge rogue wave appeared from a completely different direction.

I yelled, "Hold on!" to my watch-crew and spun the wheel in an attempt to get the stern around in time. But the uninvited beast came across the beam and knocked our 76-foot steel-hulled boat down like a toy in a bathtub. Suddenly, I'm under 35-degree water gripping desperately to the wheel. My brain raced.

"I must hold on, I can't let go." We're all tethered to the boat, but no one wants to test the tether.

So here I am. I'm underwater. I can't breathe. I'm thinking, "Do I release my tether and try to make it to the surface knowing if I do, the chances of being recovered are nil. Or do I hold on until I have to inhale saltwater hoping a crewmate will revive me?"

Thankfully, I didn't have to pick between these two horrible choices – just as I was down to my last breath the boat righted itself and we were back on our way.

One of the lessons I took away from this incredible and impactful voyage is how mandatory it is to know what



Rough seas and dangerous waves can be part of a delivery captain's regular job. IE Barry Sroka had this kind of adventure rounding Cape Horn.

For more information

A very special group of sailors feel the need to share their knowledge and love of sailing with others through sailing instruction. Are you interested in becoming an ASA instructor? Check it out at <http://asa.com/become-a-sailing-instructor/>

you are doing when sailing. As the saying goes, "The sea allows but never forgives."

I have been fortunate to have, through the course of my sailing career, quality training by experienced and knowledgeable skippers qualified by the Royal Yachting Association (RYA) that has similar programs to ASA.

That experience was definitely a heart-pumping, adrenaline-filled thrill ride, but when it comes to sailing, I love it all. Just as vivid in my memory and relevant to me is the feeling I had forty-years ago when I sailed my new 13-foot Laser on a quiet lake from the dock and back again.

I appreciate that sailing has been, and is, such a big part of my life, and I continue to work hard to make sure I know what I'm doing whenever I get on board a sailboat. It's been a challenge and a pleasure to rise through the ranks of the ASA program.

After I retired to the west coast of Florida, I found a great boating community near Punta Gorda where there was an established ASA sailing school, Yachting Vacations. I had been sailing for 15 years and after being an instructor in the sports of skiing and martial arts, I felt I was prepared to teach sailing as well. But in getting ready for the IQC, Instructor Qualification Clinic, I realized how much I had to do to prepare. It was good I did, as the ASA's instructor requirements are significant – as I believe they should be.

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FEATURED FACILITY • TMM YACHT CHARTERS, BVI

Have you ever dreamed of being at the helm of a sailing yacht in the crystal clear waters of the beautiful British Virgin Islands? If so, ASA affiliate school, TMM Yacht Charters, can make your dream become a reality! TMM Yacht Charters is located in Tortola, British Virgin Islands, the number one sailing destination in the world. TMM is one of the leading BVI charter companies and has been in business since 1978.

“Our aim has always been to stay small enough to offer personal service, but also to offer our clients a diverse and industry-respected, well-maintained fleet of yachts,” says Lin Crook, TMM director. “We currently have 40 sailing yachts in the TMM fleet, including monohulls ranging in size from 36 to 52 feet. TMM’s fleet consists of many new model yachts from manufacturers of Lagoon, Fountaine-Pajot, Beneteau, Jeanneau, Matrix and Alpha. These pristine yachts with the latest technology on board, including free wifi, make them the perfect vessel for ASA instructional charters. TMM has a complete sailing facility offering introductory courses for beginners wishing to learn to sail, as well as offering advanced courses for sailors who ultimately wish to obtain qualifications to bareboat charter.”

The warm, tropical climate and prevailing easterly trade winds constantly present in the British Virgin Islands make it the perfect year-round location for sailing courses. TMM has been an ASA school for 20 years, and they have maintained an excellent reputation for ASA instruction in their beautiful BVI back yard.

Crook said she is thrilled to have Travis Wepner on board as TMM’s full-time ASA sailing instructor, “He is an extremely competent sailor and instructor and is very well-liked by our ASA students chartering through TMM.”

Wepner joined TMM in January of 2015, just in time to avoid the blustery weather of his home state of Wisconsin. He received his ASA instructor status last year and is also an RYA instructor. He is certified to instruct ASA 101, 103, 104 and 114.

All sailing courses are live-aboard. The idea is to charter a yacht with the sailing instructor on board for three days up to a full week or more, which allows the students to receive the full benefit of individualized instruction for the chosen



TMM Yacht Charters offers beautiful sailing and fun, fantastic instruction in the tropical British Virgin Islands.

course or courses. More than one individual can take an ASA course aboard the yacht, but it is recommended that the students do not exceed three to ensure that quality instruction time can be spent with each student.

“Learning to sail is one of the most fun and constructive activities you can participate in during your sailing holiday. TMM is able to offer its students the opportunity to learn to sail, receive ASA qualifications or simply to hone their skills on new model yachts with the latest technology. Your family and friends aboard will also learn safe winch wrapping techniques, how to tie fenders and lines, and how to be a safe and knowledgeable crew member to your sailing party. The main goal at our facility is to ensure that you relax and enjoy your certification experience. The cruising ground of the BVI with its crystal-clear turquoise waters, pristine beaches, and fun beach bars and restaurants dotting the islands will guarantee that you have a ‘once in a lifetime’ experience. The beauty of the BVI is that it is pretty much a point-and-go cruising area, which ensures fun and safe sailing, yet the conditions are challenging enough even for our more seasoned sailors,” says Crook.

Crook said that customer feedback has been extremely positive, with ASA students commenting on Wepner’s instruction techniques as well as the relaxed atmosphere aboard their charter yachts. One former ASA student commented, “He really knew his stuff ... Do everything you can to keep him – Travis is a huge asset. TMM is the best, thanks.”

If you are looking to improve your sailing skills with an ASA certification course, get in touch with TMM. “Interested sailors are encouraged to book well in advance, as Instructor Wepner is rapidly proving to be very popular with our guests!” said Crook.

For more information ...

Contact TMM’s U.S. reservations office at charter@sailtmm.com or by calling 1-800-633-0155. Check their website sailtmm.com to view layouts and specifications for all their yachts, and to check availability and rates.



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

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

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

email: sailing@SDSA.com



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OUR SAILING WORLD AROUND US • KEEP THE CARIBBEAN BLUE PART I

I can't think of a more perfect vantage point in the Caribbean than that of having an island – any island – in sight after a long voyage offshore. At a distance, seeing a necklace of verdant hills invokes a feeling that the islands are immaculate green oases in the middle of a vast, turquoise ocean.

And in some respects, certain islands remain this way. But others, we've found upon closer inspection, are under heavy pressure from overdevelopment and a shortsighted manner of thinking. Recycling? Not quite there yet. Wastewater? Straight into the ocean. And as for the diesel necessary to power island generators, let's not even start.

But bemoaning the industrial development of the Caribbean is too easy. Instead, we should celebrate the existence of certain Caribbean groups working tirelessly to keep their waters blue.

Trash to Treasure

Reduce. Reuse. Recycle. Sounds easy enough, right? Except what's one supposed to do when there's nowhere to recycle? Charlotte McDevitt and her team at Green VI, on the island of Tortola, are combating this problem by thinking locally and scaling their efforts up throughout the British Virgin Islands.

"I think people need to understand that we've run out of landfill space on two of our islands," explains McDevitt. "Tortola's landfill is full. Jost Van Dyke is full. You don't have a lot of landfill space on these islands."

In 2012, Green VI began collaborating with the BVI Spring Regatta by collecting used beer and rum bottles and bringing them back to their glass blowing studio in Cane Garden Bay, on the north side of Tortola. The following year, they used the glass to create trophies for the regatta. In addition, the team collected any remaining food scraps from the regatta and provided them to local farmers to feed livestock.

Glass waste is especially problematic in the British Virgin Islands, because it adheres to the inside chambers of Tortola's trash incinerator, causing disruptions that shut the machine down. By reusing glass that otherwise would be thrown away, Green VI is effectively turning trash into treasure. Every week, the glass blowing studio processes over 400 pounds of recycled glass into handmade art.

"What we're working on is progressive waste management strategies to make recycling feasible in the British Virgin Islands," says McDevitt, who worked for the City of Cape Town in South Africa developing strategies to reduce litter before earning her masters in



From the broken remains of old bottles and trash, come artists' gorgeous and fanciful art made to reflect the beauty of the seas and islands that this recycling project helps to protect.

industrial administration in 2008. "I wrote my thesis on waste management in an island setting and presented it to the government [in the British Virgin Islands]. They ignored it completely so I set up a nonprofit."

With a studio that not only teaches and employs local islanders, Green VI is starting to gain traction in a territory not well known for its recycling initiatives. Recently, McDevitt explained that a waste management plan that Green VI helped author was passed by the BVI House of Assembly. "We're looking at a Caribbean-wide logistical system: the United States Virgin Islands, Anguilla, Belize, Mexico. Essentially we're looking at the whole Caribbean basin."

Save the Parrotfish

Coral reefs generate more than \$3 billion annually for Caribbean fishermen, and for some people on the island of Barbuda, these reefs are the sole source of income. So when the Waitt Institute, a nonprofit whose focus is about "empowering communities to restore their ocean," approached the local Barbudan government about offering its expertise to help preserve this vital ecosystem, the partnership they developed was ideal in many ways.

Over a period of 17 months, Dr. Ayana Elizabeth Johnson, executive director of the Waitt Institute, and her team conducted numerous community meetings, summer camps for kids and over 100 one-on-one interviews with individuals about their concerns regarding the health and state of Barbuda's coral reefs.

continued on facing page

For more information ...

- *Green VI* - www.greenvi.org
- *Waitt Institute* - waittinstitute.org
- *Barbuda Blue Halo Initiative* - waittfoundation.org/blue-halo-initiative-barbuda
- *Fourth State Energy* - fourthstateenergy.com
- *Sailors for the Sea* - sailorsforthesea.org

The comprehensive plan that emerged between the Waitt Institute and the local government, called the Barbuda Blue Halo Initiative, delineates a series of thirteen zones, including five sanctuaries, which will protect a third of all coastal waters surrounding Barbuda.

“The people of Barbuda understand the need for and benefits of managing fisheries sustainably,” says program manager, Stephanie Roach. New laws, passed by the Barbuda government in August, also put into place regulations for ending overfishing.

What makes the Blue Halo Initiative most impactful is not the amount of zones created, nor the percentage of coral reef it aims to protect – it’s the level of involvement local Barbudans had in its creation. In the case of every sanctuary zone and anchoring zone created, local Barbudans drew the lines that dictated what the laws would entail.

Said Johnson, “The zoning map that evolved over the last year of consultations with fishermen and the community reflects the consensus built amongst stakeholders.”

Through their efforts to restore coral reefs, Barbuda has become the first Caribbean island to enact bold measures to protect both parrotfish and sea urchins, says Johnson. The connection? Both of these species are crucial to keeping coral reefs vibrant and flourishing.

“Keeping algae levels on coral reefs low makes corals more resilient to other stresses such as hurricanes and disease,” says Roach. “Parrotfish are key herbivores that spend up to 90 percent of their time eating algae that would otherwise smother coral reefs.”

In the coming years, the Waitt Institute expects to launch similar collaborations with at least one new Caribbean nation each year, partnering with islands that are committed to sustainable ocean use but do not have the resources to design and implement new management.

Johnson emphasized that there will be a five-year commitment to each location. “The Waitt Institute isn’t just interested in passing new laws, but in making sure the communities are receiving the benefits of restored ecosystems and improved fisheries.”



Goat Island and Little Tabago are some of the areas that will be improved by plans to reduce trash and power these lovely locales.

Trash to Energy

Compared to the rest of the world, the Caribbean only emits a small fraction of the world’s greenhouse gasses. But when it comes to the impacts of climate change, the Caribbean stands to receive some of the worst consequences. Many experts think the Caribbean should set a model for implementing renewable energy sources that the rest of the world can follow. Dominica, one island nation in the region taking the lead, boasts that up to 70 percent of its electricity comes from hydropower.

This past summer, Trinidad and Tobago followed suit and set into motion prospective plans to build a waste-to-energy facility that would effectively make this small nation the first in the Caribbean to become landfill-free in the coming years.

“Nobody likes the scent of a landfill, or worse, the environmental and health hazards associated with them,” says Stephen Mader, president of Fourth State Energy, a Canadian firm working with Trinidad and Tobago. “We want to transform waste into clean, green and sustainable energy.”

The process by which trash in a landfill is converted into clean energy is called plasma gasification. Waste is heated up to 5,000 degrees Fahrenheit – a temperature so hot that toxic chemicals are burned off – and then fed into an internal combustion engine.

Currently, a feasibility study is being undertaken between Fourth State Energy and the Trinidad and Tobago government to see how viable a waste-to-energy facility would be. “The amount of energy the facility could create depends on how much and what types of waste are available,” says William Benjamin, Green Fund coordinator at the government’s office of the chief secretary. “Right now we’re trying to figure out how many homes it would be able to power.”

Most of the Caribbean relies on expensive fossil fuel to generate electricity. “In twenty years,” says Mader, “plasma gasification technology will be used all over the world.”

Article by Tyson Bottenus, sustainability director for Sailors for the Sea. See the winter edition of ASJ for Part II.

CHARTER TIP PART II • RETURNING FROM CHARTER

In our last Charter Tip, we looked at the checkout and responsibilities of chartering a boat. After you've enjoyed sailing the seven seas, it's time to take your ship back into harbor!

Returning the Boat

The end of your charter vacation is a bittersweet day. With preparation, your check-in will run smoothly and efficiently, allowing you to focus on the great memories you've made.

Before getting underway on your final day, or while en route to the base, take care of the housekeeping items. Pack your personal gear and bag the dirty linens. If you have leftover food that's usable, pack it up for the charter base employees – they'll appreciate it. Bag up unusable food with the trash and give the boat a general tidy-up on the way in.

If your contract requires that you return the boat with fuel tanks full and holding tanks empty, you'll need to take care of that before returning the boat to its berth. The charter company can advise on the nearest fuel dock (possibly at its base). As you head back to home port, contact the charter base by VHF or cell for docking instructions. The company may send someone out to assist in docking or may simply advise you on where to bring the boat. Verify the desired configuration for lines and fenders.

Once secured at the base, complete your log and be sure to pack your cruise notes along with any charts or cruising guides you may have brought. Dispose of the trash and recyclables, place bagged linens where directed, return any rented or borrowed equipment (snorkeling gear, cell phone, electronics, etc.) and clear the associated credit-card deposits.

Tip: Making a good, seamanlike impression upon your return will make you a more valued charter customer. Charter companies do take notes, and share them with other companies when asked to be references.

Remove your personal gear from the boat; your charter company might have a baggage storage area. Walk through the boat to be sure you've collected all your gear and have cleared all trash and linens. You are expected to return the boat as clean and tidy as you received it, and



*Photo courtesy of Capt. Stacey Brooks Connolly
Be sure to have someone on the dock snap a picture of you and your wonderful crew at the end of your charter!*

may be charged if the boat is not shipshape.

Boat Return Checklist

- *Pack personal gear*
- *Linens – bag and set aside*
- *Empty fridge and lockers*
- *Pack or dispose of unused food*
- *Tidy interior*
- *Top off fuel*
- *Empty holding tanks*
- *Contact charter base for docking instructions*
- *Complete maintenance debrief form*
- *Complete customer survey*
- *Remove all trash*
- *Return borrowed or rented equipment*
- *Verify boat is shipshape*
- *Walk-through and gear inventory*
- *Clear security deposit, sign off charter*
- *Fill in your ASA logbook*
- *Crew photo!*

Check-in and Debrief

If you've kept up with your maintenance debrief form during your cruise, the form will just need a quick review. Otherwise, take time to note down any maintenance problems encountered. This will allow the charter company to fix issues before the next charterers board; it will also preserve your security deposit if problems are found later. A charter-company representative will walk through the boat with you, check for damage or missing equipment, and ask for your comments. Accurate and constructive feedback will help the charter company improve its service.

Leaving the Boat

Now that you've returned your boat shipshape, verify that your security deposit has been cleared and your paperwork is complete. If you'd like an official record for your sailing résumé, have the company representative sign your ASA logbook.

Before your crew scatters to catch flights and ferries, be sure to get a final crew photo on board. Your charter representative will happily take the photo. You might want to arrange to share photos, cruise notes and memories. One way would be on the ASA social media page at asa.com. Then, relax and enjoy your trip home!

This article is an excerpt from ASA's Bareboat Cruising Made Easy pages 34-35. For your own personal copy of the book, go to ASA.com.

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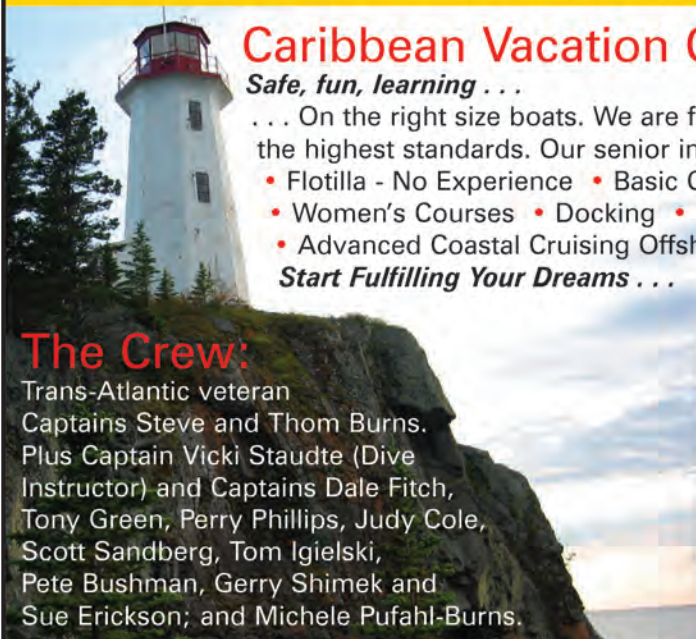
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SAILING DESTINATION

The Florida Keys: One Chain of Islands; World of Experiences



Racers crowd the water at this year's Key West Sailing Regatta.

Why go to the Florida Keys? Long on the fringes of mainstream society, they have always bolstered the misfits, writers, artists, those seeking their fortunes and adventure and those who just want to disconnect. The islands' beauty and relaxed sensibilities seem to draw us down US-1, but that is only a small part of what makes the Florida Keys so unique.

The flow of water from Lake Okeechobee through the Everglades to the Keys is an ecosystem unique to this one spot on our planet. Plant, bird and marine species thrive and there are a plethora of water-related activities to keep you busy.

The iconic railway-turned-roadway, built by Henry Flagler and completed in 1912, gave the Keys a platform to become a destination for so many of us. Even though the economy is now mostly driven by tourism, it is a very real place and a destination where the down-and-out and uber-rich all occupy the same space. Luckily the Keys haven't fallen into homogenization like so many other places but have kept their truly unique appearance and attitude. Sail here and take in these beautiful waters and unique culture,

right in your own backyard!

Issues and Solutions

Distances: The Keys are very long and oriented mostly east to west. Couple this with lovely easterly tradewinds, and it makes for great downwind sailing going west, but some pretty relentless beating heading back east.

Solutions: Consider exploring one section of the island chain more intimately than trying to cover so much ground. Or, better yet, get a one-way charter say from Miami or Fort Lauderdale to Key West.

Depths: Some parts of the Keys are very shallow. With two main channels running the length of the keys, your boat's draft will determine your cruising itinerary. On the Atlantic side, Hawk's Channel is sufficient for anyone to navigate with depths normally 10 to 20 feet. But the traditional ICW route, winding through the pearl islands on the bayside, holds pretty good depths some places and will have you white knuckled through others. If your boat draws more than 4.5 feet, plan carefully. Note that on the Florida Bay side, the tide is normally less than one foot, sometimes only half a foot and that the timing runs about three hours off Miami, Government Cut.

Solutions: Chartering a catamaran will open up three times more cruising options. If you are in a monohull, jump back and forth between Hawk's Channel and Bayside to get a complete Keys' experience and access to the better leeside anchorages on the Bayside. In reality, the keys are ideal for a small center console fishing boat with most of the marinas down very shallow, narrow channels. But don't fret, there are usually deeper draft options close by to the spots you want to visit so make sure you've got plenty of fuel for the dinghy.

Time of Year: The Keys are really a year-round destination. If you can tolerate the summer heat, albeit much more pleasant buffered by the sea breezes, then your best fishing, snorkeling and diving are between the months of June and September. The only concerns are, of course, hurricanes; the most active months are August through October. However, the stray thunderstorms of May to August can pack a hearty punch!

Solutions: The shoulder seasons are really ideal. I really love the early autumn, less crowded, not as hot and great visibility in the water. The main season is November-April with a peak around spring break. If that's your

Story by Captain Edana Long

For more information

- www.nps.gov/bisc/index.htm
- floridakeys.noaa.gov/shipwrecktrail/welcome.html
- www.pennekamppark.com
- www.babiabondapark.com
- www.floridastateparks.org/park/lignumvitae-key

travel time, book your reservations early. Immediately following Labor Day each year there is a lull worth looking into for the best rates.

Whether your plan is to take a charter or look up a local sailing school, your big decision will be where to begin. Unlike many other compact charter destinations, the Florida Keys are expansive but easily organized into three groups.

The Upper Keys

Once you set foot out of Miami, you are in some of the most pristine parts of the Florida Keys. Sailing south through Biscayne Bay, you quickly enter Biscayne National Park. Watch Miami's impressive skyline sink into the horizon while sailing the emerald and turquoise waters. Florida Bay is deep here and most sailing vessels have no problem navigating the inside route. Although the flavor is not campy or Keysie, as we say, it is beautifully natural and uncrowded. Sail, snorkel, paddleboard, fish and just relax. If you are an avid swimmer or diver, you'll be in for a treat as the more untouched reefs and historic Florida Shipwreck Trail wind through the Atlantic side and are easily accessible from Hawk's Channel. If you are shallow draft, check out Boca Chica or anchor west of Elliott Key and hike this long-undeveloped island's nicely laid out trails. Both the anchorages and a few marinas are easily accessible for most keel boats and if you are missing the Keysie scene, stop off in Key Largo for some local color. One of my favorite



Photos courtesy of the Florida Keys Tourism Council

(Above) Key Largo's bayside offers magnificent sunsets nearly every night of the week from docks, restaurants and local watering holes. (Below) The sail to Fort Jefferson will require some effort, but it's worth the miles.

stops is the Anchorage Resort in Key Largo, with plenty of nice spots to drop the hook further west in Blackwater Sound and make landfall to a local restaurant or bar.

You can have a nice sail through the upper Keys in five days, say Miami to Key Largo and back, with plenty of time for extra activities.

The Middle Keys

Taking away Key West, this section of the Keys probably boasts the most variety of activities. From a cruising perspective, the Bayside is at its shallowest from Key Largo to Islamorada, so a catamaran would be your best bet cruising these waters. Your all-round vacation starts in Islamorada, where the Keys show her classy side. For the kids on board of all ages who want a little adrenaline, try Otherside Boardsports.

continued on the following page



SAILING DESTINATION

continued from previous page

They offer world champion kiteboarding instruction and a tow park for you to practice your best tricks. If you haven't tried paddle boarding, the middle keys are an ideal location. Your charter company, school or a local supplier will set you up with gear, and instruction is also available.

If all that seems like too much, how about ol' fashioned kayaking or even just exploring in the dink. The nice thing about the middle keys is all the small marinas and quaint watering holes. So after a fun-filled day, you can end your activities with a great meal of local seafood, cold beer and maybe some live music. A local favorite here is to have sundowners at either Loralai or Morada Bay, both short dinghy rides from nearby anchorages. If you've forgotten any gear or need a new outfit, stop by Worldwide Sportsman. It's fun just to walk in this outfitter/art gallery/fishing tackle/restaurant; they even have a replica of Hemingway's lovely boat Pilar.

If you love to fish, you're in the right place! Trolling as you go along will oftentimes land you dinner, but if you desire a more traditional sportsman-style outing there are several outfitters that can provide guide services and flats fishing outings. Try fly-fishing for tarpon, it's all the rage!

Those of us who are naturalists will not be disappointed. The middle keys have some very unique habitats and fabulous birding. A personal favorite being Lignumvitae Key Botanical State Park and Indian Key Historic State Park both accessible via a short dinghy ride.

The Lower Keys

Marathon has long been a stopover for cruising yachtsmen, and today many liveaboard or seasonal cruisers make Marathon their winter homeport. Naturally then, it has your second largest concentration of marine services besides Key West and plenty of provisioning, shopping and dining options. As a cruising stop the island of Boot Key goes from uber sophisticated, to the somewhat sad, hard-up reality of life in these island chains. For a first-class experience, try Hawk's Cay Resort and chow down on stone crab at Key's Fisheries. You can't visit the Keys without noticing that many of the anchorages are choked with down-and-out cruisers and their floating homesteads, taking advantage of their right to live free of charge in public trust waters. So don't be shocked or disappointed, it is part of what makes the Florida Keys a very unique place and gives it that colorful vibe.

Sailing west from Marathon one finds some of the Keys best reefs and most iconic landmarks, Looe Key National Marine Sanctuary and Bahia Honda State Park with its crumbling bridge of Romanesque arches. The water gets



The Key Largo Stone Crab and Seafood Festival offers visitors the chance to try unique dishes while enjoying a "keysie" atmosphere.

more and more clear and pristine as you sail west, making Looe Key a snorkel site to rival the Bahamas. If you have a shallow draft boat and a sense of adventure, take the Bayside route and explore the waters around the Saddlebunch Keys. You'll have great fishing, privacy and plenty of small islands to explore with your paddleboard, dinghy or kayak. The total distance from Marathon to Key West is about 40 nautical miles, which gives you plenty of time in the day for multiple activities.

Entire articles could be written about Key West, but it's safe to say you'll want to bookend your trip by spending a few days there. Some tips for Key West: If downtown is too hectic or expensive, try Stock Island. There are several charter companies operating from that location. Any downtown activity is a short bike ride from the marina, or walk if you have good legs.

Unfortunately, the anchorages in Key West are far from the dinghy landing at Key West Bight, have plenty of derelicts, lots of traffic from day-trippers and sometimes foul bottoms. Still, it's beautiful, just not very peaceful; but you're also in Key West.

You'll find some of the best restaurants in Florida here, so make reservations. If you like cocktail hour, you must try a little hole in the wall where I take all my students – after graduation of course. The White Tarpon has the best martinis I've ever had anywhere. They are expensive, and you only need one. Finally I'll say, Key West does have something for everyone. It covers the entire spectrum of activities, day and night – sophistication and the *complete* lack thereof. It has gotten a bit touristy with almost daily cruise ship passengers romping around, but believe me, there is plenty to do off the beaten path.

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MEMBER PROFILE • BRIANNA MISK, ASA ASSISTANT INSTRUCTOR

Seldom do you have the opportunity to evaluate, hire, mentor and brag about a sixteen-year-old sailing instructor. Brianna Misk from Plymouth, Minn., is that instructor. She keeps hitting new levels of personal excitement in sailing. Six years ago, she started as a camper. Two years ago, she became a counselor in training (CIT). During her sophomore year in high school, she joined the well-respected Wayzata High School Sailing Team. Currently, she is a camp counselor at Northern Breezes' Youth Sailing Camp and an ASA Assistant Small Boat Instructor.

The variety of boats she has sailed by this young age is impressive. Starting on Walker Bay Breeze eight-foot dinghies, she found them fun and empowering, but the exciting boats were the WindRider 17 trimarans that were part of camp boat rotations. Screaming across the lake was a total wet blast!

The Hobie Bravos added another dimension since they were so easy to hike on and right when they went over. Often as a CIT, Brianna would take campers out and practice one-on-one, including righting drills with the campers.

Now as a camp counselor, she has her own group. The first day, they are total rookies. By the end of the week, they know parts of the boat, basics like port and starboard, some knots, how to steer the boat with the tiller and rig the boat.

"I like to take my group on the Walker Bay Breezes first where I'm instructing from the chase boat. The campers do not like buoyed courses where I think they learn the most about tacking, jibing and sailing courses. They like games with balls. I use a tennis ball and throw it into their boat. Whatever it hits gets a sailing tag name. They get a point and a high five if they complete the tag with the name." said Brianna, "I try to get feedback and to review with my group when we rotate to the bigger, faster WindRider 17s because it is easier without the chase boat motor running. I love seeing the excitement when I'm on the WindRider 17s or Hobie Bravos. The campers think it is really fast even though it is very safe. I like going fast and seeing their excitement!"

In the adult sailing world, Brianna sails and races the Flying Scot with her dad, Mike Misk, and her older sister Mariah Misk. Both Mike and Mariah are ASA basic keelboat instructors. Sailing with dad and Mariah is fun, but sailing with friends on the high school sailing team is better.

Her own age group friends are the best. Brianna slips in practice and crews in races for Wayzata High School. Her



ASA assistant small boat instructor, Brianna Misk, enjoys a sail on the WindRider 17 Trimaran at Northern Breezes Youth Sailing Camp in Plymouth, Minnesota.

favorite race format is "Team Racing." Normally three Club 420s from one school will race three Club 420s from another school in a cross between match racing and fleet racing. Your school is scored on the total from all three boats. This requires considerable strategy, cooperation and work with other team members on other boats!

Brianna really likes meeting all the teams and meeting people from other schools and states. Their major arch rival locally is Minnetonka High School which sets the standard in Minnesota and is coached by 1988 U.S. Olympic head coach, Gordy Bowers. The competition is stiff, and the camaraderie is genuine.

When asked what she liked best about her June instructor clinic, Misk replied, "I like meeting people from Wisconsin and Texas. I was really nervous about my presentation, but when it was over, I was proud of myself. I received many positives. I really liked the MOB drills. I could do those all day!"

Being a camp counselor is the best job, said Misk, "I get a farmer tan and a glove tan because of the gear, but it's great!"

Author Capt. Thom Burns, a retired navy officer who came up through the enlisted ranks and drove ships for ten years, started Northern Breezes Sailing School in 1999 after teaching off and on for other sailing school programs including the U.S. Navy for twenty plus years. Thom was Brianna's instructor evaluator at the Assistant Small Boat (209) level and for Brianna's older sister, Mariah, at both the Small Boat Level (210) and Basic Keelboat (201) level. Capt. Steve Burns was recently the instructor evaluator for Brianna and Mariah's father, Mike Misk, at the Basic Keelboat (201) level. This pretty much completes the Misk family instructor circle!

FEATURED SAILBOAT • FLYING SCOT

Looking for a boat that works equally well for racing and cruising? Something affordable, easy to trailer and simple to rig? Well, I may be biased, but I strongly recommend the Flying Scot. The Scot is 19-feet long and has a main, jib and spinnaker. It can be sailed single-handed by an experienced sailor, but it usually races with a crew of two or three. You can easily fit six adults, or more if they are good friends, on the boat for cruising. With its great stability – it is virtually impossible to capsize even though it does not have a fixed keel – and its wide seats, it is far more comfortable than other dinghies of comparable size. For these and other reasons, many clubs use Flying Scot's as the main boat in their adult learn-to-sail programs.

Designed and originally built by renowned sailor and boat builder Sandy Douglass, who also designed the Thistle and the Highlander, the Flying Scot has been in production for almost 60 years. As one of only about two dozen boats inducted into the American Sailboat Hall of Fame, its longevity is due in part to its versatility, its relative simplicity and its high-quality design. This is one gorgeous boat that is not going anywhere!

Racing and Learning

My husband and I travel all around the Midwest, the East Coast and the Gulf Coast to race our Flying Scot in Scot-only regattas. Now, before you skip to the next story because you are not interested in racing, hear me out. Racing is one of the best ways to get better at sailing. It is a way to learn to improve your boat handling skills in a more focused way than if you are just sailing around. Participating in local races is not high pressure or high stakes. It simply involves going around some brightly colored buoys.

Just like when you learn to drive, going around a course gives you a chance to improve your steering and learn the basic rules of the road. Also, by sailing with other boats in all kinds of conditions, you learn how to handle your boat with more experienced sailors right there to lend a hand if needed.

And, if there are two identical boats, and the other is passing you, then you look at your sails and adjust them or try steering better. If you are passing the other boat, then you know you are doing something right!



The Flying Scot boasts a fun and friendly racing community that enjoy fraternizing with others who share their passion for sailing. Clearly, these sailors are willing to get wet to get a trophy!

Because the Flying Scot community is so friendly, you can talk to sailors after the race to pick up tips and advice. My husband and I started racing our Scot ten years ago; and we still learn something new every regatta, whether it's a better way to put our trailering cover on or how to hoist the spinnaker faster when going around a mark.

The thing I love best about the Flying Scot class is the friendliness and sense of community it provides. The boat has a single builder, Harry Carpenter, who sails frequently in regattas and gives talks about rigging, racing, or just about anything else having to do with sailing. The sailors in the class are outstanding on the water – North American Flying Scot Champion Jeff Linton was the 2007 Rolex Yachtsman of the Year – and they are also incredibly generous with advice on land.

Many husbands and wives race together on the Scot, which I think is one thing that makes the class so welcoming. And for those husbands or wives who don't love to race, the class holds an annual wife-husband regatta. At that regatta, there is a division for those who don't want to hoist the spinnaker, there is a division for those who want to race a full five races and another for those who only want to race a maximum of three.

Here is a story I tell because it epitomizes the Flying Scot family: when we first bought our Flying Scot, my skipper-husband was desperate to race it, so we drove nine hours to Chattanooga, Tenn., for a regatta. We had never even rigged the boat. As soon as the local sailors there learned our story, they all gathered around to show us how to put up the mast, rig the jib, launch the boat and everything else. They were so welcoming, we've been back every year.

continued on next page

FEATURED SAILBOAT

continued from page 10



Even younger sailors can get in on the action in a Flying Scot. This one-design boat is a great way to get the next generation on the water.

Another time, we were driving to a regatta in North Carolina when our car broke down and we couldn't rent one that had a trailer hitch. We called the race organizer to see if anyone had a boat to loan us, and before we finished asking she said, "Take mine, I'm not racing this weekend."

Enough said.

For more information

Want more information about our great sailing community? You can contact Harry Carpenter or his wife and partner, Karen Carpenter, at 800.864.7208, go to their website at www.flyingscot.com, or learn more about the Flying Scot Sailing Association at www.fssa.com.

The boat is also a very strict one-design. That is important not just for racers, but for all owners, because the boat holds its value in a way many other one-design boats do not.

A brand-new Flying Scot sells for an incredibly affordable \$20,000. Used ones in great condition, complete with trailer, can be had for less than \$15,000, and if you're willing to do some work, a decent used boat can occasionally be found for about \$5,000. Because little has changed in the rigging, Boat #1 is just as competitive as Boat #6001, which was built a few years ago. In addition, the boats are sturdy. It takes a lot to damage them, but if you do, Harry Carpenter, the boat builder, is there to help you repair it.

Deb Aronson has sailed a Flying Scot with her husband, Ben Williams, since 2006. When she's not sailing, she is a freelance (mostly science) writer based in Urbana, Ill.

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FEATURE STORY

continued from page 3

In what they are calling the Mega Expedition, a number of Transpac racers (or delivery crews) have volunteered to use the voyage home to help the organization with important research. The goal is to more specifically understand how much debris is out there. Slat describes how this operation connects with the actual cleanup effort.

“The Mega Expedition isn’t to clean up the oceans – it’s to determine how much plastic is in the ocean,” he said. “Using computer models, we determined we would be able to clean up half the Great Pacific Garbage Patch in 10-years time using a single 100-kilometer system. The question, however, is how much, exactly, is half the Great Pacific Garbage Patch? Is it 1-million tons; is it 10-million tons? Nobody really knows.”

“There have been many estimates about how much is out there, but they vary. This is quite important for us to know for primarily two reasons. One of them is economic. If there are ten times the amount of kilos [than we thought] in the ocean to extract, obviously the cost per kilo (to extract) goes down.

“The second reason is – to design the extraction equipment, to scale them correctly, we need to know if they have to process a ton of plastic or ten tons per hour ... things like that. So that’s why we came up with the Mega Expedition. Using [the] sailboats, we will cross the great Pacific Garbage Patch in parallel. There will be more measurement in the course of three weeks than have been collected in the past 40-years combined. This should enable us to give an accurate estimate of the plastics in the ocean.”

Our Part in the Expedition

For ASA’s part, the plan is to follow and document the Mega Expedition and create reports about the project as it moves forward. There will be ongoing updates on the ASA blog and social media outlets detailing how this unique partnership of sailing and environmental research is playing out. After the Mega Expedition is complete, ASA plans to create a short documentary illustrating the Ocean Cleanup’s efforts, highlighting the integral component of sailing and sailboats.



Each part of this multi-step project must be worked out carefully. From pool models (below) to enormous floating barriers designed to capture the positively buoyant plastics, Ocean Cleanup is working to clean our planet.



For more information ...

The Ocean Cleanup is now in its pilot phase, and while they have raised over \$2 million through crowd funding, they are quick to point out how expensive this part of the operation is. In time, the theory is that the collected plastic will actually considerably offset the costs of the operation, but until then, they are in need of funds to keep the ball rolling. To volunteer or donate, go to theoceancleanup.com.

“We see ASA as an organization that is well over 500,000 sailors strong – that’s how many sailors have passed through the system,” said Lenny Shabes about ASA’s connection with the Ocean Cleanup. “I’d venture that all of these people have a deep appreciation for the health of the oceans, and I think it’s our responsibility to be active and bring awareness to a project like this. The more successful Boyan and his team are – the better we all are for his efforts.”

SAFETY AT SEA • SOUND SIGNALS

With VHF radios as common as they are, you don't hear sound signals on boats very much anymore. When you do hear one, it always seems to come as a shock, and sadly, it's far too easy to have no clue what the boat issuing the signal is trying to say. For example, while sailing along a city front, you hear a vessel sound a single prolonged blast (four to six seconds) followed by three short blasts (one second each.) *What* is going on? Easy ... the single prolonged blast in this case means, "I'm leaving the dock." Three short blasts means using astern propulsion. In other words, the vessel, most likely one with some size, is backing away from the dock. Where would you be if you heard a prolonged blast followed by a single short blast? Probably in the vicinity of a drawbridge – yes, there are still a few out there. One prolonged followed by one short is the official request to open the bridge.

Sound signals are well defined by regulations according to whether you are in international waters or inland waters. In many cases, while stated differently, the meaning of a sound signal is the same (or very similar); however, there are some differences. Here are a few of the more common sound signals. Differences between international and inland waters are noted.

Under inland regulations, a single short blast means, "I plan to leave you on my port side" (only applies when both vessels are power-driven). This signal should be responded to with the same signal if in agreement, or five short blasts if not in agreement. International regulations phrase this definition differently, by indicating, "one short blast to mean 'I am altering my course to starboard.'" When you stop to think about it, if you are altering course to starboard, the net result is to leave the other vessel to port, which is the definition under inland regulations. One difference of note: international regulations don't require a response unless you are not in agreement.

Two short blasts means, "I plan to leave you on my starboard side" (only applies when both vessels are power-driven). This signal should be responded to with the same signal if in agreement, or five short blasts if not in agreement. As before, this is the inland definition. International states you intend to alter course to port, and it does not need a response.

Three short blasts means, "I am operating astern propulsion." This doesn't necessarily mean backing up; it could mean using reverse to bring the vessel to a stop.

Five or more short (or rapid) blasts indicate disagreement or danger. Basically it means, "I don't understand your intentions or actions!" Once in a while you might hear a single blast that never seems to end. It's not a recognized sound signal; however the meaning pretty



When fog obscures ships' views of one another, in addition to their VHF radios, it's useful to know what maneuver a sound signal indicates the other vessel is about to perform.

much comes through. Please don't use it, but if you hear it, it means, "If you don't get out of the way you are about to get run down by a very big boat!"

In good visibility, a single prolonged blast means either leaving the dock, or rounding a bend in a channel or fairway where visibility is obscured.

In limited visibility, a single prolonged blast repeated at intervals of no more than two minutes is the signal made by a power-driven vessel making way.

A sailing vessel, a vessel restricted in her ability to maneuver, a fishing vessel, a vessel not under command, or a vessel towing (or pushing) will sound the same prolonged blast, followed by two short blasts at the same interval.

The same signal might have a different meaning when used in different contexts. Remember the prolonged blast followed by three short blasts. In restricted visibility, it's the signal made by a vessel being towed and should be made soon after the towing vessel signals with a prolonged and two shorts.

The list above is not all-inclusive; however, it does include the more common sound signals heard. The number one resource for all signals can be found in the International Regulations for Preventing Collisions at Sea (COLREGS) and the Inland Navigation Rules. Check out Rule 34 – Maneuvering and Warning Signals and Rule 35 – Sound Signals in Restricted Visibility.

Keeping safe on the water should be the goal of every mariner! Knowing and using correct sound signals and making use of the VHF whenever possible is one way of ensuring everyone understands your intentions.

Capt. Don Gilzean is an ASA instructor teaching classes on San Francisco Bay at Tradewinds Sailing School & Club. Don currently holds an OUPV license and ASA instructor certifications through Celestial Navigation and Advanced Docking.

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SAILING DESTINATION

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Dry Tortugas

Finally, a personal favorite, the Dry Tortugas, truly America's Caribbean. It's not a beginner passage, 70 nautical miles west of Key West, and it is completely a backcountry experience. Although there are plenty of people around, there are no services and even the WX NOAA weather broadcast struggles to make it to your VHF. However, if you have the opportunity either as a bareboater or with a charter, it's a must do.

The scenery, water clarity, snorkeling, lighthouse and fort are all stunning! The birding and sea life are also extraordinary, but protected, so put your rods away! My favorite is to drop the hook behind Loggerhead Key for the day, walk the beach, visit the lighthouse and snorkel the pristine reefs and wrecks on the northwest side. Dry Tortugas is a trip all of its own, so plan for seven days and provision for it well. It will take two or three days to make the journey back and forth so you'll have four to five days to enjoy the environs. You can break up the passage by stopping at the Marquesas Keys with a favorite stop at Boca Grande and its gorgeous natural beach.

The Keys with all her wonderful variety of natural environments and culture keep us coming back year after year. Just leave any preconceived notions at the dock, and I guarantee the Keys will surprise you. As you guide the helm down her winding waterways or between her historic reefs, let these islands reveal themselves in their own unique way. Just sit back and enjoy the scenery!



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Captain Edana Long, owner and instructor at Sailing Academy of Florida and Sailing Academy Bahamas, is a classical musician and business entrepreneur turned professional sailor. She conducts ASA courses and expedition-style sailing adventures from the Florida Keys to New England. Visit www.sail.academy.

For more information

<i>State Parks and Natural Areas</i>	<i>Biscayne National Park National Shipwreck Trail Pennekamp National Marine Park Bahia Honda Lignumvitae Botanical Park</i>	<i>www.nps.gov/bisc/index.htm www.floridakeys.noaa.gov/shipwrecktrail/welcome.html www.pennekamppark.com www.bahiahondapark.com www.floridastateparks.org/park/lignumvitae-key</i>
<i>Totally Unique</i>	<i>Dolphin Research Center Lorliai Worldwide Sportsman</i>	<i>www.dolphins.org www.loreleicabanabar.com www.basspro.com/Brand-World-Wide-Sportsman/_/N-1z0xbfw</i>
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<i>Charter Companies</i>	<i>Dream Yacht Florida Yacht Group Findmycharter</i>	<i>www.dreamyachtcharter.com/english/destinations/usa/ft-lauderdale/ www.floridayacht.com/charter/ www.findmycharter.com</i>
<i>Sailing Schools</i>	<i>See ASA School Locations for South Florida and the Keys</i>	<i>www.asa.com/schools/florida-keys/ www.asa.com/schools/florida-south-east/</i>
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SOCIAL MEDIA • JOIN US ON FACEBOOK, TWITTER AND INSTAGRAM

One of the things we're working on here at ASA is stepping up our social media game. We love connecting and sharing the things we see and what we're up to with you, the ASA collective. Over the past few months we've been super active on Facebook, Instagram and the ASA blog with posts of sailing news, educational videos, interviews, quizzes and all kinds of other cool stuff.

In particular, we've gotten a lot of great responses from the short video series on knot tying and a fun interactive web quiz.

The knot-tying videos provide a clear and easy-to-understand visual demonstration of the main knots all sailors should know that are illustrated in our *Sailing Made Easy* textbook. We realize that seeing how someone ties a knot can be a more effective way of learning than looking at a diagram in a book. The video also allows the learner to rewind and stop the process to get a clear look at how it's done. Everyone learns differently, and we strive to find more than one way to teach a lesson.



The web quiz has been enormously popular. It's a quick five-question quiz; but to make it fun, we've added a wise-guy element. If you get the question right, the quiz will love you and give you sweet compliments; but if you



answer wrong, it might shoot you a wisecrack.

We're also producing a *Docking Made Easy* video series, in association with Beneteau America and *Cruising World* magazine. It's a series of short videos that paint an easy to understand picture of docking under sail and under power.

Lastly, look for updates about the Mega Expedition, part of the Ocean Cleanup project. We're proud to be part of the effort to remove plastics from the ocean and are delighted one of our own ASA instructors will be taking part in some of the open-ocean research. Shore side, we will be creating a few videos that report on what is happening in the Pacific Garbage Patch and update everyone on how the research is going. It's exciting to be part of something of such great importance.

In these past few months, we've doubled and tripled our content creation and audience. If you haven't already, log onto one of these portals and join in the fun!

Article courtesy of Pat Reynolds.

LIVING THE DREAM

continued from page 4

Teaching has been a great experience for me. It's been gratifying to help people learn to sail and pass on the knowledge that I have.

After 10 years of teaching, I chose to take my sailing adventure to the next level by becoming an ASA Instructor Evaluator (IE). As an IE, I now had the responsibility to qualify individuals who wanted to become ASA instructors. There can be no quid pro quo here. Attending an ASA Instructor Qualification Clinic does not guarantee that one will automatically pass and become an ASA instructor. Instructor candidates need to demonstrate not only that they are great sailors and have the necessary sailing knowledge, but most importantly that they know how to teach and convey this all to future

sailing students. It's been enlightening to fulfill this roll, and I'm proud of the many solid teachers I have qualified.

Through ASA, I have not only personally gained the knowledge to sail better, but by becoming an ASA instructor and ASA instructor evaluator, I have been able to transfer this knowledge to those who also have the dream of sailing. I've been fortunate enough to do this not only in the U.S., but also in many other countries around the world. And even though the people and languages are different, the love of sailing is always the same.

Barry Sroka is an ASA instructor evaluator and facility evaluator and holds a 100-ton USCG master's license. He's been sailing for over 40 years and has logged over 50,000 sailing miles. Barry has been an ASA instructor since 2001. Article written by Pat Reynolds.



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