

THE JOURNAL OF THE  AMERICAN SAILING ASSOCIATION

# AMERICAN SAILING

## FEATURE STORY: ASA'S FLOTILLA IN THE BRITISH VIRGIN ISLANDS

**Y**ou cannot go to this island if you have not been there before."

"Aargh," I whispered to Conor, in my best pirate voice. We were at the Moorings Mariner Inn in Tortola, sitting in on a chart briefing of the British Virgin Islands. Our host was explaining the passage to Anegada, an atoll only 16 meters above sea level at its highest point. I could not wait to get under way.

Conor and I managed to secure a boat with two other couples and join the ASA-sponsored flotilla last minute. Dan, an instructor at Spinnaker Sailing in Redwood City, would be our skipper and instructor for the Bareboat Chartering class.



*Author, Lanea Valencia, enjoys a drink with one of her fellow "pirates," Conor Riley. For more information on upcoming flotillas, email ASA at [info@american-sailing.com](mailto:info@american-sailing.com).*

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## LIVING THE DREAM • STARTING A CHARTER COMPANY

**P**eople often ask me, "How did you get into this line of work?" I reply, "Do you want the long version or the short?" I have been around powerboats with my family since I was a child. My father spent our summer vacations teaching us how to slalom and trick water ski on different lakes in and around the Ohio area. Christmas break was always great because Dad would make arrangements to take us to Florida, where we would visit marinas, looking and dreaming of owning a yacht some day.

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*Author Valerie Weingrad*



Keynote speaker  
Yoh Aoki

# The Charley Noble

**W**e just completed our fourth annual ASA Members' Week in Antigua with our largest-ever attendance. Over 100 ASA staff, instructors and members took part in a fantastic week of tropical sailing and fun. If you missed this year's event, you'll have plenty



of other opportunities to sail with ASA and new friends. We have a flotilla planned in July for the San Juan Islands in Washington, a late fall flotilla in the British Virgin Islands and another Members' Week in the spring of '09.

Before becoming ASA's Executive Director, I was an instructor with ASA. Most of my students learned to sail so that they could charter their own boat in an exotic location. I always thought that ASA should hold events to give newly certified sailors a way to gain confidence toward their goal of bareboating on their own. Now that I am in a position to do so, I have worked with our staff, instructors and schools to create such events.

I urge you to participate in one of our events. If you have been certified, but have not chartered on your own, our flotillas or Members' Week is a great way to gain knowledge and confidence. More experienced sailors will have opportunities to make new friends!

We hope to see you on the water soon,

Charlie



*"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.*

**L**ast November over sixty ASA Instructors and Affiliate representatives attended ASA's first annual National Meeting in Marina del Rey, Calif. The meeting, the first of two bicoastal events, received unusually high marks as shown in an exit poll completed by the attendees. ASA was encouraged by these results, particularly since this was the first such national event. Ninety seven percent said, "I felt that my time was well spent in attending the ASA Conference."

Yoh Aoki's keynote address detailed his solo circumnavigation in the 21-foot ketch he built in his backyard. Yoh's engaging story, combined with his dry sense of humor, made this the conference favorite. Sally Helme's presentation on the state of the sailing industry, in which she shared details of boat sales and chartering trends in North America, was one of the top seminars. Sally is Group Publisher of The Sailing Company, which publishes both *Sailing World* and *Cruising World*. Another popular seminar was one in which Charlie Nobles led a discussion regarding ideas for sailing schools to increase their revenue. This seminar emphasized taking action to implement specific low or no cost initiatives.

As a result of quality feedback from instructors, the Jacksonville meeting will add some more practical on-the-water exercises, including qualifying instructors to teach the new ASA Docking Endorsement.

All in all, the Marina del Rey meeting was a tremendous success. ASA hopes to double or triple attendance at next year's event, the location and specific dates of which will be announced next spring. As attendance increases, increasing sailing industry sponsorship will allow us to provide even higher quality content and activities.

The two National Conferences are another example of what the American Sailing Association is adding to improve the quality of its affiliates, instructors and educational offerings. Things to look for in 2008 included an enhanced focus on quality control and the publication of two completely new textbooks.

## FEATURE STORY

*continued from page 1*

As soon as we arrived, the Moorings staff led us to our boat, Halcyon, which means calm and peaceful. They delivered our pre-ordered provisions (*highly* recommended to preorder your meals), an ice chest, and a kayak while embracing the meaning of 'service with a smile.' The dingy was in excellent working order and started right away for every adventure. Aside from putting the provisions away, the only thing left to do was pick out our fins behind the Moorings office.

The next morning, Dan reminded us of the engine checklist, which we were to dutifully complete before every departure. There is nothing better than sticking your finger in coolant every morning! Although I jest, there is something empowering about learning how an engine works. After we cast off and the Moorings staff waved goodbye to us from the docks, we were soon surrounded with beautiful blue water and several distant islands creating a surreal backdrop. We found that line of site sailing can be easy, but also difficult as all islands can look the same. Thank goodness for our friend, Mr. GPS.

Our route was to take us to Marina Cay, Cooper Island, Virgin Gorda, Anegada, Jost Van Dyke, and finally Norman Island before returning to Tortola. Despite the jellyfish warnings on Virgin Gorda, we snorkeled at virtually every stop. Marina Cay held a multitude of brain coral, sea fans, parrotfish, turtles, very large rays, and much more! Norman Island was particularly interesting as there are four caves nearby where pirates had once found gold treasure. If you are going to be in the water for more than 40 minutes I recommend a short wetsuit. Otherwise, the water is very warm.

We spent most of our time at Virgin Gorda. On the South Western side you will find The Baths, which is a site not to be missed. The Baths are comprised of large granite boulders that create small grottoes and pools. In search of an adventure, Conor and I did jumps and flips off a couple of tall rocks into surrounding pools of water.

On the northern side of the island, you will find the Bitter End Yacht Club on Virgin Sound. There are several sports to entertain at the Club from hiking to kite surfing to scuba diving. The most popular diving site takes you to the wreck of the RMS Rhone. The Rhone hit Salt Island during a storm and broke in two. The site is now a marine park and the dives are set up like an underwater tour.



*The gorgeous waters of the British Virgin Islands attract everyone from small boat charterers to owners of mega-yachts.*

On our second and last night at Virgin Gorda, the ASA and Spinnaker crew hosted a delicious dinner. The West Indian spices danced on our palates. Later, Conor and I ended our night by dancing in the rain.

After we left Virgin Gorda, we were finally off to Anegada. The trip proved to be relatively easy - as we knew what we were doing and found that being over prepared is the best method. As was customary at every stop, we jumped into the water immediately after tying up to the mooring. The water was full of fine coral, reducing the visibility to roughly one foot! Take a taxi to the north shore where you will find excellent snorkeling and the island is also famous for its delicious lobster!

The only anchoring we attempted was at Jost Van Dyke. Get there early! We did not heed this advice, and by the time we arrived at Great Harbor, we were pulling up rocks on our anchor the size of beach balls. So we scrambled over to Diamond Cay for the last mooring in the harbor just before the sun set. This was a peaceful spot with delicious Island Fox rum drinks and piña colodas that tasted like dessert. The next morning, Conor and I watched the sunrise and then explored Sandy Kay with the dingy. This was an exciting landing as the small island was virtually surrounded by small breaking waves on a coral reef. We found an opening and only slightly swamped the small boat.

Although our trip included some hard work pulling that jib sheet in on the boat and a lot of relaxing, it also provided an avenue to meet other people. On Cooper Island, ASA hosted a beach party serving the island's famous drink, the Painkiller. On our last night at Norman Island, we had a Pirate Party on a member's catamaran. What a great way to finish a week of excellent sailing.

### THE AMERICAN SAILING JOURNAL

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## LIVING THE DREAM

*continued from page 1*

As a result, I developed an interest for sailing yachts: their beauty, their mystery, their romance mesmerized me.

It was 1996, and I was working as a national account executive in the telecom industry. I was looking for an evening course at a local university to enhance my business writing skills. Fortunately for me, any course having anything remotely to do with writing was full, but I happened to spot an intro to sailing course. With a focus on basic terminology and some navigational skills, the class seemed the perfect opportunity to really learn how to sail. The first night on the water, we were sailing J24s; and it was really blowing. I was a little apprehensive about taking over the helm. My ASA instructor was great; he encouraged me and explained the physics of why we were not going to “tip over.” Within the next couple hours I was loving the feel of the wind, the tiller in my hand and the toe rail in the water. I was hooked! I passed my Basic Keelboat 101 on a cold November day, and from that day forth I spent all my spare time honing my skills on Lake Lanier, which is located just outside my home base of Atlanta, Ga.

I traveled a lot for my job and during one of my visits to England I had the pleasure to meet a salty old captain at the local pub in the town of Whitby. He strolled in, took a seat beside me, and we began to chat. He introduced himself as Captain Jack of s/v Helga Maria, an all-wood 85-foot schooner. He told me that he ran sailing charters from Scotland to Iceland. As Captain Jack talked about his adventures, I listened intently and watched the twinkle in his eyes as he relived all the good times and close calls he had experienced at sea. I walked back to my hotel room, convinced this incidental meeting with Captain Jack was a sign for me to follow my own dreams of sailing.

### The Five-Year Plan

While still in the telecom industry, I won a President’s Club award for the top sales associates. The award was a Caribbean cruise. While on a snorkel excursion at Honeymoon Bay, St. John, I swam ashore to a deserted part of the beach to fix my leaky mask. I was ready to go back into the water when I stopped to watch a beautiful sailboat skim across the multi-hued blue water. At that moment I decided this is where I want to be and sailing is going to be my ticket to a happy future. I needed a plan! If I wanted my dream to come true, I would have



*Charterers enjoy a pirate fest brandishing cutlery aboard the Maya. Giving sailors the opportunity to sail and learn while having fun makes Custom Sailing a dream to own.*

to begin earning my sailing credentials. When I returned home, I signed up for the ASA 103 and 104 classes. Three weeks later I was back in St. John, sailing around the BVIs, learning coastal cruising, navigation and how to bareboat without scaring my friends. I continued my ASA education in the Caribbean and Florida and went on to become an ASA instructor. In 1999, I earned my “six pack” and upgraded to a USCG Masters license in 2001. I planned for a five-year window to give myself the opportunity to leave the corporate world and fulfill my dream of sailing and owning a charter business.

### Live the dream

My chance to start really “living the dream” came true in 2003. The telecom industry took a nose dive and after a series of cut backs, I found myself out of work. I used the loss of my job as a catalyst to pursue my sailing passion full time. I was hired as a captain on a 51-foot Hylas sailboat; she was a charter yacht based in Newport, RI. After a couple months of sailing the New England waters, I had the opportunity to explore the Mediterranean and specifically the waters of the Greek Islands. With the encouragement of my Greek friends, I decided to start my own sailing business. Where would I sail, how would I find customers, can I really make a living doing this? So many questions! Custom Sailing, Ltd. was born that year and I spent September and October sailing around the Greek Islands. That winter, I sailed in the BVIs and made plans to return to Greece for the new summer sailing season and the Summer Olympics.

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# ASA MEMBER PRODUCT REVIEW

by Bob Roitblat

Death, taxes and a mother's love are the handful of things you can truly count on. Now add to that list a Genuine Swiss Army Knife. During the 2008 Acura Key West Race Week, I had the opportunity to evaluate the Alinghi Yachtsman's Knife from Wenger, the Genuine Swiss Army Knife people.

The Alinghi, named for Switzerland's two-time America's Cup defender, continues the tradition of the Swiss Army Knife, packing the tools and functions most useful to an active sailor into a compact and well-constructed package. The updated handle has a more ergonomic shape than Wenger's Classic line of pocketknives, and its non-slip surface means wet hands are less prone to slip.

At the base of the 3.9-inch cutting blade is a silhouette of a shark's fin. The shark fin is used for single-handed opening of the blade and as a thumb rest to help keep your hand on the handle where it belongs. Think 'one hand for the boat, one hand for the knife.' The Swiss Cross logo on the handle serves as a reminder of the knife's pedigree and acts as the release button for the locking cutting blade.

The opening mechanism and release button function with either hand. Working the blade with sailing gloves on was simple. It was a little more difficult, but manageable, to open the blade while wearing full-fingered gloves. The Alinghi's one-handed operation makes it easier to use on a rolling deck than a Leatherman or SOG Multitool.

The serrated edge on the lower two-thirds of the blade cuts more quickly than a straight blade—highly desirable in an emergency. And the rounded-point serrations don't snag like long points do. The smooth edge on the front third makes clean work of cutting the cover on line that will be spliced or whipped, and of spreading peanut butter.

To test the Alinghi's ability to cut a line under load, I tied



The Swiss-Army's Alinghi boasts a wire stripper, screwdrivers, reamer, awl, shackle opener, needle nose pliers, a reamer, a marlinspike, wire cutters and more. Photos by Marco Oquendo

## Features

8 Implements / 17 Functions	Cap lifter
Ergonomic handles with knurling	Wire stripper
Corrosion-resistant stainless steel tools	Narrow tip locking screwdriver
One-handed-opening 3.9" serrated blade with safety lock	Reamer
Shackle opener	Awl with sewing eye
Marlinspike with needle	Phillips head screwdriver
Ruler - inches & centimeters	Key ring
Needle nose pliers	Ballistic nylon pouch
Wire cutter	Actual Size: 5.1 inches
Patented locking screwdriver	Weight: 8.9 ounces
	Limited lifetime warranty

a bowline in four different sizes or compositions of line. On each line in turn, I dropped the loop over a cleat and ran the bitter end around a winch, cranking the winch on hard. Each line was completely severed in one draw of the blade, compared to three draws needed from the straight blade on my current knife, a Myerchin lightknife.

continued on next page

## PRODUCT REVIEW

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I used the needle-nose pliers to tighten cable ties securing the shroud turnbuckles, and I used the integrated wire cutters to trim off the tails. The long handle of the pliers provided considerable leverage, while the compact head allowed me to reach into tight spaces.

The Alinghi comes with a closeable Belt Sheath. I added a lanyard from the ring on the knife to the grommet provided on the bottom edge of the sheath. Now I won't lose the knife if I accidentally let go of it while grabbing for a handhold, or while up in a bosun's chair.

I used a hand-bearing compass to test the Alinghi's magnetic properties. The knife had no effect on the compass as long as it was more than one inch away. As with all metal objects, placing this knife directly against a compass will cause minor deviations.

At first glance, I thought the Shackle Opener/Marlin Spike/Needle/Ruler tool was going to be this knife's weakest link. I was concerned its size would make it too



Author Bob Roitblat holds his Alinghi. Bob tested the knife's ability to cut line under strain and was extremely impressed.

easy to bend. To test its strength, I used this tool to 'break the back' of the bowlines on the lines used in my cutting test. Though the knots were taut, the marlinspike retained its shape while effortlessly opening each knot. The tip of the needle-nosed pliers can also be used to open knots.

The shackle opener tool's size also provided extra leverage to ease the job of securing the halyard shackle to the main. The needle and eye at the end of this tool also help when making eye splices.

The Alinghi's reamer/awl tool, #1 Phillips-head screw driver blade, and small and medium-sized flat-blade screwdriver blades all help with the endless gear that must constantly be adjusted, cleaned, tightened or loosened. Finally, the Bottle Cap Lifter helps get the celebration started when the work is done.

After each day of racing, I gave the knife a quick rinse with fresh water, shook it dry and tossed it in my backpack until the next race. Wenger also recommends lightly oiling the pivots occasionally.

The Alinghi is durable and functional, both at the dock and while underway. At an overall length of 5.1 inches and weighing less than nine ounces, it is also small enough to keep handy at all times. With its blades made from a secret formulation of hardened stainless steel and handle made of high impact-resistant polyamide, this knife can withstand the harshest marine environments. Overall, the Alinghi Yachtsman's Knife is an excellent value at \$135 at Wenger.com.

ASA member Bob Roitblat works as a medical imaging network designer when he's not racing sailboats on Lake Michigan or at National events.

## For more information

Visit [www.wengerna.com](http://www.wengerna.com) and look under the "Elite" section of their knife products.

## WHERE AM I?



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ANSWER ON THE ASA WEBSITE AT [WWW.ASA.COM](http://WWW.ASA.COM)



## LIVING THE DREAM

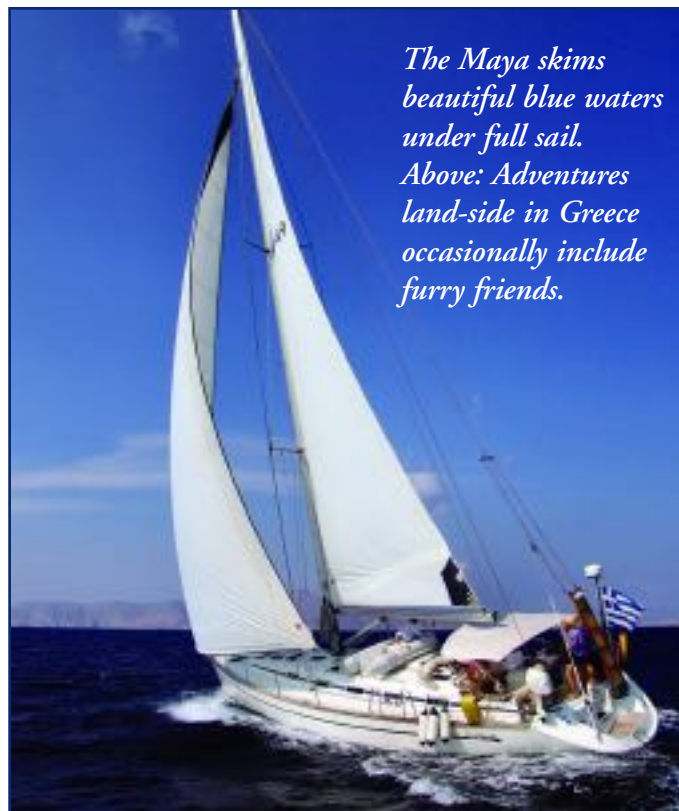
*continued from page 4*

My dream came true! I have just completed my fifth season sailing in the Mediterranean and the dream keeps growing. My company, Custom Sailing, Ltd., has afforded me the opportunity to be a partner in *Maya*, a 49-foot Bavaria, moored in Athens, Greece.

When the season is over, I return to my home base in Atlanta and begin the process of marketing my vacations to individuals, groups and clubs. It is a tremendous responsibility to book the charters, captain the boat, hire the crew and make sure each and every guest has a wonderful experience, but that challenge is my driving force. When I'm not working on my trips, I spend time teaching ASA classes at Lord Nelson Charters at Lake Lanier where it all started.

I have been very fortunate to be able to make sailing a huge part of my life. It has allowed me to introduce so many people to the fascinating world of sailing both through my work as an ASA instructor and as a charter business owner. Sailing has taken me to some incredible places. I have witnessed some fabulous feats of nature and developed friendships with people from all parts of the globe.

Whether I speak with experienced sailors or people who have never had the opportunity to sail, I hope my enthusiasm is contagious, and the excitement of sailing is transmitted from me to a potential guest of Custom Sailing. It is so rewarding when I see them get the look in their eyes and the expression on their faces that shows me they have caught the sailing bug or the



*The Maya skims beautiful blue waters under full sail. Above: Adventures land-side in Greece occasionally include furry friends.*

### For more information

Valerie and Custom Sailing, Ltd. can be reached at [valerie@customsailing.net](mailto:valerie@customsailing.net) or [www.customsailing.net](http://www.customsailing.net).

“zazuny” as we say in Greece. That first ASA class truly changed the course of my life, and I look forward to what lies ahead in the misty beyond.

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## ASA MEMBER BOOK REVIEW • BY FRAN SONDERGAARD

**Title:** 100 Fast & Easy Boat Improvements  
**Author:** Don Casey  
**Publisher:** International Marine, 2004  
**Price:** \$14.95, paperback 138 pages

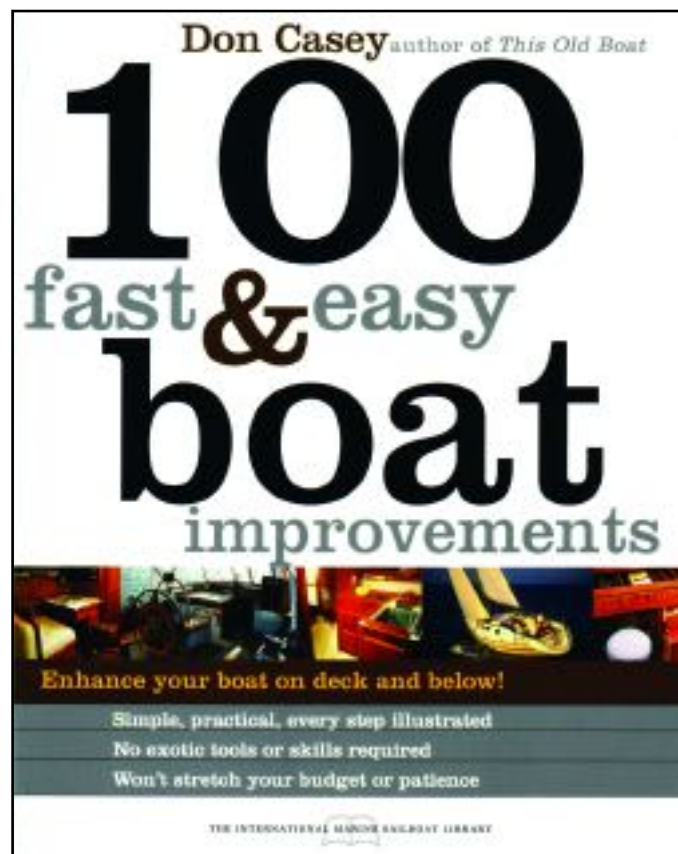
Don Casey has written a wonderful do-it-yourself project guide. The improvements are “fast and easy.” Just as the front cover of the book says, the ideas are simple, practical and won’t stretch your budget or your patience. This book is descriptive and the illustrations are fantastic!

The first section has several thoughts for “Enhancing Safety.” There is a great illustration for making additional handrails, a hatchboard lock and a man-overboard pole that can be made for less than \$20! An inexpensive low-tech sentry alarm for theft protection is also illustrated. The low-tech alarm is a great idea of a way to make some noise to deter an intruder or at least wake up the dock to alert someone of a potential break-in. Another cool idea is a bilge-pump light that is located where it can get the helmsman’s attention. If the bilge pump comes on, a red light comes on to alert the helmsman that the pump is running. This may be handy if you develop a leaky stuffing box on a trip!

When sailing and your boat reaches that awesome heeling point, do things in the cabin start flying and end up in the floor because they aren’t secured? Well, if your boat is anything like ours, we have flying cups! “Adding Convenience” is a section with ideas to add racks and bins for a variety of items. There are ideas for chart tables and a neat little compass that is mounted over a bunk. Adding a deckwash/shower is easily explained step by step! How convenient to rinse things on deck!

If you can sew even a little, pull out your needle and thread! Several parts of the book have great ideas for curtains, eyebrow awnings, pushpit seats, brightwork covers and webbing lifelines. Even ideas from nonskid dishes, a companionway screen door and a slat-style grate are cleverly presented in the section “Increasing Comfort.”

“Better Sailing” is a section full of goodies such as bow netting laced to the lifelines to aid in keeping children or pets from going overboard. The netting could also help keep the jib on deck. If you have a tiller and could use an extra hand in the cockpit to hold the boat on course for a few minutes, you may consider the tiller comb; it is like having an extra crewmember.



Need ideas for more storage without interfering with cabin space? The section “Efficient Stowage” has tons of ideas that will make use of locker and cabinet space by using existing cabinets and lockers to stow gear. From cockpit floors to hull-side and under bunk storage, the possibilities are endless! There are also clever thoughts for net shelving, drop-down bins and stack bins. On one page alone, the author has a “montage” of different ways to make fiddle rails to help keep contents on shelves.

There are inexpensive ideas for battery charging, engine maintenance and adding light to the engine compartment. Out-of-the-way spots to store tools that would be accessible for specific jobs are mentioned in the section “Boat Care.” Milk jugs even have a place onboard for helping with maintenance chores!

“The Extra Touch,” the last section of the book, gives hints to personalize your boat. The entire book is packed with frugal ideas that can work for the weekender or the full time cruiser.

*Fran Sondergaard lives in North Carolina. She and her husband Jason have been sailing for 12 years. They presently own a Catalina 30. She is an ASA member and a member of the Fayetteville Power Squadron.*

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# SAILING DESTINATION

*Annapolis, Maryland • Susan Steckman*



*The U.S. Naval Academy in Annapolis represents just one of the great sights this historic town has to offer. Photo courtesy of U.S. Naval Academy.*

If sailing is your sport, make America's sailing capital your destination this summer. Located in the heart of the Chesapeake Bay at 38 degrees, 58 minutes, 35 seconds north and 76 degrees, 28 minutes, and 46 seconds west, Annapolis, Maryland is a sailor's delight. Perhaps that's why National Geographic Adventure magazine recently named it one of the top waterfront destinations in the country.

A bustling port town during the Eighteenth-century, Annapolis is home to the U.S. Naval Academy. A photo I.D. gets you inside the gate for a stroll of The Yard and a glimpse of the 4,000 strong Brigade of Midshipmen. If you prefer, guided tours depart daily from the Academy's Armel-Leftwich Visitors Center.

The National Trust for Historic Preservation has dubbed Annapolis one of a Dozen Distinctive Destinations in America. Founded as Anne Arundel Town in 1649, Annapolis became the capital of Maryland in 1695 and was the nation's first peacetime capital in 1783. Today, Annapolis boasts more eighteenth-century buildings than anywhere else in the nation. The Maryland State House is the oldest in continuous legislative use in the country. It was here that General George Washington resigned his commission as commander-in-chief of the Continental Army and the Treaty of Paris was ratified. The homes of all four of Maryland's signers of the Declaration of Independence are located in Annapolis, and three of them are open to the public.

Signer William Paca's home features the only two-acre eighteenth-century pleasure garden of its kind in Maryland. Around the corner is the Hammond-Harwood House. Designed by eighteenth-century architect William Buckland, it boasts the "Most Beautiful Doorway in America." Across Maryland Avenue is the Chase-Lloyd House, where National Anthem author Francis Scott Key was married.

Because Annapolis's historic sites are so close to one another and to the waterfront, boaters find it easy to spend the day exploring the museum without walls that is Annapolis. No visit is complete without a trolley or walking tour of the city. Colonial tour guides depart the visitors center at 26 West

Street daily, filling visitors in on the gossip of the centuries as they wind their way along the brick-lined streets of the historic district.

If you plan your visit right, you will arrive in time to compete in the Wednesday night sailing races that depart from the Annapolis Yacht Club from April through early September. Some 130 boat crews test their skills weekly in this Annapolis tradition. First gun is at 6 p.m.

If you prefer to sit back and enjoy the colorful display of sails, you can stake out a spot at one of Annapolis's many waterfront restaurants and eateries. Following the races, head to the Boatyard Bar and Grill to watch the night's racing films at what Sail Magazine calls one of the Top 12 Sailing Bars in the World.

If laid back racing is more your style, you have three other days of the week from which to choose. On Tuesday nights at 6 p.m., the Severn Sailing Association in Eastport hosts the Tuesday Evening Sailing One-Design (TESOD) races. No one keeps score in this event designed for smaller keelboats.

J/World in Eastport hosts Thursday night races that cater to J22s, J24s, and J80s. Typically, seventy boats compete in two separate series. The first runs from mid-May through June, and the second runs from mid-July through August. Dock call is 5:30 p.m.

On Fridays, the Eastport Yacht Club's Beer Can series takes center stage. Some fifty boats typically compete in this just-for-fun series that starts on the Severn River where it meets the Chesapeake Bay. Boats race to the entrance of Spa Creek in front of the Eastport Yacht Club. It is open to racers, cruisers, members, and non-members and runs from mid-May until mid-August. Dock call is 5:45 p.m.



*Photos courtesy of Annapolis and Anne Arundel County Conference and Visitors Bureau.*

*'Ego Alley' gives boat owners a place to show off their great taste in boating design, or, at least, the amount they can spend on a boat. (Below) The statehouse is a must see for history or architecture buffs.*

While the weekday races provide ample opportunity for sailing enthusiasts to enjoy good fun, more serious racers head to Annapolis to compete in such high profile events as the North American Offshore One-Design (NOOD) Regatta in April. Sponsored by Sperry Top-sider, the regatta attracts close to 200 boats in 18 one-design classes. In addition to local sailors, sailing's top stars, including America's Cup and Olympic champions are well represented.

Annapolis hosted U.S. Sailing's Rolex International Women's Keelboat Championship in 2005, and Volvo Ocean Race organizers selected Baltimore/Annapolis as the only official U.S. stopover in the 2005-2006 around the world race. Maryland's capital city is also well known for Annapolis Race Week. More than 200 boats in fifteen classes compete in this annual Labor Day weekend event that attracts boaters from across the country.

*continued on next page*





Home of the Annapolis Maritime Museum, the area clearly has more boat traffic than the average port. Annapolis boasts JBoat races through the summer, the famous North American Offshore One-Design Regatta and many more.

## SAILING DESTINATION

*continued from previous page*

As the gateway to North America's largest estuary, it's only fitting that Annapolis is home to the National Sailing Hall of Fame and Museum. Organizers are expected to begin construction of a permanent home for the museum at City Dock by 2010. In the meantime, Annapolis is internationally known for the U.S. Sailboat and U.S. Powerboat Shows that happen back to back at City Dock every October. Located at the site of the former McNasby Oyster Company in Eastport, the Annapolis Maritime Museum commemorates the maritime heritage of Annapolis and the neighboring waters of the Chesapeake.

It's easy to visit Annapolis by boat. For \$20 a day, sailors can catch a mooring ball right in front of the Naval Academy and hop a water taxi into town. One of the first things you are likely to see is a host of sail and power boats strutting their stuff at City Dock, also known as Ego Alley.

Part of Annapolis's appeal to boaters is the fact that it is located where the mouth of the Severn meets the powerful sailing winds of the Chesapeake Bay. Many boaters choose to keep their boats in Annapolis so they can head down after work on a Friday night. You could find yourself spending the evening dining and exploring the Historic District. The next day, it's off for a day sail or

### For more information

Visit [www.visitannapolis.org](http://www.visitannapolis.org) or call 888-302-2852.

for a weekend getaway to St. Michaels on the Eastern Shore. Solomons, Baltimore, Rock Hall, Havre de Grace, Chesapeake Beach, and Herrington Harbor are all popular places within easy reach of Annapolis. By Sunday, don't be surprised to find yourself back in Annapolis enjoying a roll-up-your-sleeves, steamed crab feast.

If you have the time, you'll want to explore the hundreds of miles of shoreline that thread their way throughout Anne Arundel County. There is no better companion for the journey than the Landings brochure created by the Four Rivers Heritage Area of Annapolis and Anne Arundel County. Be sure to stop by the Annapolis and Anne Arundel County Conference and Visitors Bureau at 26 West Street to pick up the publication that shows you how to access the county's many attractions along the Severn, South, Rhode and West Rivers. Come Sail Away to Annapolis and Anne Arundel County. There has never been a better time.

*Susan Steckman is the Director of Communications with the Annapolis and Anne Arundel County Conference and Visitors Bureau.*



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## FEATURED SAILBOAT • MARTIN 242

Recently, the American Sailing Association asked us to lend them a few Martin 242s for the on-the-water portion of their West Coast conference, and we were happy to oblige. As long time owners of a Martin 242, and now the builder, we never miss an opportunity to show people exactly why we think the boat is so special. We could sum it up easily by quoting a few who participated that day, "what a riot," or simply, "that is a fun little boat!" We'll try to describe its attributes in a few paragraphs, but you really must sail a M242 to see what we mean.



Despite its diminutive 24-foot length, the Martin 242 provides two berths and plenty of cockpit room.

The overall length of this keel boat is just over 24 feet and it displaces 2,500 pounds. It sports a deep fin keel and large spade rudder. The mast is a fractional rig, built from aluminum and keel stepped. It has a single set of spreaders and no running backstays; the boom rests high above the crew's head for good visibility and safety. The proportions of the rig and sails are much like a dinghy. The main is large, and the jib is non-overlapping on a roller furling. This arrangement makes the M242 quick to tack and easy to handle upwind. The spinnaker is large and provides a lot of horsepower downwind. The cockpit is roomy with bench type seating and all lines lead aft for easy double handling. All sailors sit with their legs inside the cockpit of the M242 for easy communication, instruction and camaraderie.

Although fairly minimal, the interior of the M242 benefits from the big cabin house. There are two, six-and-a-half foot side berths with sitting headroom. These make for decent sleeping arrangements, and there is an optional v-berth arrangement that is very comfortable for the kids. There is room for a cooler, a porta-potty and outboard storage.

Don Martin designed the M242 to be a simple and easily handled day racer with overnight accommodations. He really hit the mark with his concept. It's lively, comfortable and accommodating. It is timeless, performs well in all conditions, and is inexpensive to operate. We always find it a thrill, and our owners reach far and wide: men, women, young, old, couples, families, schools, yacht clubs, and charter companies alike, all enjoy the qualities of the M242.

Recently MG Marine, Inc. has been working on a M242 model that is less of a racer and more of a teaching/learning platform. The boat will carry less sail area, with an optional roller furling or hank on jib; it will have a rub rail for durability and lifelines for safety. Small changes

to the cockpit will better accommodate an instructor. The overall result will be a very stable and simple keel boat with an exciting feel. The boat would be easily changed over to a competitive racer for excellent resale value.

Denise George is the owner of MG Marine, Inc. She can be contacted at 310-645-0196.

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## BUYING THE RIGHT SAILBOAT FOR YOU • PART FOUR

By Captain David C. Bello, Fair Wind Sailing School

### Introduction

This article is the fourth of a four part series on the proper process to buy a sailboat. Unlike most boat purchase advice, written by manufacturers and designed to persuade the reader to purchase one brand or another, the suggestions in this article are written from the perspective of a sailboat buyer.

### The Buying Process

In Part One, we introduced a multi-step process of purchasing a sailing vessel. Our emphasis was on assuring that purchases are based on a detailed description of how and where the vessel would be used and then identifying the best set of vessel characteristics for the specific type of sailing to be completed and vessel characteristics. In this article, we examine the relative advantages and disadvantages of cruising catamarans versus monohulls.

### Cruising Catamaran Advantages

Charter in the Abacos, Virgin Islands or Grenadines and you are likely to see a rapidly increasing number of cruising catamarans. The same trend is occurring in many other popular sailing destinations too. Why are cruising catamarans so rapidly gaining in popularity? Cats offer many advantages in the most popular chartering grounds.

For starters, the shallow draft of the typical cruising cat opens the door to an expanded number of anchorages. Since cats gain stability from their wide beams rather than their keel depth, they can offer shallow drafts without sacrificing stability. For most popular cruising grounds, shallow draft is a big advantage.

Next, cats sail flat. A heel angle of zero-five degrees is the norm on a large cruising cat, versus ten to twenty degrees for a comparable monohull. For many sailors, particularly new sailors, the ability to sail flat is a major comfort driver.

In most of these popular chartering areas, the sailing is short, with typical passages of no more than 5-10 nautical miles. Moreover, the trip between anchorages is often off the wind – with short reaches back and forth between the most popular anchorages. Again, cats excel in these conditions, with high speeds off the wind.

Finally, the layout of the catamaran lends itself to chartering. A 45-foot cat can have four staterooms, each with a queen size berth and a private head. For charterers, and other large groups, the ability to have some privacy – and a private head – can be a “make or break” factor for a good trip.



With its wide beam, catamarans give sailors more room, but the added width can also make it difficult and expensive to find dockage.

Additionally, the wide beam of the cat gives it a large aft deck. A typical 45-foot cat will have a deck/cockpit 24 feet wide by 15 feet deep – perfect for boats that spend the majority of time at anchor with swimming, grilling and socializing the primary uses. The popularity of cruising catamarans in the chartering industry is driven by the sailing conditions in the popular chartering grounds; specifically short sails across the wind to shallow anchorages.

### Monohull Advantages

While cats are gaining in popularity in the chartering world, monohulls continue to offer many advantageous sailing characteristics.

First, monohulls typically offer a much better ride upwind. The single hull goes through the water better and drives through waves more efficiently than the two-hulled vessels, providing a more comfortable ride with less pounding through the waves. In addition, while cats sail fast off the wind, the combination of wider sailing angles and wave pounding slow cats so significantly upwind that monohulls typically make better VMG into the wind. For those who will be doing a regular portion of their sailing upwind, monohulls are favored.

Next, monohulls are the choice in close-quarters. As difficult as it may be to find dock space for a monohull, finding suitable docking locations for a cat – with twice the beam for a given length – can be next to impossible in places like the Chesapeake Bay and Florida. In addition, even when suitable dock space can be secured, it is likely to be very expensive.

*continued on the next page*

## BUYING THE RIGHT SAILBOAT

*continued from page 20*

Another advantage to monohulls is storage space. While cats provide ample living space, there can be very little space for sailing gear, provisions, safety equipment and tools. While a typical charter guest may not be concerned with this issue, extended cruisers are acutely aware of this need. Again, for extended sailing trips the monohull often has much more storage space for essential repair and safety gear than a cat of similar length.

### Summary

Cruising catamarans have become the rage of the Caribbean charter industry because they meet the demands of most charterers very well. For short hops across relatively protected water, lots of time at anchor, off-wind sailing and shallow anchorages, catamarans excel. The shallow draft, wide beam and berth layout in the typical cruising cat is perfect for large chartering groups, as is the stability and comfort provided by the wide beam.

If upwind sailing will be a component of your normal route, a monohull may be the better option since they

### When to go with two hulls or one ...

Condition	Catamaran	Monohull
Sea State	Flat	Rough
Sailing Angle	Off-wind	Upwind
Passage Length	Shorter	Longer
Water Depth	Shallow	Deep
Dock Space	Difficult to Secure	Readily Available
Desired Heel Angle	Flat	Greater
Time at anchor	More time at anchor	More time under sail
Amount of privacy	More privacy	Less privacy

sail closer to the wind and move through waves more efficiently. Monohulls are also the choice when dock space is difficult to secure. Finally, for extended cruising, the extra storage space provided in the typical monohull has many advantages.



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## INSTRUCTOR TIP

By Capt. Christoph A Winter

### More Power To You!

A functioning electrical system with a minimum of two batteries is at the heart of the vessel infrastructure. These “black boxes” allow us to start the engine, run electronics and provide the necessary energy for our running lights during long night passages. While we cannot easily change the electrical system on a boat, we can still avoid unpleasant surprises by watching a few key aspects:

Diligently draw power only from one battery at a time, avoiding the ‘All’ setting on the switch like the proverbial plague. Know which battery you are drawing from (#1 or #2), know its charge state (12.6V voltage without load indicates full charge for a common wet cell battery), and know its capacity (typically around 100 AmpereHours (Ah) for typical smaller batteries.

Never deplete a battery to more than 50 percent of its capacity. To find out your depletion, multiply the current drawn by the total time you are drawing that current to give you the consumption. For example, drawing 0.5A for a typical cabin light for five hours will use 2.5Ah of the battery’s capacity.

Ensure that a battery is charged fully (or almost fully) a few times during the season. The consequences of undercharging are most notably “sulfation” of the plates, which is synonymous to loss of mojo for the battery. The battery may appear fully charged but is unable to deliver specified capacity. A process called “equalization” may restore the full capacity, but it is also hard on the battery itself.

Don’t forget to check the water level (distilled!) in the



cells if you have wet cells with filler caps. The level should be well above the top of the plates. Often overlooked, low electrolyte levels in the cells can and will destroy your battery. A note on battery sizing: Your engine should start on one battery alone. If you require the “All” setting, you have no redundancy or your batteries have deteriorated too much. Time to upgrade or replace!

Much is written about electrical systems, and, like everything else on board, a lot can be studied. With the few suggestions above, you’ll hopefully have time and light enough to learn even more.

*Capt. Christoph A. Winter has been an ASA Sailing Instructor for over 12 years, teaching more than 1,000 students mostly in advanced courses and navigation. He is a USCG-licensed Captain and received the ASA Outstanding Instructor award twice.*

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