


THE JOURNAL OF THE  ASSOCIATION

# AMERICAN SAILING

## ADVENTURE AT SEA: ZAC SUNDERLAND - SOLO AROUND THE WORLD

**I**t was June 14, 2008, and the Marina del Rey boat show was in full swing. The annual show that brings in yacht dealers and exhibitors from near and far, people from every walk of life, the rich, the famous and the wishful. It was much like most boat shows, but there was something different. There was a buzz of excitement in the air. Yes, and there was media representing local, national and international TV. On this day it was particularly crowded, for on this day young sixteen-year-old Zac Sunderland was to embark on a cruise around the world, attempting to become the youngest person to circumnavigate the globe single-handed on his thirty-six-foot Islander sailing yacht *Intrepid*.



©2009 Lisa Gizara  
On June 14, 2008, Zac Sunderland began his attempt to become the youngest person to circumnavigate the globe single-handed on his thirty-six-foot Islander sailing yacht, *Intrepid*. He will need to accomplish this feat prior to turning eighteen years and 41 days old in order to beat the current record.

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## LIVING THE DREAM • BLACK BOATERS SUMMIT BY PAUL MIXON



Capt. Bill Pirkey and Kendrick Malone, formerly with the BVI Tourist Board, enjoy an island evening in the BVI's

**W**hen I got hooked on sailing 30 years ago, I never expected that one day I would be the organizer of a popular annual flotilla in the British Virgin Islands called Black Boaters Summit. My friend Hank, also African American, owned an Erickson 35 he bought in 1968. We went sailing out on San Francisco Bay on one of those rare eighty-degree days and I was hooked. I knew that I had to have my own boat. So, in 1974, I purchased a Rhodes Traveler 32 Ketch.

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- >> Instructor Tips  
Sailing with Kids

SPRING 2009



ASA's new web site provides members with great new tools that allow them to easily update their information, provide proof of certification when chartering and see member benefits.

Lee Holmes, ASA's new web development director, has completely redesigned the ASA Member Only section of our website and added several fantastic new features. Some utilize the latest web community and communications tools the web has to offer. Other features provide powerful tools for managing and tracking your sailing certifications and experience. All are easy to use!

After logging in for the first time using your last name as the username and ASA ID number as your password, you'll be able to: update or change your address and contact information, add a personalized username and password, view your ASA certifications (or show to a charter company online), see your member benefits and view the current two *American Sailing Journals* in our new digital page flip format. You will also be able to access two very powerful, brand new features: The ASA Member Online Sailing Logbook and BoatDOC.

With the online sailing logbook, you now can log the important details of each sail you take, both as a way to remember your trip and as a way to share your experience with fellow sailors, charter companies or sailing schools.

BoatDOC is the boaters' Digital Online Community. At the BoatDOC you can share videos, audio, photos and stories. BoatDOC also has community email, blogs, real-time instant messaging (IM) and web video. Create your user profile and start enjoying unlimited uploads and possibilities at the BoatDOC. BoatDOC is a great way to find someone in your area (with a sailboat!) to go sailing with or to get answers to your sailing questions.

# The Charley Noble

ASA's fifth annual Member event, American Sailing Week, will be held April 17 to 24 in Antigua at Sunsail's Club Colonna. If you haven't already done so, take a minute to check out both the videos and the photos from prior years. You'll see why we have so many repeat customers and get an idea of what you'll be missing if you don't sign up!



Details of this fantastic week of sailing and fun can be found at [asa.com](http://asa.com). You can also e-mail Kathy Christensen at: [kc@american-sailing.com](mailto:kc@american-sailing.com).

This year's event is even more spectacular since the event dates coincide with the annual Antigua Classic Yacht Regatta, which will give all the attendees an even better taste of everything that Antigua has to offer. Check out [www.antiguaclassics.com](http://www.antiguaclassics.com) for more information on the 2009 Classic Yacht Regatta.

We invite you to check out our newly updated website; take a few minutes to look around. ASA's new web master has cleaned up the structure and added a number of new features. One really cool addition is an animation tool to liven-up our online American Sailing Journals.

Definitely visit our all-new ASA members-only area, login and set up your new account if you have not done so already. There are too many new features there to mention in this column, so I devoted this edition's "ASA Update" to talking about them!

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

## THE AMERICAN SAILING JOURNAL

[www.american-sailing.com](http://www.american-sailing.com)    [info@american-sailing.com](mailto:info@american-sailing.com)

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## FEATURE STORY

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### Set to Sail

Looking at his life, it is as if Zac Sunderland has been preparing for this trip his whole life, without knowing it! His shipwright father, Laurence, grew up on the south coast of England and had a dinghy before a bike. In the same vane, Zac spent much of his youth aboard the family sailboats that Laurence would buy, refurbish and sell as a part of his Yacht Management business ([www.sunyachts.net](http://www.sunyachts.net)). Family trips to England, Australia and New Zealand always included sailing and water sports.

When Zac was between nine and eleven years old, his family spent three years cruising the Channel Islands off Southern California and down to Mexico aboard their Aleutian 51' *Amazing Grace*. This was a formative experience for Zac as well as reading of the sailing adventures of Robin Lee Graham, BJ Caldwell and Jesse Martin. As Zac grew up, he began to accompany his father to work and learn the ins and outs of yacht maintenance, repair and installations. He began to travel along on yacht deliveries, initially for fun and ultimately as paid crew. When Zac began to think beyond his schooling, working and sports for a greater adventure, sailing seemed a natural choice.

Preparing a vessel for the ocean in a relatively short time is a huge undertaking. The 1972 Islander 36 Zac bought with his own savings was tired and in need of much help. With the help of his father, a complete refit including new wiring, rigging, instrumentation, a new engine and some unique modifications for a blue water cruising were made. Laurence Sunderland, a shipwright, surveyor and delivery captain, worked tirelessly to make *Intrepid* a yacht suitable for blue-water cruising. He was not alone. The huge amount of support and volunteer service from local marine professionals was a true



Photo by Laurence Sunderland

(Top) Zac's vessel *Intrepid* was rigged by him, his father and others to make it suitable for his voyage. (Below) Zac is happy he has had the opportunity to meet many new people and hopes to return to ports he has visited at a later date when he is able to stay longer.

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# LIVING THE DREAM

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I berthed her in Ballena Bay Marina in Alameda, Calif. Then, in 1980, my wife and I sailed our boat Tangalooa south through the Panama Canal to Florida. It was a wonderful three-year adventure filled with lots of “stories” and memories.

My instant love of the sport gave rise to a dream of introducing sailing to other African Americans, still a minority in the sailing community. I was fortunate. I had my friend Hank to introduce me to sailing. Most people, and especially African Americans, have no such person. African Americans are not widely recruited to join yacht clubs; and, except for a handful of African American Sailing Organizations, there is very little outreach to the black community by the sailing industry.

So, I figured that since the industry is missing the boat and not targeting African Americans, why don't I target African Americans and have them go sailing with me?

### A Friend and a Dream

My good friend, Captain Bill Pinkney, 71, had his own sailing dreams. In 1985, remembering *Call It Courage*, Armstrong Sperry's classic adventure tale, Captain Bill began planning a remarkable solo voyage around the world. It would be the ultimate inspirational legacy to leave his grandchildren.

In August, 1990, at the age of 54, Pinkney left Boston on his 47-foot (14-meter) cutter, Commitment. Opting for the more challenging southern route, his journey took him to Brazil, Australia, South Africa, Uruguay, and Bermuda—and through tropical storms, 70-mile-an-hour winds, and 55-foot waves. After 22 months and 32,000 nautical miles, he sailed safely back to Boston's harbor.

Bill is the real deal. Not only did he circumnavigate the globe alone, but he chose the most difficult passages in the world. As the first African American to sail the world alone, Captain Bill's voyage was followed by hundreds of schoolchildren via computer and on satellite radio and television.



(Top) The Black Boaters Summit gives sailors of color the chance to come together to learn and have fun. (Below) The captains gather for a group photo on an inviting beach.

After being introduced by a mutual friend fifteen years ago, Bill and I planned how we could work together to attract African Americans to sailing. I had a few entrepreneurial skills that I used to organize the effort. Pinkney used his reputation as a master mariner and a positive role model to draw people to the trips, and Black Boaters Summit was born.

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If you fly to San Diego, an SDAA instructor will meet you at San Diego's L. Ingalls Field and bring you to Shelter Island Yacht Basin. Upon arrival you'll board one of our beautiful 30' yachts. All our charter yachts specifically purchased and outfitted for live aboard sailing. Allowing you to enjoy a color-coded and labeled. All of our yachts are equipped with all the gear you'll need to prepare for chartering including: dinghy, motor, anchor, fuel, fueling device, rigging, boom vang, custom deck layout, VHF and Universal Inboard Diesel engine, jobed steering, self-cleaning water pump, and more. There are also full insurance and course insurance for your comfort. For chartering and our other sailing schools, our private centers do not cover live aboard.

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

The seven-day 100% ASA Bareboat Chartering/Inboard Diesel Chartering certification is our most popular program. A typical day might include a 15-mile day cruise to the south to Mission Bay, or you may set sail for the South San Diego Bay where Gibraltar Bay is located. You'll learn crew skills like jibing, reefing, and sailing a yacht using a chart, the compass, and the leadline/depth computer. You'll get practice in evening maneuvers, and getting to the anchor. Hauling in, reefing, and crew recovery, dousing water and fuel power are all taught in this class. Students will practice jibing a sailing trip on the spot with various wind and tide conditions and gain the best technique for the day. Lots of fun afternoon, students will dine and the instructor departs the boat.

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

email: sailing@SDAA.com



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**YSAI** (Yacht Sailing Association) is the largest sailing organization in the world. We offer a wide range of sailing programs for all ages and skill levels. For more information, visit our website at [www.yasai.com](http://www.yasai.com).

SDAA is a 501(c)(3) non-profit organization. We are committed to providing quality sailing instruction and promoting the sport of sailing. For more information, visit our website at [www.sdaa.com](http://www.sdaa.com).



## BUYING THE RIGHT SAILBOAT PART FIVE • USED BOATS

By Captain David C. Bello, Fair Wind Sailing School

This article is the last of a five 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.

### Identifying the Right Vessel

The upfront process to buying a used boat is identical to buying a new boat. As described in previous articles (previous articles are posted at [www.fairwindsailing.com/articles/index.html](http://www.fairwindsailing.com/articles/index.html)), gaining a thorough understanding of how you will use the boat, translating the planned usage into a set of boat features and finding the models/manufacturers that best meet your feature list is the right place to begin.

### Locating the Right Vessel

Once you know the manufacturer and model of the boat you are looking for, the first step is to find the available boats on the market. While sailing magazines and local brokers have traditionally been the first stop in this process and can be a valuable source of information, the internet is really the driving mechanism today to connecting boat sellers and buyers. While a handful of boats can be found on websites like Craigslist and Ebay, there will not be a large boat inventory on these sites, particularly for vessels over 25 feet in length.

Alternatively, clearing sites such as [www.yachtworld.com](http://www.yachtworld.com) will list almost every used boat for sale, contain pictures of the boats, detailed equipment lists and the geographic locations of the vessels. In addition, they will give you a good idea of the asking price and availability for a particular model – both in total and in your geographic area. With a few clicks and a little bit of time, you can get quite a good feel for the overall pricing as well as the features and equipment that seems to move the price up or down. Once this is understood, it is time to contact the sellers, view the boat and negotiate the price (a subject of an entire article and not addressed here.)

### Now What?

So, you've now seen the boat, agreed with the seller on pricing, signed the sales agreement and placed the deposit. Now what? You're done, right? Wrong, you have now entered the most dangerous time of the boat purchase process. There will be a natural relief when the price negotiation is complete and a sense that the purchase is complete, but it is not, your work has just begun.



Surveyor Jack Morman of Morman Marine Surveyors tests the hull for water intrusion with a moisture meter and mallet.

The key error to avoid is falling in love with the boat now. It can be difficult, you've seen her, agreed to the price, probably told your friends and already planned the first sail, but the boat isn't purchased yet, in fact it is far from it. Worse, you still don't actually know what you have purchased.

If you have dealt with a reputable broker or used any kind of standard sales contract, you will now have the option of taking the boat on a sea trial (test sail) and completing a survey (the survey will be required if you are financing the purchase and also by the insurance company even if you are not), before finally accepting the vessel. The sea trial and survey are the most important part of the sales process.

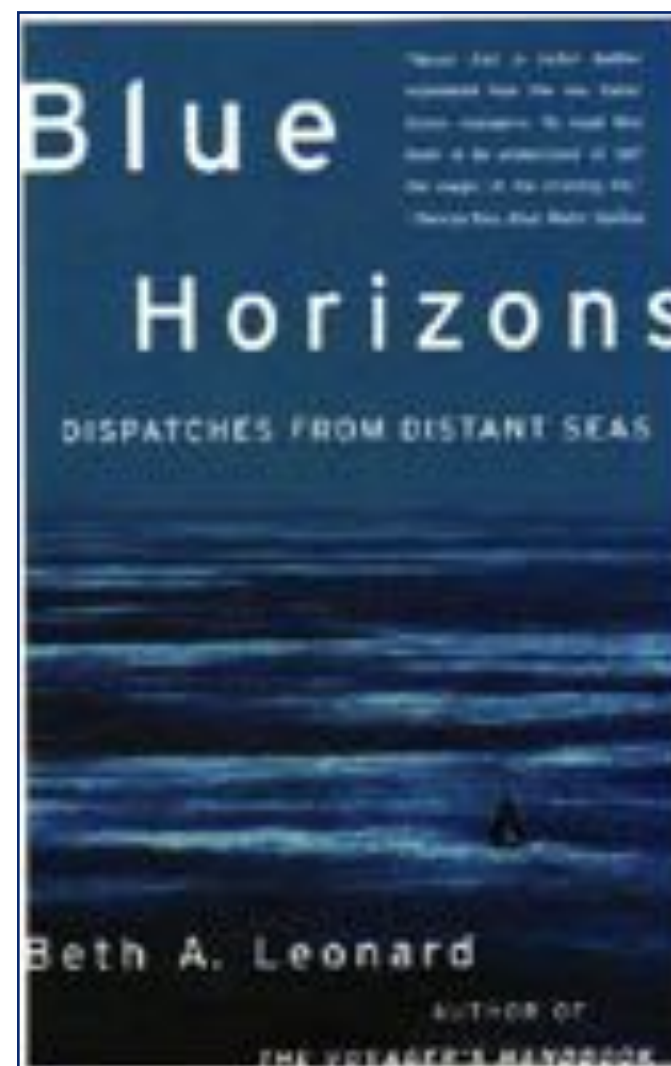
### Choosing a Surveyor

It is difficult to put enough emphasis on the importance of finding a good surveyor. My experience has been that finding a good surveyor is essential. I start by getting a list of local surveyors. Again, the internet can be used for a quick and thorough listing. Once surveyors are found, I interview several surveyors before I am ready to hire one. So what is a good surveyor? First, the surveyor should be certified through one of the major national agencies, such as the National Association of Marine Surveyors (NAMS), American Boat and Yacht Council (ABYC) or the Association of Certified Marine Surveyors (ACMS). These agencies require minimum levels of training and at least a benchmark of skill. I would not recommend a surveyor that isn't certified through at least one of the national agencies.

Next, you want someone who is experienced. Most certifying agencies have several levels of certification

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## ASA MEMBER BOOK REVIEW • BY GRACE BROCKWAY



Title: *Blue Horizons: Dispatches from Distant Seas*  
Author: Beth A. Leonard  
Publisher: International Marine/McGraw-Hill 2007  
Pages:177; Hardcover \$22.95

**B**lue Horizons is a collection of columns Beth Leonard wrote for *Blue Water Sailing* magazine. Less than a day-to-day log of their adventures, *Blue Horizons* is more a journal of a love affair with nature, the elements and the sea. Beth and her partner Evans have sailed more than 85,000 blue water miles and therefore have a marvelous assortment of memories with which to enchant, inspire and motivate. I found her response to the question, "Why do it?" to be particularly compelling. She writes, "The birds, the cliffs, the light, the sluggish sea, the mist from our breaths – all have coalesced into a defining moment of this voyage and of our lives. These are the moments we hunger for when we return to shore."

I found a kindred spirit in Beth in her love of being outdoors. I found myself nodding in agreement when she writes of how much she revels in the immediacy of a rain shower when aboard, how you cannot help but be aware of exactly when it stops and starts, and how closed-off she feels from this connectedness when she is stuck indoors.

This book is not only about the joys of sunny, warm sailing. Beth and Evans are particularly attracted to sailing in cold climates and have built their boat especially to withstand the rigors of rough sailing.

While that sort of sailing does not appeal to me, I still found myself entranced by her descriptions of surviving an exceptionally bad gale and seeing her first wandering albatross as dawn slowly lights the sky after a night of intense strain and uncertainty, and the uplifting feeling of accomplishment she experiences with each tough passage.

I can't help but feel that both novices and experienced sailors will find inspiration from Beth's musings. She has a wonderful way of waxing philosophical about events without sounding stuffy or overbearing.

Rather, she gives us gentle musings about nature and sailing, showing us how entwined the two are for her and encouraging us to give the cruising life a try, to experience this beautiful interconnectedness for ourselves.

She speaks of the different views people have about various aspects of sailing, saying, "Many cruisers view passages as a necessary evil to get them from one place to another, but for me passages have always been a way to cleanse myself, to let go of the unceasing busyness of shore life and come to a quiet place inside myself that I cannot seem to reach any other way." Later, she adds, "After a passage I return renewed, awake to wonder, full of joy, and reassured that the sea awaits when I need to find myself again."

Whether you are still in the dreaming stage, or an experienced sailor, this book will encourage and entertain you, but most of all it will inspire you.

Grace Brockway fell in love with sailing a short four years ago with the Valcour Sailing Club on Lake Champlain, near Plattsburgh, NY. Moving south for a longer sailing season, she currently does her sailing on Lake Lewisville, near Dallas, Texas, with her husband, Captain Bill, who teaches at ASA Affiliate Magellan Sailing Center. What little time is not spent aboard their 30-foot TMI is devoted to cherishing their two granddaughters, Abilene and Delia.

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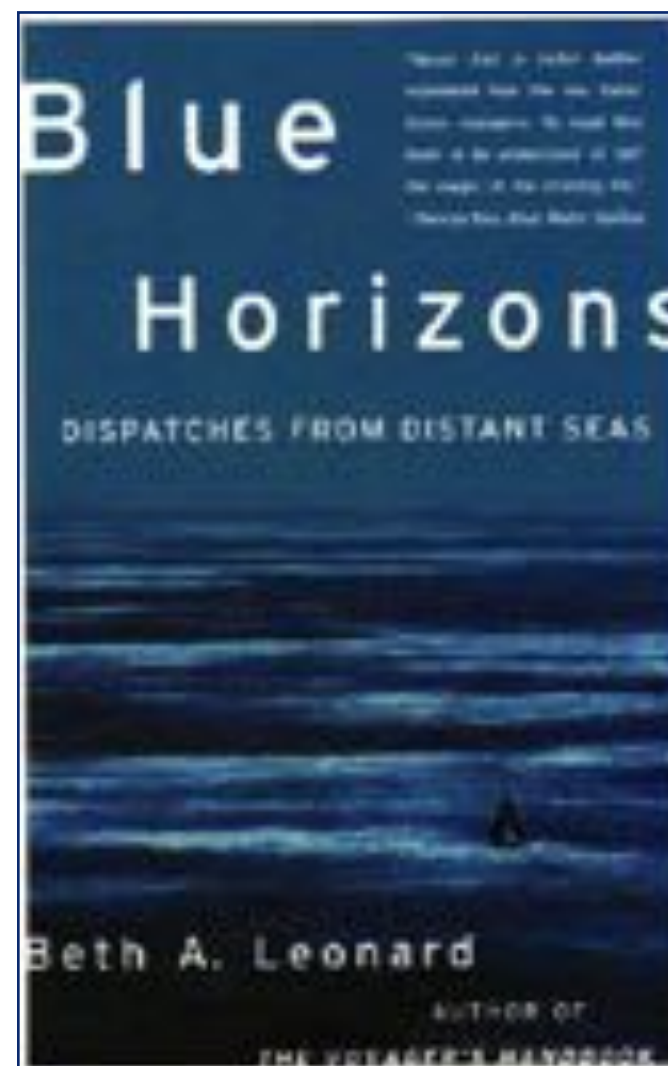
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## ASA MEMBER BOOK REVIEW • BY GRACE BROCKWAY



Title: *Blue Horizons: Dispatches from Distant Seas*  
 Author: Beth A. Leonard  
 Publisher: International Marine/McGraw-Hill 2007  
 Pages:177; Hardcover \$22.95

**B**lue Horizons is a collection of columns Beth Leonard wrote for *Blue Water Sailing* magazine. Less than a day-to-day log of their adventures, *Blue Horizons* is more a journal of a love affair with nature, the elements and the sea. Beth and her partner Evans have sailed more than 85,000 blue water miles and therefore have a marvelous assortment of memories with which to enchant, inspire and motivate. I found her response to the question, "Why do it?" to be particularly compelling. She writes, "The birds, the cliffs, the light, the sluggish sea, the mist from our breaths – all have coalesced into a defining moment of this voyage and of our lives. These are the moments we hunger for when we return to shore."

I found a kindred spirit in Beth in her love of being outdoors. I found myself nodding in agreement when she writes of how much she revels in the immediacy of a rain shower when aboard, how you cannot help but be aware of exactly when it stops and starts, and how closed-off she feels from this connectedness when she is stuck indoors.

This book is not only about the joys of sunny, warm sailing. Beth and Evans are particularly attracted to sailing in cold climates and have built their boat especially to withstand the rigors of rough sailing.

While that sort of sailing does not appeal to me, I still found myself entranced by her descriptions of surviving an exceptionally bad gale and seeing her first wandering albatross as dawn slowly lights the sky after a night of intense strain and uncertainty, and the uplifting feeling of accomplishment she experiences with each tough passage.

I can't help but feel that both novices and experienced sailors will find inspiration from Beth's musings. She has a wonderful way of waxing philosophical about events without sounding stuffy or overbearing.

Rather, she gives us gentle musings about nature and sailing, showing us how entwined the two are for her and encouraging us to give the cruising life a try, to experience this beautiful interconnectedness for ourselves.

She speaks of the different views people have about various aspects of sailing, saying, "Many cruisers view passages as a necessary evil to get them from one place to another, but for me passages have always been a way to cleanse myself, to let go of the unceasing busyness of shore life and come to a quiet place inside myself that I cannot seem to reach any other way." Later, she adds, "After a passage I return renewed, awake to wonder, full of joy, and reassured that the sea awaits when I need to find myself again."

Whether you are still in the dreaming stage, or an experienced sailor, this book will encourage and entertain you, but most of all it will inspire you.

Grace Brockway fell in love with sailing a short four years ago with the Valcour Sailing Club on Lake Champlain, near Plattsburgh, NY. Moving south for a longer sailing season, she currently does her sailing on Lake Lewisville, near Dallas, Texas, with her husband, Captain Bill, who teaches at ASA Affiliate Magellan Sailing Center. What little time is not spent aboard their 30-foot TMI is devoted to cherishing their two granddaughters, Abilene and Delia.

## SAFETY AT SEA • HEAD-ACHES NO MORE

By Capt. Christoph A. Winter

On a recent, interesting trip (in the Chinese proverb sense), I was again reminded that the marine head, perhaps even more so than the engine, is one of the most critical pieces of equipment onboard. If it becomes unreliable or even fails, a trip can turn into a nightmare with mutiny not far behind. Here are some simple steps to keep your head healthy and a few suggestions from the doctor in the Intensive Care Unit should these attempts fail:



Most traditional heads depend on water to lubricate all components and to assure an uneventful emptying of the bowl. Make sure the intake seacock and the head-mounted valve (see location #1 in picture) are both open and the head is primed with two to three pump strokes of water. It will be too late 'afterwards.' No water coming in? "Stop right there and speak to someone with more experience," - for brevity this instruction will be referred to as "SRTASTSWME," throughout the rest of the article.

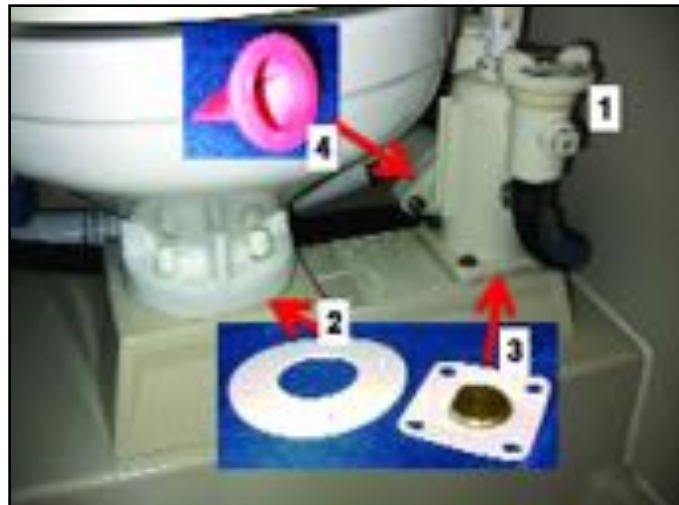
### Didn't eat it? Don't flush it!

The old advice of only flushing what has been eaten before still applies and can't be over-emphasized! Skippers need to remind everyone that nothing else (except thin toilet paper in frugal quantities) should be flushed down the 'wet' head. The advertising for many products is utterly misleading as you'll find out when the product encounters the delicate innards of our heads! Remember comment number one? Plenty of water as administered by even, gentle, full pump strokes will remove almost anything under 2) from the bowl. Something doesn't look right? By all means SRTASTSWME! After clearing the bowl, five to ten pump strokes will also clear the lines and deliver the wares to the temporary seclusion of the holding tank.

Life isn't always perfect as we found out during a recent charter trip. Understanding the boat's plumbing system, a subject usually covered *ad nauseam* (no pun intended) during the Bareboat Course, is important but, short of this, here are a few pointers that might help in a bind.

### Troubleshooting 101

Symptom: No water coming into the bowl when the pump handle is pulled upward after a few strokes. After SRTASTSWME, the conclusions might be a) one of the intake valves isn't open (99 percent case); or b) the intake is clogged or obstructed on the outside (less than one percent case). Both issues are easily resolved. Other intake-valve-related problems are extremely rare.



Symptom: Water pumps into the bowl with every upstroke, but nothing is evacuated at the bottom, thus leading to gradual filling of the bowl (SRTASTSWME!). This describes our recent character-building experience. Since the top part of the pump is obviously working fine, the problem is in the lower part. Component #2 is the main seal upon which the bowl rests. The critical component that failed in this scenario is the flapper valve (#3) at the bottom of the pump assembly. We had a case of 'dry flush' (remember that from the Bareboat Test?), which clogged the entire drain line between main seal #2 and the flapper valve #3 at the bottom of the pump. The only remedy is removal of pump from its base and clearing of the obstruction bowl-side of the flapper. Despite the initial shudder, the feeling of accomplishment should be rewarding enough!

Symptom: Water pumps into the bowl with every upstroke and waste is pumped out of bowl but returns on next downward stroke. The culprit? Could it be the joker? On first thought, it can't be 1) or 2) with some level of certainty. The joker valve (#4), a rubber half-sphere with a narrow slit, separates the output of the pump from the downstream plumbing lines. If the slit remains open (perhaps due to a hair ball, Band-Aids or even-more exotic things) the pump re-cycles waste from the plumbing lines, squeezing it through the flapper valve (#3) and back into the bowl. Another case of SRTASTSWME! Removal and cleaning of the joker valve usually exceeds the endurance of most charterers. The valve itself is usually quite 'clean' but the same can't be said about the backflow from the plumbing lines. Nonetheless, armed with a few paper towels, a tray and proper personal protection this, too, is solvable and leads to a deeper appreciation of the system as a whole.

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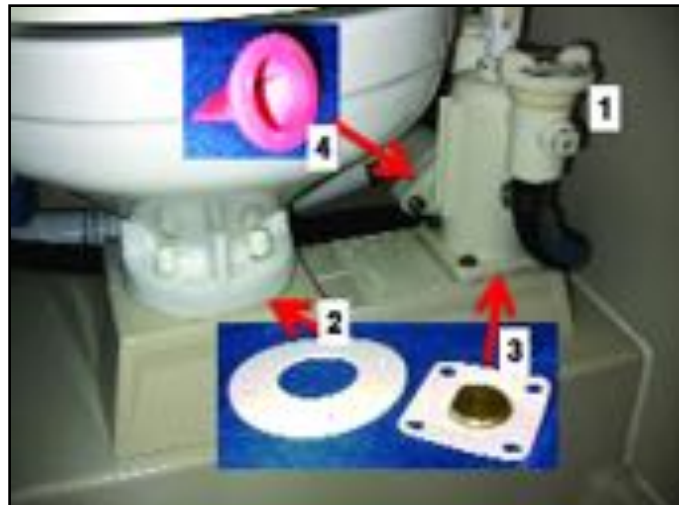
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## FEATURE STORY

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testimony to the character and quality of the marine industry. The refit took three and a half months to complete. For a complete list of supporters, sponsors, boat specs and more, check out Zac's web site at [www.zacsunderland.com](http://www.zacsunderland.com).

Zac's upbringing has uniquely qualified him for this trip. Being raised in the yachting arena and having lived on yachts for much of his life has given him an understanding of a life at sea. His parents, both avid sailors, fully support his decision and are behind him all the way.

### So Far, So Good

In mid-January, 2009, Zac was well over half way around world and has been tried and tested, nearly to his limits at times. He has overcome adversities and hardships and experienced great joy and made many new friendships. Upon completion, Zac's trip will have taken him nearly 24,000 miles with planned stops in Marina Del Rey, Calif., to Honolulu, Hawaii, to the Marshall Islands, on to Port Moresby, Papua New Guinea for an emergency repair then on to Darwin, Australia, on to Cocos Keeling Island, on to Rodrigues Island, a stop for emergency repairs, Mauritius, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town, South Africa. Then on to St. Helena, Trinidad and Tobago, Panama, and then back to Marina del Rey in Southern California. The trip has been quite eventful. From discovering water in his engine oil to a broken boom in the middle of the Indian Ocean, Zac has overcome adversity with his own courage and talent as well as the kindness and talents of locals along the way. By the time you read this article, Zac will be homeward bound or already home!

Inspired by another teen sailor, Robin Lee Graham, who set sail on his own solo circumnavigation back in 1966, Zac has set out to find adventure setting himself the challenge to become the youngest person ever to solo circumnavigate. He needs to be back before he is 18 years and 41 days old, the age of David Dicks of Australia who sailed non-stop, solo and nearly unassisted around the world back in the 90s. Once he returns to the United States he plans to chronicle his adventures in a book and a documentary with his film captured during the voyage. He has already considered doing the trip again only slower this time and with crew.

"It has been all that I dreamed that it would be and more." said Zac. "Now I'd just like to be able to stay longer and really explore some of these amazing places that I've been privileged to see."

Article by Laurence and Marianne Sunderland. For Zac's daily blog, more information and possible sponsorship opportunities go to [www.zacsunderland.com](http://www.zacsunderland.com).



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Zac's trip has already taken him through Hawaii, Papua New Guinea, Australia and many other exotic ports. His lifetime of learning about the sea makes him uniquely qualified for the journey.

## WHERE AM I?



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# SAILING DESTINATION

*Puerto Rico and the Spanish Virgin Islands • Story by Jo Anne Richardson*



The Spanish Virgin Islands offer deep-water cruising with an unspoiled quality for the tranquility seeker.  
Photo courtesy of Puerto del Rey, Inc.

## The Old Caribbean

For a sailing vacation that transports you to the Caribbean of forty years ago, don't miss an opportunity to visit Puerto Rico and the Spanish Virgin Islands (SVI) – also known as the Passage Islands. These islands provide great sailing opportunities in crystal clear waters, without loads of tourists or un-checked development. The charm of the SVIs is not just their hard-to-beat location, but their quiet harbors, friendly locals and exceptional sailing grounds.

Located just east of the island of Puerto Rico, the islands consist of Vieques, Culebra and numerous smaller islands and cays. Because they are a part of the Commonwealth of Puerto

Rico, a U.S. territory, no passport is required. Travel to the islands is easy because of the no passport requirement (for Americans) and the numerous direct flights from the U.S. mainland to San Juan, the Puerto Rican capital.

The relative lack of development in these islands is due, in large part, to the presence of the United States government. For over sixty years, parts of Culebra, and later, Vieques, were used as Navy gunnery and bombing practice sites. Because of the extended Navy presence and a large refuge located on Culebra, much of the islands were left untouched by developers. Although the Navy pulled out in 2003, there are still no large scale hotels, resorts, or residential

communities in the archipelago.

## Exciting Culture

Before starting your sailing adventure, a stay on the island of Puerto Rico, is highly recommended. For example, you may want to fly in, spend a few days exploring, then head off for a week of island hopping.

In San Juan, tour Old San Juan, the historic colonial section of the city. This picturesque area contains some of the most striking architecture in the Caribbean, much of it dating back to the sixteenth and seventeenth centuries. The pastel facades, wrought iron balconies and cobblestone streets give the area a unique appearance. Plus there are many shops and

restaurants to explore.

Outside of the San Juan metro area, check out, to the east, El Yunque, the only tropical rainforest in the United States Forest system; in the central region, Río Camuy Cave Park, the third largest ground water cave system in the world; Arecibo Observatory, an astronomy and planetary studies research center; and the town of Ponce with its striking architecture and internationally renowned Museum of Art of Ponce.

## Sailing Heaven

After checking out the cultural, shopping and outdoor opportunities on Puerto Rico, it's time for a sailing adventure. For most of the year, the weather in the Puerto Rican archipelago is pleasant, with steady winds and temperatures in the seventies in the winter to the eighties in summer. During winter, northeast trade winds average 15 – 18 knots; however, December winds often blow in stronger. Summer weather is more predictable, but hurricane season runs from July to October.

To start, take a taxi or rental car from San Juan to Fajardo on the eastern tip of the island (about an hour's drive, depending on traffic). At Marina Puerto Del Rey in Fajardo, you'll find a number of charter companies, including Caribe Yacht Charters, which also has a base in Culebra.

## A Jewel Called Culebra

There are two choices when departing Fajardo - head east toward Culebra, or southeast to Vieques. If you head to Culebra, you'll see the island of Palomino, an excellent snorkeling spot and then Cayo Luis Peña, a two-mile-long wildlife refuge that is a great anchorage and a short dinghy ride from Culebra's reefs.



Photos courtesy of Puerto Rico Tourism Company (Above) Puerto Rico's rich culture is a draw for visitors. (Below) With so many historic sites, architectural visits are a must.

Culebra itself is the smallest of the inhabited islands. It is arid, meaning there is no run-off from streams or rivers, helping to keep the waters clear. And because the coastline and one third of the interior is the Culebra National Wildlife Refuge (overseen by the U.S. Fish and Wildlife Service) pristine coral reefs, a large variety of fish, endangered sea turtles, and a large colony of seabirds are protected.

After a day sailing, exploring local waters, and walking Culebra's beautiful Playa Flamenco, anchor in Ensenada Honda on the south side. The entry to Ensenada Honda is well marked but is small and surrounded by coral reefs. It's best to pay careful attention, particularly in strong winds, when entering or leaving this winding harbor.

In Dewey, a pleasant town of 2,000 located at the head of Ensenada Honda, you won't find resorts or nightclubs. You will find a few locally-owned bars,

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Photo courtesy of Puerto Rico Tourism Company

(Left) Historic El Morro in San Juan is a must see for visitors. Most sailors who choose to charter will fly into the capital city of San Juan. (Below) After arriving on the "big island," sailors can visit the smaller and less developed islands of Culebra and Vieques, to the east.



## SAILING DESTINATION

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restaurants and grocery stores where you can re-supply.

### Luminescent and Lovely

Next, sail the 18 nautical miles or so south, through the Vieques Sound, to the island of Vieques. Vieques, home to over 8,000 residents, is one of the Caribbean's most beautiful anchorages. In the town of Esperanza, you'll find a seaside promenade, picturesque restaurants, grocery stores, fuel stations and other services.

Off Vieques, you'll find more opportunities for snorkeling and diving. The most famous local activity is a night time visit to the island's two bioluminescent bays, including Bahía Mosquito. This bay is lit by millions of luminescent microorganisms that brighten when disturbed by movement. Tour operators in Esperanza can take you to see the bay, or, if you are anchored in Ensenada Sun Bay, and the waters are calm, simply ride the dinghy over.

After leaving the southern part of the island, sail toward Green Beach on the northeastern edge. When heading this way, keep an eye out for Escollo de Arenas, an area of shoal waters just off Green Beach.

### A Unique Adventure

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Jo Anne Richardson is a Seattle-based writer and photographer. Her work has appeared in numerous publications.

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- Weekend Cruising
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Photo courtesy of Puerto Rico Tourism Company

(Left) Historic El Morro in San Juan is a must see for visitors. Most sailors who choose to charter will fly into the capital city of San Juan. (Below) After arriving on the "big island," sailors can visit the smaller and less developed islands of Culebra and Vieques, to the east.



## SAILING DESTINATION

continued from previous page

restaurants and grocery stores where you can re-supply.

### Luminescent and Lovely

Next, sail the 18 nautical miles or so south, through the Vieques Sound, to the island of Vieques. Vieques, home to over 8,000 residents, is one of the Caribbean's most beautiful anchorages. In the town of Esperanza, you'll find a seaside promenade, picturesque restaurants, grocery stores, fuel stations and other services.

Off Vieques, you'll find more opportunities for snorkeling and diving. The most famous local activity is a night time visit to the island's two bioluminescent bays, including Bahía Mosquito. This bay is lit by millions of luminescent microorganisms that brighten when disturbed by movement. Tour operators in Esperanza can take you to see the bay, or, if you are anchored in Ensenada Sun Bay, and the waters are calm, simply ride the dinghy over.

After leaving the southern part of the island, sail toward Green Beach on the northeastern edge. When heading this way, keep an eye out for Escollo de Arenas, an area of shoal waters just off Green Beach.

### A Unique Adventure

The Spanish Virgin Islands provide the best of both worlds; an un-crowded, largely undiscovered sailing experience in the islands, coupled with the cosmopolitan

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 800-866-7827

For charter information, contact:

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Caribbean Sailing School Ltd.  
<http://www.csspr.com/charters.htm>

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<http://www.bmsailingpr.com/>

and fun-to-explore island of Puerto Rico. Exploring this area provides not only excellent sailing opportunities but discovery of some of the most beautiful and untouched waters in the Caribbean.

Jo Anne Richardson is a Seattle-based writer and photographer. Her work has appeared in numerous publications.

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## LIVING THE DREAM

continued from page 4

### Starting Out

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SunSail provided me with four boats to use for free in Tortola, and I went to work filling them with NBS skiers. In fact, the response was so great, we added another six yachts. In September of 1997, we set sail with our first flotilla of ten boats, and a business was born.

Today, out of my home in Richmond, Calif., I share my sailing dream with others through the Black Boaters Summit, an annual summer sailing flotilla held in the British Virgin Islands.

In 1997, Black Boaters Summit initially tested the waters with only ten boats. Now in its twelfth year, the event has grown exponentially. At one recent summit, 280 primarily non-sailors, participated on 24 boats. All of the boats'

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captains are African-American men and women who have made sailing their sport. It has evolved into a network that has created many lasting friendships and six marriages.

We have also taught sailing in the BVIs and have created sixteen captains over the past twelve years.

### Continuing to Work

BBS continues to be an uphill battle mainly because the sailing industry focuses its attention on white males who already sail. BBS' goal is to show people who do not swim and have no previous exposure to open water, that sailing is a sport for everyone. However, at the end of the day, it's very rewarding to see the smiles on the faces of all of our first-timers.

As Captain Bill would say, "You can't make fantasies happen, but you can make your dreams come true." That's what I'm most proud of. Bill and I have both turned our dreams into reality not just for us, but for many others as well.

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## BUYING USED

continued from page 6

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Next, find a surveyor experienced on the make, model and year of the vessel being purchased. If you are buying something unusual this may be difficult, but if you are buying any of the production models typically sailed in your geographic area, this should not be an issue. A good surveyor should know the construction of the boat you are purchasing and be able to tell you the typical issues found with the boat over the phone before he/she has even seen the boat.

Finally, understand what the surveyor will be checking. If the top of the mast, the engine operation or bottom will not be inspected, keep calling – these are all critical aspects of the vessel that must be inspected. In summary, find a certified, experienced surveyor who knows the boat you are purchasing, has experience surveying it and is going to inspect the entire vessel and everything in/on it.

## The Survey and Survey Report

Now comes the actual survey. You should make every effort to attend the survey in person. I have witnessed at least a dozen and learn more about boat construction every time. Once the survey is completed, you will get a detailed report. This will be the time to relax as you learn the boat you were once in love with has 20, 30 or even 60 defects. Don't worry. The important thing is how serious the issues are, not how many there are. I recommend dividing the survey results into three categories:

**Deal Breakers** - Failure of these items is so serious, consider strongly the possibility of rejecting the vessel and finding another to buy. Items in this category can include all very expensive items (engine, transmission, major tank leaks for example), all safety items (standing rig condition for example) and all things that could structurally threaten the vessel (deck integrity, hull integrity, keel bolts, etc.). Failure of these items is so serious (or expensive), consider strongly the possibility of rejecting the vessel and finding another to buy if there are any issues with these items.

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## FEATURED FACILITY

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The most rewarding part of sailing school ownership has been the relationships developed over the years, beginning with our wonderful staff of captains, the ASA staff, other sailing schools, and the countless students we have met over the years. It brings great satisfaction to work together as a team with others and watch as students are amazed at the miracle of sailing. It reminds all of us of the first time we tightened the sheets and the boat moved!

### Sailing History

Windward moved their classroom location to a historic house in downtown Fernandina Beach on Amelia Island, Fla., last year. The Victorian house, built in 1907, was built by Captain William Bell, a local harbor pilot. Captain Bell, and his brother, James, were identical twins who moved to Fernandina during the rebuilding period after the Civil War. They were both harbor pilots in the days when the first captain to reach an incoming ship would receive the job of escorting the vessel safely in. At first, the shipping industry was slow, so they began building homes for additional income. Prior to the Victorian era, almost everything had to be made by hand, even nails. The availability of cheap machine-produced nails and uniform lumber produced by sawmills and transported by rail revolutionized construction. In addition, mass produced banisters, cornices, and other decorative items were readily available, and new premixed paints were available for the first time in a wide variety of colors. The brothers saw the opportunity and began to build.

By the latter part of the nineteenth century, Fernandina was such a busy shipping center, that harbor pilots didn't lack for money. They nevertheless seemed to enjoy their successful sideline business. Starting with simple cottages built for themselves, and other pilots, the Bell brothers subsequently utilized more and more gingerbread trim and detail, creating examples of architecture that stand today as part of their enduring legacy on Amelia Island. Nine of their homes remain, including the Captain's House, better known as the "Pippi Longstocking House," from the movie that was filmed there in the 80s, and our new building, known as



Horseback riding on the beach is one of the incredible adventures offered near Windward Sailing.

the "Lowe House," from the first residents there. Each of the houses they built has a trademark bell-shaped figure at the top of each gable.

The home was partially restored in 1999, and we have done a good bit of restoration ourselves, especially during our slower winter period. We didn't know of the nautical heritage of the house until after we acquired it, and are amazed that captains are once again in the house.

### Moving Forward with New Additions

In 2007, we added a captain and boat in Jacksonville, on the Ortega River. The location is near the Jacksonville Landing, in downtown, where Superbowl XXIX was held. This has helped to serve the Jacksonville market better.

The sailing is great on the wide St. John's River and the Atlantic is nearby. It is a beautiful area, and the Landing is set up exclusively for boaters, with shops, restaurants and live performances.

Windward Sailing has the greatest staff, and we are honored to work with them. All of them are USCG licensed and ASA certified. Because of their passion for sailing and desire to see students achieve, we have been recognized as Outstanding School for 2008 by ASA. Additionally, Windward's founder, Charley Weaver and I have just been awarded Outstanding Instructors for 2008.

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## ASA MEMBER PROFILE • J.I. "MIKE" FINLEY

It was truly a glorious day on the gulf coast of Mississippi, the day I became acquainted with sailing. It was a warm and sunshiny day in 1997. A friend of a friend asked a group of us if we would like to drive over to Mobile, Alabama, and go for a sail on his pristine old Morgan 35 Classic. We were excited. I had been an avid power boater for years, but I was a little skeptical about all the hype about sailing that I had heard from all of the sailing folks I knew. Our benefactor was the perfect host and a very accomplished sailor. He guided his "baby" out into Mobile Bay and away we went. In that instant, I was hooked. It was the experience of a lifetime! I vowed to go home and "get a sailboat of my own."

It came in the form of a Catalina 22. We rubbed and scrubbed her, painted and prepped her and away we went. At every opportunity, we put her in the water "to learn a thing or two." Then, that fateful day arrived as it seems to always do with power boaters and sailors alike - I got the "five foot-itis." It was my new dream to own a Pearson 35. I searched and searched, but to no avail. Then, one day while walking the docks of Mobile in search of my dream, I noted a somewhat under kept Pearson 30 for sale. That day the love affair began. I made the deal and sailed her home with the help of a long-time friend, who loves to sail.

It truly is a long step from the life as a high school principal in southern Mississippi to that of a full-time sailing fanatic, but the transition was by now a natural and fulfilling one. Even my two sons didn't think I was crazy. I found encouragement at every turn. After a brief year of sailing her, I made the decision to "race the ole Jolee." And, race we did. We entered every local PHRF race we could. With the help of my sail-maker, who guided me through the minefield of strategy and sail trim, we managed to win or place with regularity. It was one of the most rewarding experiences of my life to find something so utterly challenging as well as rewarding.

Having gotten a full measure of confidence from my day-sailing and racing experience I made the decision to become a more accomplished, "certified" sailor. With encouragement from a friend who had taken his ASA certifications at Chapman's in Florida, I contacted them. It was my intention to become a fully documented and accomplished sailor. This began yet another phase in my sailing experience. Two weeks of concentrated classroom and on the water experience allowed me to get all of the available sailing certifications ASA offers with the exception of celestial navigation and an instructor's status. The final test pitted us against some really foul weather and the Gulf Stream on a sail to the Bahamas



ASA member Mike Finley now enjoys voyages through the British Virgin Islands, the Florida Keys and the Bahamas thanks to ASA certifications and great experience.

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I have met more interesting and genuine people since learning to sail than can be described in such a short article. Suffice it to say that my sailing experiences, its friendships and associations, have enriched my life beyond simple words and descriptions. Also, the friendships and associations I have made as a member of this unique group, namely sailors, in whatever form, and members of ASA in particular, have only served to add to the pleasant and rewarding experiences I have enjoyed as a sailor. Fair winds and calm seas to each of you!

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## BUYING USED

continued from page 20

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## ASA MEMBER PROFILE • J.I. "MIKE" FINLEY

It was truly a glorious day on the gulf coast of Mississippi, the day I became acquainted with sailing. It was a warm and sunshiny day in 1997. A friend of a friend asked a group of us if we would like to drive over to Mobile, Alabama, and go for a sail on his pristine old Morgan 35 Classic. We were excited. I had been an avid power boater for years, but I was a little skeptical about all the hype about sailing that I had heard from all of the sailing folks I knew. Our benefactor was the perfect host and a very accomplished sailor. He guided his "baby" out into Mobile Bay and away we went. In that instant, I was hooked. It was the experience of a lifetime! I vowed to go home and "get a sailboat of my own."

It came in the form of a Catalina 22. We rubbed and scrubbed her, painted and prepped her and away we went. At every opportunity, we put her in the water "to learn a thing or two." Then, that fateful day arrived as it seems to always do with power boaters and sailors alike - I got the "five foot-itis." It was my new dream to own a Pearson 35. I searched and searched, but to no avail. Then, one day while walking the docks of Mobile in search of my dream, I noted a somewhat under kept Pearson 30 for sale. That day the love affair began. I made the deal and sailed her home with the help of a long-time friend, who loves to sail.

It truly is a long step from the life as a high school principal in southern Mississippi to that of a full-time sailing fanatic, but the transition was by now a natural and fulfilling one. Even my two sons didn't think I was crazy. I found encouragement at every turn. After a brief year of sailing her, I made the decision to "race the ole Jolee." And, race we did. We entered every local PHRF race we could. With the help of my sail-maker, who guided me through the minefield of strategy and sail trim, we managed to win or place with regularity. It was one of the most rewarding experiences of my life to find something so utterly challenging as well as rewarding.

Having gotten a full measure of confidence from my day-sailing and racing experience I made the decision to become a more accomplished, "certified" sailor. With encouragement from a friend who had taken his ASA certifications at Chapman's in Florida, I contacted them. It was my intention to become a fully documented and accomplished sailor. This began yet another phase in my sailing experience. Two weeks of concentrated classroom and on the water experience allowed me to get all of the available sailing certifications ASA offers with the exception of celestial navigation and an instructor's status. The final test pitted us against some really foul weather and the Gulf Stream on a sail to the Bahamas



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## INSTRUCTOR TIP

*By Capt. Jeff Bowen*

### Enjoying Sailing with our Youngest Sailors

#### Keep Them Involved

Find kid-sized jobs that make them a part of the crew. Younger children can be on look-out duty, coil lines and swab decks. Older children can hoist and trim sails, help navigate and even take the helm.

#### Bring "Unplugged" Kid Activities

Eventually, children will need a break from boat responsibilities. Items such as coloring books, wildlife guides to help identify local creatures and small magnetic board games fit nicely into a backpack. My rule is simple, as long as it does not run on electricity, it can go into the pack.

#### A well-fed crew is a happy crew

Keep the galley stocked with quick and easy treats. A pint size "ship's cook" doesn't actually have to cook anything but simply be in charge of passing out snacks.

#### Be aware of the Fear Factor

Burying the rail may make you smile and surfing down the face of a wave may relieve the stress of the office, but if the little tikes are clinging to mom in fear of not seeing their next birthday, it might be your last family cruise.

#### It's also about the Destination

I know, to us sailors it is all about the journey, but a little motivation can turn tiny passengers into eager crew members. Look for sailing destinations that have kid-friendly landfall rewards. An ice cream shop, a waterfront playground or a beach accessible by dinghy are big hits.



Teaching kids tasks that give them pride in their accomplishments makes them not just passengers, but crewmembers.

Captain Jeff Bowen teaches at The Sailing Academy on the Chesapeake Bay and has also cruised extensively with his wife and five children. The full article "Sailing With Children" can be read at [www.theSailingAcademy.com](http://www.theSailingAcademy.com).