

THE JOURNAL OF THE  AMERICAN SAILING ASSOCIATION

# AMERICAN SAILING

**FEATURE STORY: ASA CELEBRATES RELEASE OF JAPANESE TEXTBOOK**

The American Sailing Association and over 150 guests celebrated the release of ASA's first Japanese textbook, *Inner Sailing*, on March 22, 2005, in Osaka, Japan. The black-tie event, held at the Ritz Carlton in Osaka, was hosted by famed Japanese sailor, Yoh Aoki, and Kazi, the publisher of the largest-circulated Japanese sailing magazine.

The introductory sailing book, written by Yoh Aoki with numerous contributions from Dr. William Payne, teaches beginning keelboat sailing through basic coastal cruising.

Mr. Aoki was the ASA's first truly international instructor evaluator. He holds the world record for circumnavigating the globe in the smallest sailboat, the 21-foot ketch Ahodori 2 that he built himself at the age of 20. Mr. Aoki's unusual approach to teaching new sailors is based



*Inner Sailing* book release party in Osaka, Japan. L to R: William Payne and Yoh Aoki (writing team), with guests Kyosuke Tomoda, Charlie Nobles, and Miyuki Furutate.

on his experiences as a Zen master in Japan. His lessons, both on the water and in the new book, stress learning sailing by feel rather than rote. By the completion of Mr. Aoki's Advanced Coastal Cruising, each of his students can command the helmsman to trim the boat properly while blindfolded!

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**SAILING LIFESTYLES • STEVEN AND AMY ROBERTSON**



When we moved back to Austin, Texas, in 1997 I was determined to learn to sail. It was in this same location, 15 years earlier that I had my first brief sailing experience on a Sunfish. Our new neighborhood was less than a mile from Lake Travis, the largest of the Highland Lakes. With this 60-mile long lake essentially in our backyard I knew there was no good excuse not to take the plunge. My new job and having our second daughter took up much of our time over the

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# The Charley Noble



## START SNAPPING FOR SUMMER

In its continuing efforts to promote broader participation in the sailing lifestyle, the American Sailing Association is sponsoring a **photo contest** this June in conjunction with the 2005 Summer *Sailstice* event. Summer Sailstice, an annual celebration of sailing on the solstice, takes place during the weekend closest to the summer solstice each year. The goal of the event is to encourage all sailors to “go sailing and celebrate any way you choose.” More information about this weekend event, which takes place June 18-19 this year, may be found at [www.summersailstice.com](http://www.summersailstice.com).

Contest Rules and Guidelines: ASA will be selecting three winning photos. To be eligible, photos must be taken between June 17 to June 22 of this year. Judges will give priority to photos containing signage with “Summer Sailstice 2005” in the picture. The other requirement is that the photos *must* show one or more subjects sailing.

Please see submission guidelines and more information on ASA's 2005 Summer Sailstice photo contest at [www.ASA.com](http://www.ASA.com). Winning photos will be published in the Fall 2005 edition of the *American Sailing Journal*, plus the winners will receive the following prizes:

1st Prize: \$300 credit good at an ASA school or ASA-affiliated charter company for sailing lessons or boat charter, complete self-study Coastal Navigation Course with DVD plus a free two-year ASA membership.

2nd Prize: \$100 credit good at an ASA school or ASA-affiliated charter company for sailing lessons or boat charter, plus a free two-year membership in the American Sailing Association.

3rd Prize: ASA gear bag, T-shirt, hat and sailing gloves plus a free one-year ASA membership.

Good luck!

*Charlie Nobles*  
Executive Director

*Kathy Christensen*  
ASA Membership  
Coordinator



**W**elcome to ASJ Summer '05, the second edition of the American Sailing Association's member newsletter! Kathy and I would like to thank you for all the positive emails and calls about the new color format of the American Sailing Journal. But please also send any suggestions for improvements to us — we want to continue to improve your newsletter!

If you did not receive any of our recent emails regarding ASA's member event in Antigua, odds are that we don't have your current email address. Please email Kathy Christensen, our membership coordinator, at [kc@american-sailing.com](mailto:kc@american-sailing.com), with your email address. We want to be able to contact you about time sensitive member events, product specials or sailing opportunities. We don't share our email lists, so you won't have to worry about having us leak your info to the Viagra sellers.

Finally, we'd like to give a special thanks to all of you who will be attending American Sailing Week 2005 in the Caribbean. By selling out the resort, you've made the first year of our new event a success even before we arrive! See you in Antigua!

*Charlie Nobles*  
Executive Director



## THE AMERICAN SAILING JOURNAL

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# SAILING DESTINATIONS

By Lee Miller & David Mulliss



*The Baths on Virgin Gorda, a series of giant boulders resting on white sand beaches, ranks as a must see attraction.*

**W**elcome to the British Virgin Islands, referred to by some (especially the tourist bureau) as the sailing capital of the Caribbean. The BVIs do offer many advantages. For those coming from America's northern lands in winter, these islands offer temperatures in the seventies and eighties nearly year round, but even when the temperatures along the United States' coasts are practically perfect, the BVIs offer a unique mountainous, tropical beauty that soothes the senses. And for those who enjoy year-round sailing in the Gulf of Mexico and deal with draft issues, watching for the exact moment of high tide to get out, you can

breathe a deep sigh of relief in the BVIs watching the water depth in fathoms rather than feet.

Then there's the convenience factor. We've all had a vacation spoiled by rain, lack of wind or the wrong wind for where we have to go. With the consistency of the Caribbean trade winds, almost daily sunshine, and more islands to choose from than most of us have time to visit, sailing the islands seems almost too easy.

Multiple charter companies thrive in the British Virgin Islands. Many leave out of the capital of Tortola, and as the island is only 32 miles long and 15 miles wide, none

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## SAILING LIFESTYLES • STEVE ROBERTSON

*continued from page 1*

next several years. During that time, I occasionally explored various options of sailing but realized access and expense were big obstacles.

### *The Sailtime Program*

We were invited out sailing with one of my wife's colleagues in the fall of 2002 on what I presumed was his own sailboat. It was during this trip that I first learned of the SailTime program. Several months later we joined and shared a new SailTime Hunter 326 with seven other members.

The decision was an easy one as we were familiar with the various expenses of owning a small powerboat - fuel, slip, insurance, maintenance, etc. For less than the slip



*Steve uses his new sailing skills while piloting near the Windward Caribbean island of Canouan, midway between St. Vincent and Grenada.*

fee alone we were able to have a 32-foot new sailboat almost anytime we wanted. We are allowed a minimum of seven times out each month with the option of many more on an "as available" short-term basis.

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## SAILING LIFESTYLES



*Amy Robertson and daughter, Bryn, 8, take time to smile at the camera while cruising aboard their chartered Beneteau 413 near Canouan.*

*continued from page 3*

I remember being very intimidated at first by the numerous lines around the boat. Before my official orientation sail with the base owner I “learned the ropes” from my friend who introduced me to the program. My subsequent checkout sail with one of the

founders of the SailTime Global program was thrilling with 20-25 knots of winds. Several lessons were spent both sailing and maneuvering under power to learn the boat. My confidence quickly grew and I was soon sailing single-handed up and down the lake.

I was hungry for more sailing knowledge and bought several instructional books to speed the learning process. I also enrolled in the ASA courses taught by my base owner Grant Headifen. I progressed quickly through the 101, 103 and 104 courses.

### *Living the Life*

Last year, we fulfilled a dream I’ve had for many years. After a year and a half with SailTime, I felt ready to take the next step ... the Caribbean. We chartered a Beneteau 413 from Canouan and sailed for a fun-filled week throughout the Grenadines from Bequia to Petit St. Vincent. We were in heaven.

Now we’re getting ready to sail this summer in St. Marten with Sunsail. Since SailTime gives us a \$500 certificate each year to use with Sunsail we now plan on

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## SAFETY AT SEA

## Security by Cellphone

*By Chris Frosk*

**T**hroughout the years that sailing has become a national on-the-water pastime, there have been many electronic devices to promote safety. First came Loran, then sophisticated radar, and later GPS and chart plotters. Today, there is a new piece of equipment and it has a lot wider ownership in the marine world.

Cellular phones have become an essential piece of marine equipment for most sailors both while on the water and when preparing for sailing conditions. ekkosoft.us, a wireless publisher based out of Newburyport, Mass., the founding city of the United States Coast Guard, has published two products for cellphones that can promote safe sailing. The first product is a seven-day NOAA weather forecasting product called MarineWeather with Marine411. All data is sourced directly from the National Oceanic and Atmospheric Administration (NOAA). Sailors can subscribe for \$4.99 per month on most Verizon Wireless cellphones that have Get It Now. The charges are

added to users’ monthly cellphone bills and users can subscribe month to month.



MarineWeather provides easy reading text forecasts for coastal, offshore, synopsis and advisories for the 22 U.S. contiguous coastline states. These are the same forecasts that are broadcasted on the VHF Marine Radio. Text forecasts can be displayed within seconds.

In addition, MarineWeather accesses buoy stations to provide an easy-to-view graphic that includes actual and forecasted wind speed and direction, wave size, direction and period, sky cover, visibility, humidity, rain percentage and inches, barometer, dew point and air and sea temperature, all subject to geographical availability selected by the user.

ekkosoft.us has taken advantage of the communication capabilities of the cellphone by embedding a separate feature in MarineWeather called Marine411. Marine411

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## FEATURED SAILBOAT • THE SULTANA

By Drew McMullen



*The schooner Sultana, glides through the water under full sail. Sultana has carried over 20,000 students for educational programs.*

On March 8, 1768, His Majesty's Royal Navy purchased what would prove to be the smallest schooner ever to see active service in the British Royal Navy. At just under 53 tons and 52-feet on deck, the schooner *Sultana* was the unlikeliest of warships. Built by American shipwrights at Benjamin Hallowell's South Boston shipyard, *Sultana* had been conceived as a coastal merchant schooner. Destined for a life of hard work in relative obscurity, *Sultana's* fate changed forever when the British Parliament enacted the notorious Townsend Acts or "Tea Taxes" just as *Sultana* was being framed in the Hallowell Yard in the summer of 1767. Along with a handful of other small American-built schooners, *Sultana* would be bought by the Royal Navy and see almost five years of active duty patrolling for American smugglers from Halifax, Nova Scotia, to the Chesapeake Bay.

Two hundred and thirty years later, a handful of people from the small town of Chestertown, Md., decided to build a full-scale replica of *Sultana*. Though more than two centuries had passed since the Revolution, the story of British taxation was one familiar to every resident of this well-preserved colonial port. Each May more than 15,000 people assemble on the banks of the Chester River to reenact the day in 1772 when the residents of

To learn more about *Sultana* visit:  
[www.schoonersultana.org](http://www.schoonersultana.org).

Chestertown, following the example set by Boston, boarded a ship lying at anchor in their harbor and dumped its cargo of tea overboard.

The new *Sultana* was built under the direction of Master Shipwright, John E. Swain. Assisted by a small team of professionals, Swain laid the keel for *Sultana* in 1998 and launched her almost three years later in the spring of 2001. In every sense of the word, *Sultana's* construction was a community undertaking. The cost of building the small schooner was paid for by countless donations from local residents; more than three-thousand school children visited the shipyard in Chestertown to assist with *Sultana's* construction; and volunteers traveling from as far away as Ohio and New York contributed over 150,000 man-hours in labor.

In the four years since *Sultana's* launch, the schooner has sailed as the "Schoolship of the Chesapeake," boarding 20,000 students from Maryland, Virginia and Washington, D.C., for under-sail educational programs that encourage students to value the history and environment of the Chesapeake Bay. Sailing with a crew of professional educators, *Sultana* regularly visits ports throughout the Chesapeake, including Baltimore, Annapolis, St. Michaels, Oxford, Cambridge, Solomons, Washington and Norfolk.



*Photo by Lucian Neimeyer*  
*A crew prepares to launch the schooner Sultana. Volunteers put in over 150,000 man hours on this ship.*

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*Steve soaks in the tropical sun aboard a catamaran in BVI, one of the most popular chartering areas in North America.*

## SAILING LIFESTYLES

*continued from page 4*

chartering somewhere fun every year.

My sailing experience was expanded while on trips to California. While spending a week in San Francisco, I arranged a daysail on the SailTime boat to coincide with the Fleetweek Airshow in San Francisco Bay. I studied the charts and instructions that were made available on the SailTime website but soon realized that with the unknown weather, currents and anticipated airshow traffic, having the base owner aboard as a guide was a wise choice. Being a SailTime member allowed us to charter this Hunter 36 for a fraction of other similar charters.

In San Diego a few months later, I took my wife and children out for a sail around the bay on the new SailTime Hunter 33. We had a great time on this beautiful bay. We're currently exploring our summer plans for visiting another SailTime base in Florida. With SailTime in over 30 bases around the world, I'm certainly getting the option to explore sailing in many locations.

### *Sailing at Home*

In Austin, we enjoy many days on Lake Travis with our two daughters and many evenings on the lake with friends. Our daughters love "camping" overnight on the boat. We sail, swim, fish and even watch movies on the onboard DVD player.

I often have two weekend sailtimes each month as well as several weekday times planned in advance. With my variable schedule and occasional free afternoons I am able to take the Hunter 33 out on short notice without its counting against my monthly quota of sailtimes. This flexibility really does make me feel as though the boat is my own.

The seven other members who share the boat have access only to this boat. This contributes to the boat's staying in such great shape. A relatively recent development by the SailTime organization is the use of an electronic web-based check-in system using a wireless PDA. The base manager is immediately notified via email if any issues arise such as the waste tank approaching full, broken rigging or low supplies.

We really enjoy the SailTime program as it has allowed me to become an active sailor and to gain confidence for future sailing adventures, while not incurring the hassle and expenses of ownership. We are looking forward to visiting other SailTime bases around the world.



WHERE AM I?



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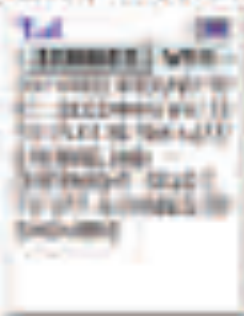
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*Sailors enjoy the fair winds of the British Virgin Islands.  
Photo from Rob Swain Sailing School*

## SAILING DESTINATIONS

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are too far from the airport. Also, the variety of sailing vessels is impressive. Whether you are looking for a small monohull for a romantic getaway or a 50-foot catamaran for a crowd, you are sure to find what you are looking for in this island paradise.

As for places to go and things to do, well, there are lots of great resources both online and in various guidebooks, but below are a few worth mentioning:



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## OH, OH THE PLACES YOU'LL GO!

W *The Virgin Gorda Baths, one of the BVI's most famous landmarks, lies on the southwestern shore of Virgin Gorda. The Baths are randomly placed large granite boulders which form small grottoes and pools on the beach's edge, making delightful exploring and snorkeling.*

W *Deadman's Bay, on the eastern tip of Peter Island, is a short sail out of Road Harbor that takes no more than an hour or two. Once there, sailors will find a long white sand beach at Peter Island Yacht Club.*

W *Salt Island - Heading upwind from Deadman's Bay is Salt Island, once a regular stopping-off point for ships requiring salt for food preservation on the trade routes. This is also the location of the BVI's famed wreck of the Rhone, which sank off the island during a hurricane in 1867. At Lee Bay, just north of the Rhone, moorings have been provided for those diving the wreck in order to minimize anchor damage. The Rhone was voted best wreck in the Caribbean by Sport Diver and Rodale's magazines*

W *Great Harbor, Jost Van Dyke, is the venue of the famous Foxy's Tamarind Bar and several other good West Indian restaurants. The picturesque harbor is fringed by a small settlement bordering a white sand beach.*

W *North Sound, Virgin Gorda, offers the sailor a wide array of overnight anchorages, and a variety of good dining spots. The sound itself is found along the eastern tip of the island and is well protected by surrounding islands, including Mosquito, Prickly Pear and Eustasia.*

W *The Dogs make a good stopping off point for sailors on their way from North Sound to Jost Van Dyke; they are also a popular diving venue.*

W *Cooper Island's Machioneel Bay, located on the island's northwest shore is a good lunch stop for those sailing upwind to Virgin Gorda. There is a dock for dinghies, a beach for swimming and the Cooper Island Beach Bar serves lunch, dinner and drinks.*

# NAUTICAL HISTORY

CHESAPEAKE BAY *By Drew McMullen*

**O**n June 2, 1608, Captain John Smith and fourteen English colonists set out on a journey to explore and map the Chesapeake Bay. Covering more than 1,700 miles in just over three months, Smith and his men saw a Chesapeake Bay that is scarcely imaginable today, with its incredible ecosystem intact and a multitude of American Indian cultures thriving along its shores. Smith's famous 1612 map resulting from these explorations was the first accurate depiction of the Chesapeake and served as the definitive map of the region for nearly a century. The trail blazed by Smith and his men opened the Chesapeake to thousands of European

settlers, altering forever the face of the bay and profoundly changing the lives of those who lived around it.

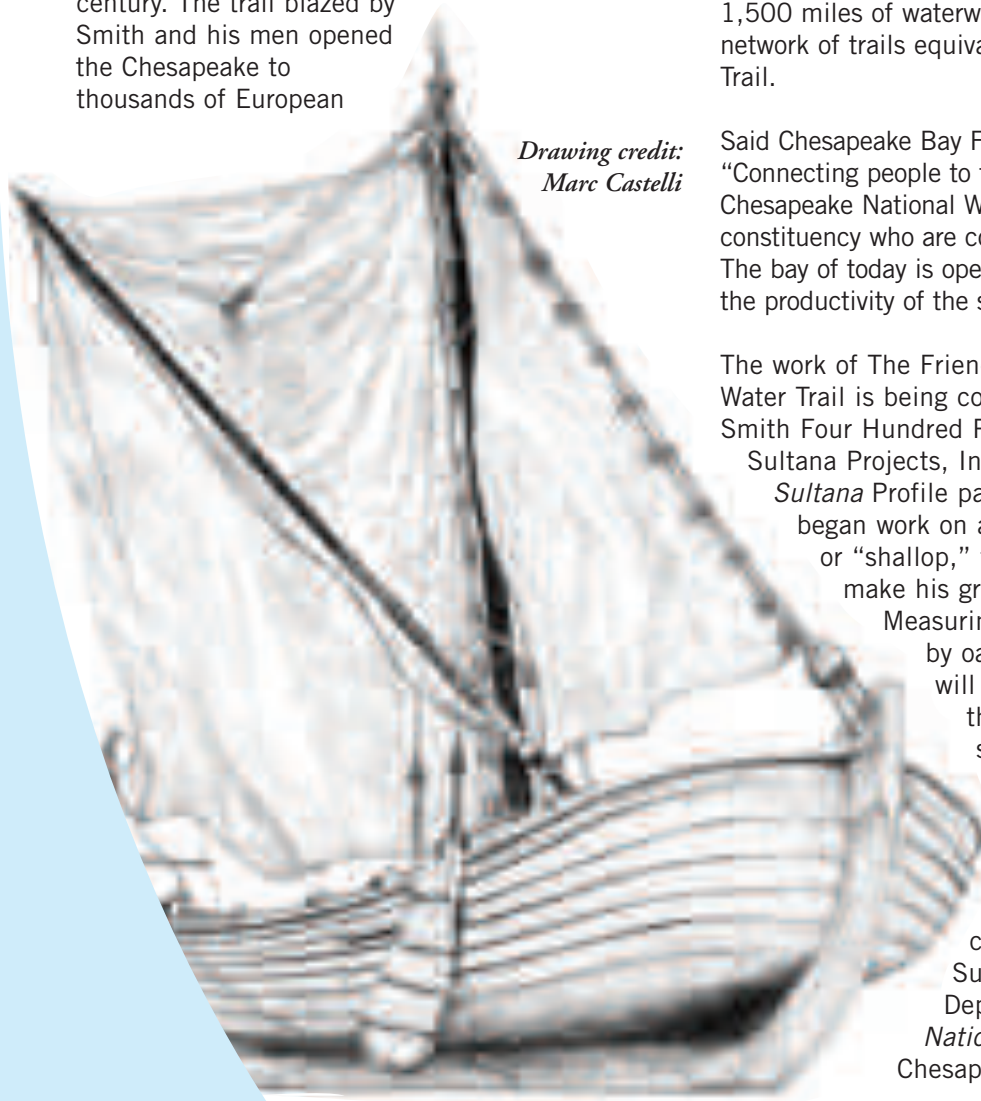
Legislation is currently working its way through Congress that has the potential to establish America's first National Water Trail along the routes first explored by Smith almost four hundred years ago. Spanning the length of the bay from the Virginia Capes to the Susquehanna Flats, and encompassing the tidal waters of all the Chesapeake's major tributaries, the proposed Chesapeake National Water Trail would unite more than 1,500 miles of waterways into a single, comprehensive network of trails equivalent in scope to the Appalachian Trail.

*Drawing credit:  
Marc Castelli*

Said Chesapeake Bay Foundation's president William Baker, "Connecting people to the bay and its rivers through the Chesapeake National Water Trail will help develop a constituency who are committed to the bay's restoration. The bay of today is operating at only about 25 percent of the productivity of the system John Smith explored."

The work of The Friends of the Chesapeake National Water Trail is being coordinated with the Captain John Smith Four Hundred Project, an educational initiative of Sultana Projects, Inc., of Chestertown, Md., (see *Sultana Profile* page 6). This April, Sultana Projects began work on a replica of the 30-foot open boat, or "shallop," that Captain John Smith used to make his groundbreaking 1608 exploration.

Measuring 30 feet in length and propelled by oar and sail, the completed vessel will tour museums on the east coast of the United States in 2006 before setting out to re-trace Smith's voyages during the summer of 2007. The entire project will be followed by students from around the country through a series of specialized school curricula currently under development by Sultana Projects, the Maryland Department of Education, the *National Geographic Society* and the Chesapeake Bay Foundation.



## ASA MEMBER BOOK REVIEW • BY DOUG MCLEAN

**Title:** *The Windvane Self-Steering Book*  
**Author:** Bill Morris  
**Publisher:** International Marine/McGraw-Hill  
 published in 2004

The tyranny of the tiller is little more than a romantic cliché for most day sailors and crew on charter boats, and even for serious coastal sailors with autopilots who rarely run out of juice between shore power hookups. But for those who head past the horizon, it's a big deal. For anyone serious about blue water sailing in craft less than 50 feet LOA, overlooking windvane self-steering is ill advised, even with a primary and backup autopilot on board. Electric fed systems have their place, but if relied on exclusively for passage making, especially when short on crew, they can create their own kind of tyranny, the tyranny of the generator.

Morris's compendium meets two long overdue needs in the cruising community: reemphasizing the significant contribution windvane steering systems make to offshore sailing and reconsidering sole reliance on electric autopilots.

It's been 30 years since John S. Letcher's seminal treatise on self-steering, and it and a few less comprehensive publications in the interim all are out of print. Morris begins with the basics (e.g., how to balance the rig to assist *any* means of steering, and timeless sheet to tiller steering) then walks the reader through the evolution of windvane steering systems, from the vertical-axis airvane trim-tab systems of the 1950s ("the *Homo erectus* of vane gears") to the servo pendulums (and a few variants) common today.

An unabashed fan of wind-steering systems, Morris doesn't dismiss autopilots and even shows how they can be interfaced easily with windvanes to realize advantages from each, such as the yaw-eliminating power of the servo pendulum and autopilot tracking, but with far less energy consumption and wear than caused by torquing on the boat's rudder.

This 224-page hardcover is both a treatise and a how-to manual, well organized and fun to read with good photos and diagrams. It covers absolutely everything germane to wind-powered self-steering, including materials and fabrication methods, selecting the best type of system for any given boat, purchasing a used system, building your own windvane,



how to mount various systems to different hull configurations and calibrate them prior to use, tips for maintenance and repair and customizing systems to unique demands.

Much of what is covered in detail, important to the care and operation of vane gears, is invaluable in other areas as well - galvanic corrosion, strengthening hull and deck for fittings, and sealant and lubricant properties and applications.

In conformity with his basic approach throughout the book, Morris devotes a chapter to ten commercially available systems without endorsement, but presents the strengths, limitations and best applications of each in a way that makes comparative analysis easy and straightforward.

The book lists for \$25.95, but may be purchased for less at some high-volume booksellers. I highly recommend that it be included in the short-list library of anyone off to sail the seas or in need of reliable and faithful crew for more than a day.

*Doug McLean has sailed small craft on inland lakes in the upper Midwest since he was a boy and now sails his 23-foot sloop on Lake Michigan. After 20 years as a prosecutor, he is preparing for extended offshore sailing in 2007.*



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## ASA MEMBER PRODUCT REVIEWS



I really must start out with the brutally honest truth about the Maptech Digital Chartkit. It's *really* cool! This program is great for the novice navigator, yet it has all the detailed information and features an experienced captain could ask for. I am extremely impressed with the product and feel that it really enhanced my cruise around the San Juans this year.

The most obvious feature of the program is the official NOAA charts. These are actual charts, programmed to give exact latitudes and longitudes. Using the course plotter, you can simply click and create waypoints and routes for your cruise. In two minutes, you can create a course that could take half an hour with a chart and dividers. With a couple more clicks you can view all the waypoints, along with their coordinates, bearing, ETA, ETE, and total distance traveled on the route. Not only a great time saver, this feature eliminates the risk of errors made in plotting on a paper chart.

Along with the NOAA charts, Digital Chartkit provides navigation photos, topographic maps, tides and currents, marine facilities, light/buoy information, and aerial pictures of an area, all accessible in a few clicks. Navigating through the program is easy after reviewing the manual. The learning curve for this program is about two hours. One of the main factors that I really enjoy about this program is how quick and easy it is to move through the features. Everything is put in front of the user, all accessible within a couple clicks. For instance, to view tide and current information through a channel or pass, simply right click on the "Tide/Current" icon in that channel; the icon is placed directly on the chart for you. A tide and/or current graph for that particular area is shown for a 24-hour period, so it is easy to determine what the tides and currents are doing. Also the graph shows the tide and current at the present time, according to the computer's clock.

With all of these features packed into one program, Digital Chartkit makes planning a trip a breeze. Instead of having to deal with many separate charts, tide tables, current atlases and other publications, Digital Chartkit throws it all together into a neat, compact and extremely versatile package.

However, there are a few things the program lacks. For instance, a real-time GPS position tracking system would be very useful. It is possible to download and upload coordinates to a handheld GPS, however the program does not track a current position. Also, make sure the computer running this program has plenty of memory available and a newer processor. I used a laptop with 64 MB RAM and the program ran rather slowly, but was still very effective. Also, the setup gives the user the option of downloading all charts to the hard drive, making the program faster, but using a large amount of disk space. Beware: the program did crash on a few occasions due to low memory, so be sure your computer is up-to-date.

This software isn't for everyone. It does take a little computer savvy to use quickly and efficiently, not to mention it requires a newer computer. Also, there is never a substitute for charting your position on an actual chart; paper never gives you the "blue screen of death" like most PCs do. However, should you possess a little computer literacy and a decent laptop to bring on your trip, this software is great for anybody from a novice sailor to an old salt. It is fair to say that Digital Chartkit makes navigation as simple as double-clicking.

Though pricy, (\$200+ online) Digital Chartkit is most certainly worth the money if you want to save time and a little sanity not having to deal with slipping parallel rules and rolled-up charts. I highly recommend this product, not only for its ease of use, but also for its versatility and numerous features. Digital Chartkit is a great all-around navigation package, perfect for the inexperienced navigator and licensed skipper alike.

*Allan Matthew started sailing about seven years ago at the Center for Wooden Boats in Seattle, Wash. Wanting to know and do more with the sport, he headed to Island Sailing Club in Kirkland, Wash., and got the Basic Keelboat Certification.*

*From there he took off. He was certified up through Celestial Navigation and later got his instructor certification at Island Sailing Club, where he has worked for the past three years and has taught for the past year and a half. This is his second year sailing around the San Juan Islands and his third year bareboat chartering.*



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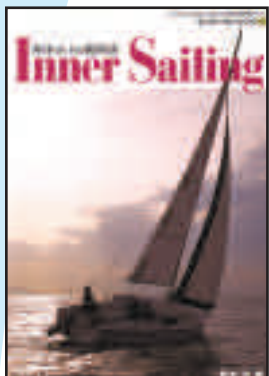
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## FEATURE STORY

*continued from page 1*

ASA Instructor Bill Payne lives in Toyonaka with his wife Kiyomi. When he's not otherwise enjoying his retirement from almost forty years of teaching, he operates Bill's




Little Sailing School in Nishinomiya, located on Osaka Bay. Bill and Kiyomi were primarily responsible for ensuring that Mr. Aoki's text covered all the necessary material for ASA levels 101 and 103. A clever feature of the book is that each page includes an ASA review question along the outer margin of the page. (Since the Japanese language can be read both left to right horizontally, as well as top to

bottom vertically, this feature is uniquely suited to a Japanese text.)

Guests at the Osaka book release party were treated to an elegant dinner while listening to speeches from prominent members of the Japanese sailing, business and even the Zen communities. Charlie Nobles, ASA's executive director, addressed the crowd briefly through a translator. He praised Mr. Aoki's and Dr. Payne's efforts, both on their work for *Inner Sailing* as well as their success in helping hundreds of Japanese learn to sail both safely and confidently. As the dinner drew to a close, Charlie handed out about fifty prizes of ASA gear and educational materials to the guests.

Charlie had arrived in Japan about five days prior to the Osaka book release party. He spent his first two days as the guest of the Paynes at their apartment near Kyoto, where his hosts had just enough time to show him some of the centuries-old temples and take him out for a traditional Japanese lunch. Bill even got Charlie out sailing for a few hours in Osaka Bay during a gale with a 22-foot boat lacking reef points!

Mr. Aoki then joined Bill and Charlie in Osaka where the three took a quick trip on the Japanese bullet train to Yokohama to promote sailing at the Yokohama International Boat Show. More so than their American counterparts, Japanese boat shows are primarily the domain of mega-yachts and high-end fishing boats. The American Sailing Association, in conjunction with its Japanese affiliates there, provides a much needed service by helping inform the Japanese public that one need not be wealthy to enjoy the sailing lifestyle. 



*Japanese children enjoy a day of sailing. ASA hopes to encourage the growth of sailing with its new partners.*

## SAFETY AT SEA

*continued from page 4*

is a directory of marine related resources specific to one's location. Users can simply select a category such as Retail, Safety or Towing and directly place a call to the closest resource.

The second product is a tide report product called Salt Water Tides for \$3.99 per month. All data for this product is also sourced from NOAA. Salt Water Tides lists high tide, low tide, sunrise, sunset and moon phases for over 2,300 U.S. coastal locations and the program lets the user select one location or choose different ones as needed. Additional features include full color display TideGraph, for an easy visual of the day's tidal activity including tide heights. Plus, subscribers can set the Tide Alert feature, to ring the cellphone at any particular tide level or time.

Those interested in subscribing to MarineWeather with Marine411 or Salt Water Tides must first have a Verizon

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Cellphones are not about to replace high-end electronics for the sailor, but they do make an easy-to-use alternative to looking up the tides in a book. All that information is delivered to your cellphone for the price of a mocha latte grande. It is likely that in the next few years even more services will be available on the cellphone for the marine enthusiast.



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## ASA FEATURED FACILITY • YO YO YACHT SCHOOL - OSAKA, JAPAN

By William Payne

Notice the cover of your ASA Log Book. The newer ones include “International” in the title. This issue’s featured training facility is the Yo Yo Yacht School in Tajiri Harbor, Japan. To get there from ASA headquarters in Marina Del Rey, Calif., will take you about 20 hours. Grab a cab for a short ride to Los Angeles International and hop aboard the plane to Osaka. (The flight alone will be about 14 hours.) As you drop toward Kansai International Airport you will see a long bridge connecting the man-made island built for the airport to the mainland. Follow that bridge to the mainland and look for the other bridge at a right angle to it on the starboard side. Just under that bridge is Tajiri fishing and sailing port.

Tajiri is an unusual port. It is small, but it provides space for both a fishing fleet and a yacht harbor. Usually, you will find either one or the other. Fishermen traditionally avoid yachts. But here, fishermen and sailors mix freely and pleasantly at Tajiri. Indeed, on a Sunday morning you will find a wonderful fishermen’s and farmers’ open market where you can buy eels and octopus here and strawberries and cabbage there.

The yacht portion of the harbor offers sailors many advantages. Sailors are about 20 nautical miles southwest of Osaka proper. Leaving the harbor, you are well east of the major shipping traffic lanes that dissect Osaka Bay. If you are on a day sail, you are two hours from a fine lunch in the harbor at Tannowa along the coast to the southwest. Four hours across the bay is Suntopia, a picturesque port for an overnight, and six hours through the Tomogashima strait to the southwest will take you to Wakayama where you can enjoy the wonderful hot spas.

The harbormaster for the yachts is Yoh Aoki, one of Japan’s foremost sailors. A record of his three-year circumnavigation can be found on his web site,

[www.aokiyacht.com](http://www.aokiyacht.com). He was invited to open the yacht harbor here about seven years ago by the president of the fisherman’s union. Now, the Aoki Enterprises include the Aoki Yacht Brokerage, the sailor’s chandlery, the maintenance yard, Yo Yo Yacht School and Yo Yo Charter Company. Aoki *sensei* (teacher) became affiliated with and certified by the American Sailing Association last year after researching similar organizations around the world. His research narrowed to two organizations, the Royal Yacht Association of England and ASA. In his estimation, the ASA standards and curriculum were superior.

All the sailing harbors around Osaka Wan Bay have dinghy sailing schools nearby to teach sailing fundamentals. However, Yoh sensei couldn’t find a place in Japan teaching keelboat sailing. Also, he could find nowhere in Japan where one could charter a keelboat. For the past ten years the Japanese economy

*continued on page 22*

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## ASA MEMBER PROFILE • BOB MEYER



*ASA member, Bob Meyer sailed in the 2003 Figawi race from Hyannis, Mass., to Nantucket over the Memorial Day weekend.*

**A**SA member Bob Meyer got started on his sailing career early growing up in the Rochester, NY, area, sailing with his father.

“As a young child he took me out sailing on a Sunfish during a camping trip. I guess the fascination stuck, and the seeds were planted. A few years later I had the opportunity to take some lessons at summer camp. However, after that I really wasn’t involved in sailing until I moved to Boston after college. In Boston I had a few small boats (a Snark, and a Force 5) that each lasted about a season.”

Meyer moved to the Boston area in 1986 after graduating from Marquette University in Milwaukee, Wis., and currently lives in Arlington, Mass., with his wife of 10 years, Claudia, and two children; Katie, 4, and William, 2, who already wants to drive his dad’s boat.

“Interestingly enough, when I met my wife she was impressed that I had a sailboat, which at the time was the Snark, which, for those of you who are unfamiliar with a Snark, it is essentially a Styrofoam hull encased in plastic with a lateen rig, which probably weighs all of 50 pounds. Well, I did little to dissuade her of her impressions of my ‘sailboat,’ but she soon found out.”

A few years passed, where Meyer didn’t sail, until one summer his wife surprised him with a membership to a sailing center in Boston, the Community Boating on the Charles River. From that point, seven years ago, his interest was reawakened and he’s been sailing every season since.

### *The race is on*

Like many others, Meyer started out mainly cruising and daysailing in the Massachusetts Bay area, including several overnights. The birth of daughter, Katie, however, required less time away from home. It just so happened that this was in the fall of 1999, around the time of the

**ASA is always interested in its members! If you have a great story about how you got into sailing and how you joined ASA, we’d love to hear it. Send your story to:**

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or email [info@american-sailing.com](mailto:info@american-sailing.com)*

America’s Cup, and from watching the events on television, Meyer thought racing looked interesting. Also, racing seemed like a good compromise with no overnights and only one night a week, so he began racing Rhodes 19s on Friday nights that summer.

After that, Meyers was hooked, and over the years he has competed primarily in one-designs (Rhodes 19s, J-22s and Etchells), but has also done some offshore point-to-point events, as well as working in an occasional cruise or recreational daysail. This past year, he and his wife purchased their own boat, a Rhodes 19, which they can both daysail with the family and race in a local fleet.

### *Finding ASA*

After spending a great deal of time daysailing, Meyer thought it would be interesting to learn how to sail bigger boats, as well as go longer distances. Figuring this was not necessarily something he should try to learn on his own, he examined local programs. Impressed with the depth and breadth of topics that the ASA program covered (weather, mechanical systems, etc.) in addition to the sailing-skills portion, he signed up for a program that took him through Advanced Coastal Cruising.

“One of my best sailing experiences was the ASA certification cruise,” said Meyer. “It was the first cruise I had taken that involved multiple ports and was for an extended duration. Our certification cruise was an adventure. We saw everything from pods of humpback whales, to dense fog, and a storm with 40-knot winds. Through it all, we had a terrific time.”

When not working at his job as Vice President of Finance for Bright Horizons Family Solutions, which provides work-site sponsored childcare, Meyer enjoys spending time with his kids and working on his boat.

Having taken the time to go through ASA courses at the Boston Harbor Sailing Club, Meyer expressed how impressed he was with the program.

“The course topics, instructors and equipment were all excellent. I feel that the ASA fills an important role in sailing education and as a forum for recreational





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## ASA FEATURED FACILITY

*continued from page 18*

has prohibited the average person from enjoying the pleasures of sailing. So Yoh put together a marketing plan to help move dinghy sailors and people with no experience into keelboats, and then provide charter boats for sailors to hone their skills.

Last January, Aoki sensei qualified four teachers for his school. One, Hideki Yoshimura, is now a full-time instructor for the Safe Boating Course and Basic Keelboat Certificate at Tajiri. Yasuhara Bessyo is the part-time instructor attached to the Tajiri station. Seniji Kawakami is a part-time instructor for the Tokyo Bay area when not working at his regular job as an airline pilot. Yoh plans to open a satellite station in Yokohama in this October. He has also initiated a sailing club in a local high school that is currently building their own dinghy.

Yoh has translated each of the exams into Japanese and is in the process of developing a full set of instructional materials to help his students. This includes a small textbook on sailing fundamentals. New curriculum articulation documents and study guides are being prepared with this author's assistance to assure ASA standards are met in the courses. Also, since Yoh sensei is bilingual, he can offer

instruction in English.

Yoh sensei teaches the advanced classes on the 30 Eagle out of Okinawa. His standards are a cut above the ASA requirements. Basic Coastal Cruising is a three-day course of some 70 miles to two offshore islands. Bareboat Chartering is a 150-mile cruise that starts at midnight and includes two 12-hour legs. The Advanced Coastal Cruising class is a circumnavigation of Okinawa (259 miles) where Yoh sensei emphasizes the Zen aspects of sailing he has become aware of in his own travels.

Aoki sensei maintains one of the most extensive sailor's web sites in Japan with over 134,000 hits to date. There are several English text pages he has written to allow English-speaking sailors to enjoy the site. Yoh provides weather and tide links, ASA information and course descriptions, ASA class schedules, the story of his circumnavigation and much more.

If you have the good fortune to sail with Yoh, you will see a man who is in his element and enjoying every minute of it. His instruction is gentle but intent. At the same time, he enjoys laughing at himself and the antics of both his students and the sea. He has been known to say teaching others to sail has given him great pleasure in life.



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# MARLINSPIKE SEAMANSHIP

By Peter...

## Avoid Aggravation with 'Exploding' Knots

If you've ever tried to untie a taut-line hitch on a cold morning, then you know why slipped and exploding knots are a good idea. If the knot is tight, especially if the line is also wet or thin or both, your fingernails will tear on it. Teeth might work, but even if you were foolish enough to use them, most people can't put their mouths where the taut-line hitch often resides.

I call these hitches "exploding" knots because they untie easily and completely with one tug of the ripcord. Unlike slipped knots that untie with a ripcord, these knots leave absolutely no tangle. Yet, they give up nothing in strength or ease of tying.

Exploding knots are not merely elegant and fun, as you will see in the field. If exploding knots save your line, your fingernails (or teeth!), your time or your temper, they can save your trip.

**1. Clove Hitch Biting a Bight** - This and the sliding sheet bend are the easiest to tie of the non-sliding knots. It is so easy that even when I have the time for something fancier, I will often tie this knot.



Start a clove hitch on the standing part (*End S*). Instead of popping it over a dock post, however, pop it over a bight from the running part (*End R*). Tighten by pulling the standing part. Don't let the two "coils" of the clove hitch drift too far apart while tightening. There is no

need to worry about tightening this knot flat; there's only one way to tighten it, and it's the right way. Whimper by pulling the knot away from the cord that forms the bight inside the clove hitch. (If the standing part came into the spar from the right and running part from the left, as in the illustration, then whimper by pulling the knot out from the spar and to the right.)

**2. Sliding Sheet Bend** - This knot has to be studied closely to see its kinship to the sheet bend. If you don't see the resemblance, don't bother; just enjoy it. (It should not be used like a regular sheet bend to join two different lengths of cord.)



Make a bight in the standing part between the spar and your load. Grab the running part (already wrapped around the spar) and make a loop in it by twisting counterclockwise. Slide the original bight through this loop, making a new loop on the other side. (With practice, this step can be done in the same counterclockwise twist that created the loop.) Stick a bight of the running part through this new loop, and tighten by pulling on the standing part. Lock by holding the knot and pulling on the non-sliding line. Unlock by pulling the two sliding ends apart hard, or by flattening the knot.

For more exploding knots, go to: [www.ASA.com/resources](http://www.ASA.com/resources).



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