


THE JOURNAL OF THE  AMERICAN SAILING ASSOCIATION
AMERICAN SAILING

ASA FLOTILLA - SAILING PINE ISLAND SOUND, SOUTHWEST FLORIDA

Charlotte Harbor and Pine Island Sound were the perfect locales for those looking to practice their Bareboat Charter skills. Our week was blessed with smooth water and refreshing sea breezes along with picture-perfect, warm, sunny days and cool evenings for peaceful nights' sleep. It was a very different experience from the BVI Charter. Instead of line of sight navigation and picking up a mooring buoy, we paid close attention to the chart and had practice both anchoring and docking in various configurations.

Eight boats participated in what was the most perfect February sailing week, with daytime temperatures in the upper 70s and low 80s.

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The pristine beaches of Cayo Costa State Park were one of the locales enjoyed by ASA sailors participating in the flotilla this February in the beautiful waters of Southwest Florida's Pine Island Sound. Photo courtesy of Dan Dirke.

ADVENTURES IN CRUISING • FROM CHARTERER TO CRUISER IN THREE WEEKS

I have always wanted to live on a boat. I have been around boats my entire life, sailing and working on them, but not living on a boat. My travels have taken me to different parts of the world where I have met "cruising" couples, families and the occasional solo sailor. These nomads have no time schedule, no real itinerary; they don't have to be back at the charter base by 12 pm next Saturday! These are the people who have cast off the "land lines," moved aboard, and sailed away from safe harbor, to explore and dream.

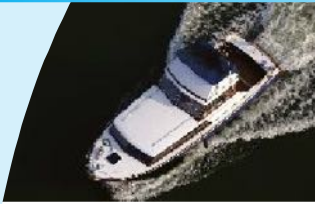
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SUMMER 2009

*Author
Valerie Wenzel*



ASA ADDS POWERBOAT COURSES

Here's some exciting news. For the first time in its 25-plus-year history, ASA will begin offering powerboat instruction! We have teamed up with the Recreational Powerboating Association (RPBA) to offer "Close Quarters Powerboat Handling."

This 12-hour, hands-on course will teach students both basic and advanced techniques for maneuvering a power vessel safely and confidently in confined spaces. The curriculum is specifically designed to teach the art of helmanship on single- and twin-engine inboards as well as single- and twin-engine outboards and stern drives. Although the primary target audience is skippers of cruising type boats in the 28-foot to 50-foot range, the principles certainly apply to any vessel under 65 feet in length with the targeted propulsion types.

Several aspects of the course make it unique among current options available for powerboat training. First, our hallmark will be hands-on, underway training that will help students quickly master critical, new skills while building both confidence and competence.

Second, the course comes in three different designs: Twin-screw inboard, Single-screw inboard, or Outboards & Stern drives (whether single or twin). Given the diversity of powerboats and different techniques for handling them, RPBA's propulsion-specific "Custom-Fit" powerboat instruction delivers targeted learning so that students achieve a higher level of training competency than other methods are able to provide.

Finally, RPBA has worked with the top experts in the field to develop a unique, comprehensive program combining a rich set of student materials—a color classroom textbook and separate on-the-water manuals for each propulsion type—and thoroughly tested, comprehensive underway teaching exercises.

Visit www.theRPBA.com to find out more about the course and where classes are currently offered. Since the program is completely new, check with your local ASA School to see when they will be adding powerboat courses!

The Charley Noble

ASA is proud to announce its financial sponsorship of Zac Sunderland in his quest to become the youngest person to sail around the world. (We featured Zac and his quest in the Spring '09 edition of the *American Sailing Journal*.)

When ASA recently spoke with Zac's Dad, Laurence Sunderland, we learned that Laurence was seeking financial support to buy a more durable autopilot for Zac's return leg across the Atlantic. The rough conditions of open-ocean sailing had burned up about ten regular autopilots during the first portion of his voyage. For anyone who hasn't had

the opportunity to make an ocean passage, an autopilot is a necessity, not a luxury, when attempting to sail solo for weeks at a time!

Honestly, we couldn't say "no" to helping. At its core, ASA is not simply about providing sailing education, but enabling people to realize their sailing dreams. If a 16-year-old young man circumnavigating the globe is not an incredible example of that, what is? So out came the ASA checkbook.

As it says in our literature, "ASA sailing schools can help you set a course to achieve exactly the goal you have in mind, be it an afternoon sail on a quiet lake or an ocean passage." With Zac as inspiration, maybe we should change that to read "... be it an afternoon sail on a quiet lake or a circumnavigation."

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

THE AMERICAN SAILING JOURNAL

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FEATURE STORY

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Night temps were in the mid 50s and winds were from 10-15 knots. If we had ordered the weather, it could not have been any better. It was a mixed fleet of boats: four Catalinas (270, 30, 320 and 36), a Beneteau 543, ETAP 32, Island Packet 40 and Pearson 424. Our thanks to John De Keyser and Mila Cueva De Keyser of Yachting Vacations based at Burnt Store Marina in Punta Gorda, Fla., for being the hosts, to Gardner Lloyd of Flagship Sailing School who brought down three boats from Clearwater, and to Brian Irvine for providing the Pearson 424 as the lead boat.

About us, Captains Jeff Grossman and Jean Levine of Antigua Marine (Survey and Consulting) were the flotilla leaders. We are both USCG licensed 100 GT masters and ASA certified instructors, and we have been cruising this area for, let's just say, much more than a decade. We love to entertain and share our special places and pastimes along with introducing the true cruising lifestyle. We enjoy sailing from Florida, to Mexico, to the Caribbean and beyond.

The annual Gasparilla pirate invasion takes place in nearby Tampa every year around the last weekend in February. With that in mind, Team Jeff and Jean added a pirate theme to the flotilla. Each boat received the "Pirate's Treasure Guide," which charted the way to earn loot throughout the week. A loot bag with some beginning treasure of diamonds, emeralds, rubies, sapphires and gold coins was divided up among the pirate captains, who were advised to keep their loot secure at all times, due to the possibility of some fellow pirate swiping it. The various ways to add to your loot included such tasks as finding "buried" treasure; spotting osprey, great blue heron, white pelicans, manatee, and dolphins; sailing; nautical trivia; or the pirate gambling game. Throughout the week, the lead flotilla treasure galleon, Tesoro, was plundered for happy hour and the distribution of treasure.

From day one, the hunt for treasure was on! The crews of It's a Dream, Papillon and Carabelli noticed that treasure cache "Spoils on the Spoils" was a short wade or swim from the boat on the way out of Burnt Store and so the game was afoot. The fleet paraded out into Charlotte Harbor and set sail for Cayo Costa, where we all gathered for the first sunset. Most everyone enjoyed



A family of pirates takes the dinghy over for a celebration culminating in the announcement of the winners of the contest.

the day exploring the state park on Cayo Costa in search of more buried treasure and wildlife.

The beautiful private island club of Useppa was our next stop and provided docking practice as the wind kicked up in time to make it interesting. The exclusive island is a tropical paradise with a botanical garden walkway to the hot tub and pool deck. Picturesque cottages and custom homes dot the island. There are no cars, just golf carts made to look like custom autos. After the BBQ, the pirates assembled for a little game of chance in which Rob from Papillon took home the booty.

The wind was at our back as the fleet sailed wing on wing all day long to the next anchorage off the southern end of Pine Island. The crew of Carabelli enjoyed passing the fleet and arriving first with the rest following closely behind. All anchored more confidently than the first night, and in a little closer dinghy range. Once gathered for sunset aboard Tesoro, the music began. Captain Jeff had brought the electric piano and guitar, and the Dirkse family provided the musicians and serenade, yo ho, yo ho, wow!

Free to explore St. James City or go out under the Sanibel Bridge to sail in the Gulf of Mexico, many of the crews chose to experience, shall we just say, "dinghy adventures." Some examples: leaving the extra gas can on the boat, going after an adrift dinghy after it unties itself, outboard visiting mechanic, crew becoming stranded at a bar all day ... oh well! All was forgotten after the It's a Dream crew brought a bucket full of steamed, peeled shrimp to the sunset gathering.

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ADVENTURES IN CRUISING

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John and Vivian, a British couple whom I have had the pleasure of running into the last two years while in Greece, winter in Turkey and sail the Greek and Turkish waters during the summer. They are a delightful couple with a modest boat and great stories. "Come see us in Marmaris," they said. A great offer, but I have a schedule. I have an itinerary. I have to relinquish my boat in Athens and fly home.

Away for four years! This was the beautiful family of five from Sweden, all tanned, blond haired, blue eyed and looking like they stepped out of the pages of a magazine. It was interesting to watch them with their books and studies in the morning and then off to play and explore in the afternoon. What an incredible education for the children. Countless others I have met share the same stories. They bought their boat and left!

"That's what I want to do!" I exclaimed to myself. This fall I got a taste of the cruising lifestyle. It tasted pretty good! After spending four wonderful months on board my 50-foot sloop *Maya*, sailing around the Greek Islands with clients with weekly itineraries and schedules, I had an offer to join a friend on board his boat for some leisurely sailing - no schedule, and no itinerary.

"If we find a place we like, we can stay as long as we like."

Over the years, this is the kind of thing I had dreamed about. Getting to know one island intimately and not rushing off to the next port of call sounded like a fabulous adventure!

"I'll be in Turkey or the Dodecanese islands," said my friend Dieter on the phone.

Off to the Islands

I finished my last charter, packed a bag, and flew to Leros Island in the Dodecanese group of islands located in the Aegean Sea. The Dodecanese are the southern-most group of Greek Islands, very close to Turkey. Dieter met me at the airport, and we walked the short five minutes to the dingy dock and rowed out to the Dulcibella, which was anchored in Partheni bay on the north side of the island. She was a 27-foot Albin Vega, known for its sailing performance and sea-keeping ability. This boat resembles the same type that John Neil used to sail the



Valerie and Dieter enjoy an al fresco lunch at one of the many charming restaurants that dot the beautiful Dodecanese islands. With friendly owners and the freshest of seafood, the islands provided a culinary treat daily.

South Pacific and made famous in his book *Log of the Mahina*. It is well equipped for long distance cruising complete with self-steering equipment, solar panels and a wind turbine for power generation. The Dulcibella is a true sailing boat in that her diesel engine was removed last year in order to make more room for storage. Totally dependent upon the wind, we really had to pay attention to the weather forecasts which came across four times a day on the NAVTEX weather reporting system.

After the first night at anchor in Partheni, we sailed off the hook and out into the channel between Arkhangelos Island and Leros. Once we cleared the channel we were in 20 knots of wind on the beam and sailing south to the main port of Lakki. It was a short three-hour sail.

Having been used to sailing yachts of 50 feet or more the last six years, I was pleasantly surprised at how well the smaller boat sailed under reefed main and jib. We reached Lakki Harbor and dropped anchor, again under sail, where we had a chance to provision and explore the city.

The large art deco buildings all date back from the Italian occupation when the bay was the Italian naval base. It could easily pass as a set in a movie about Mussolini. We spent three days here, mostly because the winds were very strong and unfavorable; however, that gave us an opportunity to meet some colorful locals, Michael the ex-British Naval officer who lived on a beautiful wooden yacht and his American wife Christy, who spends half the year in Greece and half the year in Italy and runs a sailing company from the island.

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ADVENTURES IN CRUISING

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Also, there was Dimitri, the Australian/Greek butcher who supplied us with fresh eggs and chicken.

Our weather window arrived, and we set sail for the small fishing village of Pandeli Harbor. We found space in the marina. There was one other sailboat, a 47-foot Hylas manned by a middle-aged retired cruising couple from Cincinnati, Ohio, of all places. The rest of the harbor was filled with small to large fishing boats (by Greek standards). This was a true working fishing village. The fishermen could have stepped out of a film set with their tanned, rugged faces under their Greek fishermen's caps.

After securing the boat, we went to find lunch. There was a small taverna twenty steps from the water with tables under an awning. Though we were the only ones there at that time of day, we felt like this was a very special place. Fishermen were just outside the bay with their nets bringing in calamari and fish. We ordered amazing grilled calamari, salad, warm bread and chilled white wine that came from a large barrel in the kitchen.

Greek Hospitality

Pandeli is a beautiful village with bougainvillea growing everywhere. Up on the ridge overlooking the harbor is the Pandeli Castle and windmills. The four days we spent there were magical.

I became a local! In the morning, I would walk by the taverna, and the "old men" would be having coffee and playing backgammon. Yannis, who had lived in America for a while, would invite me to help myself. "Whatever you want, just go in the kitchen and take what you like, it's on my tab." That's Greek hospitality!

Deiter and I had heard of a beautiful uninhabited island called Arkhangelos. It was a short three-hour sail to the picturesque bay. We spent a quiet night there under the stars before sailing to Marathi, an island owned by a family of two brothers and a sister. They have a wonderful taverna and small hotel. They grow their own fruits and vegetables, catch the fish daily and care for the wild goats roaming the island.

After picking up a mooring ball we went ashore for lunch. The pirate brother, who resembled "Jack Sparrow," seated us and took our drink order before heading off in his small boat for an afternoon of fishing. His sister Poppie came out to take our order of wild local goat with the local red wine crushed from the vineyards in the distance.

Arkhangelos is truly quaint. On the small dock, they fly the Greek flag and the Jolly Roger. Pirates are



The author stands on deck holding what may very well be the evening's meal. Fresh seafood was found in abundance throughout the many Greek islands.

everywhere these days!

We wanted to stay longer, but the weather was to pick up. So off we sailed to a more protected anchorage with a grocery store and drinking water. Our next stop was Lipsi, a much-protected harbor with a nice chora (town) at the top of the island with majestic views to the sea. Again, we took time to explore the island and eat calamari at the local fishermen's taverna. Here, again, I was in the kitchen with the cooks trying fresh sea urchin, which tastes like the sea, if you could imagine the sea as a food, fresh and briny with a little olive oil and lemon to top it off.

Time to Return

We continued on to the islands of Arki and Patmos with her myriad of bays to be discovered. By now it was late October and the weather had already started turning a bit chilly. It was time to think about pulling the Dulcibella out of the water for the winter and for me to head back home to Atlanta. We sailed back to Leros where we had started and made all the necessary arrangements for me and the boat.

Having had these weeks to experience sailing from another perspective was refreshing, educational, challenging and rewarding. It was refreshing in that there was no schedule and nowhere we had to be. Educational in that living on a cruising boat is a lot different than chartering a boat for a week or two or like me working as captain on a crewed charter boat.

There are many things to consider as a live aboard: first of all, the living space and facilities, battery management is big, especially without an engine to charge the batteries. Ground tackle is important; this is your "house" and all your possessions are anchored in the bay.

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ASA MEMBER BOOK REVIEW • BY MARTIN GRANT

Title: *Inspecting the Aging Sailboat*
Author: Don Casey
Publisher: International Marine Sailboat Library
Pages: 144; Paperback \$15.99

Don Casey abandoned a career in banking to write books on sailboats and to explain away some of their mysteries, especially those inherent in older sailboats. For those of us who appreciate and would like to own a boat with a more traditional design, his latest book *Inspecting the Aging Sailboat* is a must. He not only analyzes the boat from bow to stern, and mast to keel, but also manages to demystify the engine, steering and electrical systems, no mean feat!

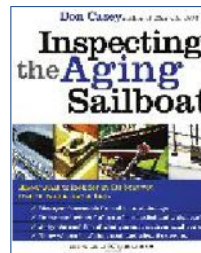
When making the decision to buy a new boat, and coming to the realization that the price tag is similar to that of a small house, it is not long before you start to consider that a used boat is probably worth looking into. After scanning the many brokerages and boat yards, and comparing what each are offering, how do you decide which is the right boat for you? Do you address the problem by using a process of elimination? How do you maintain your equilibrium once your emotions enter into the equation as you search for the boat you've always dreamed of owning? It is at this point that Casey's book comes into its own and could well save you some hard-earned dollars. It is divided into seven areas of interest, and ends with a section on how to do your own 30-minute survey, something that will narrow the field considerably when you are faced with a list of boats, and you are trying to decide which is worth a second look.

His book starts with the hull. The next 21 pages hold your attention by looking at many details that often go unnoticed. While explaining such words as hardspots, flatspots, print through and symmetry, whether you are a layman or an expert, there is something here for all. Using the simple idiom that a picture is worth a thousand words, you find yourself attracted to the text, wanting to learn more about what he is describing in such a simple and friendly way. When it comes to the finer points of crazing, stress cracking and voids, he uses a magnifying glass to explain the principles behind the text.

Many of us have heard the term "moisture content" and have watched as the surveyor taps along the deck, of what we hope will be our new boat, with his moisture meter. Casey explains what many people do not tell you, "Moisture meter readings are notoriously misleading," which he then goes on to explain in detail.

Further on in the book, he looks at the mast and boom, explaining what to look for in both. Is there surface

oxidation present? How do you identify pitting corrosion? Is hidden corrosion more or less damaging? Step by step, and drawing by drawing, all is explained for the would-be purchaser. Not wanting to neglect the interior of the boat, we find a section on distortion. Why do those cabin doors not fit correctly in their frames? What does it mean when you see staining on the bulkheads? And he explains why a sharpened spike or an ice pick is so useful when carrying out your own inspection.



There is close scrutiny of the engine and steering systems, areas with which many of us are unfamiliar. Can you really trust an engine that is 25 years old? His advice is to "touch your finger to the underside of all hose and fuel connections. Rub across the bottom of a fuel pump and filters," taking what might be just a simple task and relating it to an engine which has seen many years of service. What does the black fluff located near the alternator or lying on the engine block mean? Likewise, when checking the oil after removing the dipstick, he explains what this can tell us about the engine. He simplifies the science and likens the color of the oil to that of a chocolate milkshake, or milky gear case fluid, all extremely easy for the layperson to understand.

The book concludes with Casey's own "Boat Buyers' 30 minute, 39 point inspection," and explains why hiring a professional surveyor is necessary, especially if you are going to insure your boat.

I have no hesitation in recommending this book as an essential buy, not only for those thinking of purchasing an older boat, but also for those of us who already own an older sailboat and want more information on the things we find wrong with it!

Martin Grant has been sailing for 27 years. He holds a Royal Yachting Association (RYA) Yachtmaster Offshore Certificate and is an ASA Instructor. He spent 23 years sailing in the European waters of the Baltic Sea and the English Channel. Since coming to America 10 years ago, he has lived in Michigan where he sails and instructs out of South Haven.

FEATURED SAILBOAT • COMET

The Comet is a 16-foot long centerboard boat with a five-foot beam. Sailed with a crew of two and a relatively small, easy-to-handle jib, it is popular with many family and two-person teams. The boat is a delight to sail. The 260-pound hard chine hull carries 135 square feet of sail, allowing it to plane offwind in 10 knots. Upwind, the hull and rig are beautifully balanced and predictable.



The similarity of the Comet's lines to the venerable Star keelboat is unmistakable. In fact, the Comet was designed in 1953 by a Star class international champion, C. Lowndes Johnson for Mrs. Elliot Wheeler of Easton, Md., who wanted a small, light, fast boat for her sons. Comet Number One resides today at the Chesapeake Bay Maritime Museum in St. Michaels, Md., near the place of her birth.

Yachting Magazine provided a crucial boost to the class, publishing information about the plans and displaying a model of the boat in their booth at the 1953 New York Boat Show. The boat caught the attention of two members of the Yacht Club of Stone Harbor and fleet number one was born.

Interest soon spread along the coast, and Herbert L. Stone, the editor of *Yachting* hosted the first meeting to facilitate organization of the class.

The first national championship was sailed in 1935 as the numbers of boats grew wildly. While the highest concentration of fleets was in the eastern states, fleets sprang up all across the country and into Canada, Puerto Rico, Panama and Bermuda.

Today, there have been 4,145 Comets built. The transition to fiberglass hulls was skillfully accomplished, but wood boats from the 1940s remain extremely competitive. Hulls since the early 80s boast a double bottom self-bailing cockpit and vacuum bag molded hulls with high-quality, structural, closed-cell PVC foam cores. The earliest of these boats are now over 25 years old and have retained their stiffness and speed. Other developments over the decades brought the replacement of bronze centerboards with aluminum and three-stay aluminum tapered masts instead of seven-stay wood masts.

While the basic construction, shape and dimensions of the hull, sails and rig are strictly one-design, there is latitude to customize the configuration and placement of



Comet racers enjoy a swift ride. Originally built in 1933, Comets have enjoyed a recent renewal of interest.

For more information

Visit the Comet website at www.cometclass.com.

controls and much of the rigging. This, along with the flexible, tapered mast allows sailors to adjust for wind speed and crew weight.

Like most classes, the Comet experienced declining numbers in the late 1990s, but that trend has reversed over the last five years. The Chesapeake Bay area, in particular, has experienced phenomenal re-growth. New classes come and go. As they do, sailors are discovering that a few of the older, established classes were so well designed and built that they are here to stay. A new builder constructed a Comet over the winter and the class is looking forward to the next 75 years!

Richard Harmon of Leatherlips Yacht Club in Powell, Ohio, has been racing Comets for 38 years. He is a three-time International Champion and current measurer of the class. He can be reached at rharmon@columbus.rr.com.



ASA MEMBER PRODUCT REVIEW

by Ted Winer

Woods & Plath has produced numerous marine navigation instruments since the company's 1928 inception in Coronado, Calif. A visit to the local marine store or your favorite marine website reveals the company's newest combination navigation tool, introduced in April 2007, the petite "ParaLock Plotter." This little tool offers the promise of replacing a number of conventional navigation tools in your cluttered gear bag or chart table.

When closed, the ParaLock Plotter forms a rectangle that has a length of seven-and-one-quarter inches and a width of two-and-fifteen-sixteenths inches. The thickness is five mm, and the weight is 0.21 pounds. This compact instrument is much shorter in length when compared to a conventional parallel rule, which typically measures between 12 and 24 inches in length. The plotter is constructed primarily of a clear, acrylic material, with pivot points fashioned in metal. Four finger-width holes are cut into the ParaLock Plotter for the purpose of allowing your fingers to "walk" the instrument when it is being utilized as a parallel rule. A 180-degree scale runs along the left, top, and right borders of the plotter, and a 16-centimeter scale can be found on the bottom. A locking knob adorns the top of the instrument. When the locking knob is turned counter clockwise, the instrument is free to open and for use as a parallel rule. When locked down, the device functions as a plotter to establish latitude and longitude.

Instrument Functions - Ruler

The millimeter scale on the bottom of the instrument can be used to establish distances between points on a navigation chart. The distance, in millimeters, between the two points is determined with the instrument, and this value is converted to a distance in nautical miles by using the latitude scale that intersects the left and right sides of the chart.

Protractor

When the instrument is locked in the closed position, the number eight on the ruler serves as the center of the protractor. Relative compass bearings, along a 180-degree scale annotated on the right, top, and left side of the plotter, can be established on a chart from a reference course aligned with the bottom edge of the plotter.

Parallel Rules

After unlocking the tool, the plotter transforms into a set of small parallel rules. Magnetic bearings to marks from a given position, or vessel courses, can be determined by walking the parallel rule to the compass rose imprinted



The ParaLock Plotter offers a variety of uses in a small package, easy for packing and carrying. Go to www.woods-plath.com.

on the chart. A traditional parallel rule has a non-slip cork surface on the bottom of the instrument to aid in insuring that the instrument does not slip and rotate while walking across the chart. In this case, let your fingers do the walking. The ParaLock Plotter is designed with holes so that fingertip pads act as the non-slip surface. Both thumbs are placed through the holes on the bottom leg of the parallel rule and touch the underlying chart, and the index finger tips are placed on the top.

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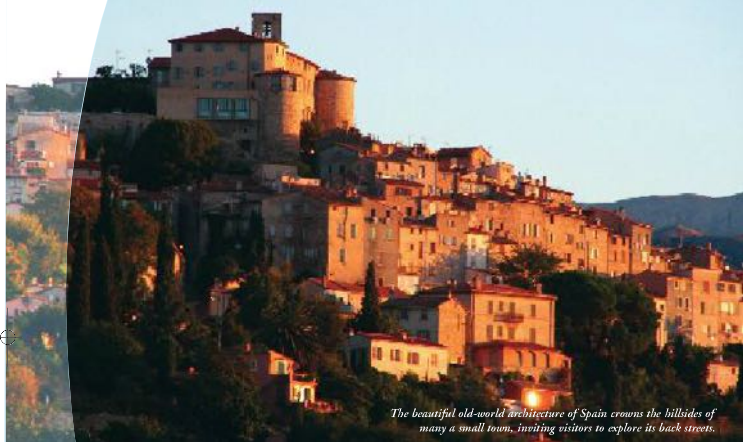
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Cruising the Spanish Mediterranean • By Captain Stacey Brooks



The beautiful old-world architecture of Spain crowns the hillides of many a small town, inviting visitors to explore its back streets.

After attending the last two America's Cups, in both 2000 and 2003 in breath-taking New Zealand, I was wondering what Spain was going to have in store for us in 2007 in the coastal city of Valencia. I had no doubts that cruising through the Spanish Mediterranean would be amazing, but I came back from this trip totally overwhelmed by not only how the Spaniards pulled off such a great Cup, but by what we experienced as sailors during our cruising voyage off the coast of Spain and the Balearic Islands.

This wonderful group of islands is divided into Gimnesias (Mallorca, Menorca and Cabrera) in the North, and Pitusans (Ibiza and Formentera) in

the South-West. Their excellent climate with some 300 days of sun per year, wonderful beaches, a rich culture and the warm hospitality of their inhabitants make the Balearic Islands one of the preferred cruising destinations in Spain.

When I planned our sailing adventure, the focus was to make sure that we were in Valencia for the kick off and opening day of The America's Cup 2007. However, I wanted to get some good sailing time in both before and after our big day in Valencia where the Cup and all the festivities were being held. So I decided to charter from Sun Sail out of Ibiza (pronounced Uh-Bee-THUH) so we could sail between islands before making our passage to the mainland.

The White Island

Ibiza, often called the "white island" for its typical Mediterranean architecture, is one of the Balearic Islands. It holds a reputation for being not only a party island with an infamous hippie culture and notorious nude beaches, but also an island that has a pure and simple Mediterranean culture with remains of populations which inhabited Ibiza thousands of years ago.

You can get just about anything you want in Ibiza – the party goes all day and all night long – or you can venture away from Ibiza Town (the capital) and head out on a moped to some quieter areas. Getting around on moped, no matter where you are in the

Mediterranean, is truly the best way to explore your surroundings. It is inexpensive, and you are always in the open air – you can pull off onto a beach, stop for a drink in a small café or just enjoy exploring the winding roads. Not knowing where you will end up is half the fun! Just remember that when you are in Ibiza if you forget your swimsuit – no one cares!

We picked up our beautiful yacht, a Jeanneau 494, in the village marina of St. Eulalia. We were welcomed by the Sun Sail crew with open arms. The base manager was a German guy who had vacationed in Ibiza (as do many, if not most, Europeans at some time in their life), and he just never left. He was very meticulous about the yacht, which made both me and my first-mate, Mike Green, quite happy. The yacht was in perfect condition, and we knew that we were in good hands. After our boat check-out we strolled through the village and once away from the touristy food joints catering to mostly Brits, who still want fish and chips when abroad, we were delighted to find a great family-owned restaurant hidden at the very end of the beach.

Cuisine of Spain

Spanish food is truly one of the most delightful cuisines in the world. Spanish cuisine consists of a variety of dishes which stem from differences in geography, culture and climate. It is heavily influenced by seafood available from the waters that surround the country, and reflects the country's deep maritime roots. Spain's extensive history with many cultural influences has led to an array of unique cuisines with literally thousands of recipes and flavors.

In the coastal towns and in the islands, one of the best dishes is a Seafood Paella. This delicious dish is usually prepared on an open grill or fire in a



With beautiful marine facilities (above), and unique Spanish dining opportunities (below), cruising the Spanish Mediterranean is a dream for lovers of spectacular scenery and food.

huge Paella pan, which resembles a very large wok. Spanish yellow rice and peas are the base, but mixed in with it are local spices along with many types of local seafood including squid, mussels, clams and langoustine which are like a cross between juicy crawfish and delectable shrimp. Also on the menu was the famous roast suckling pig, "Cochinillo Asado." Absolutely decadent! Many of you reading this article would be disappointed if I failed to mention the numerous bottles of red wine and pitchers of Sangria we consumed! I won't disappoint you – promise! All of our gorgeous meals in Spain were accompanied by a local rioja or tempranillo.

Up in the morning early to some thick, black and incredibly strong coffee, we readied ourselves and the boat for the arrival of our guests. Most guests were past Sea Dog students who wanted to get some more blue water experience.



continued on next page

SAILING DESTINATION

continued from previous page

We spent the morning going through the yacht and safety checks with everyone as well as a couple hours reviewing our chart and course plan for the week. We were there for two weeks – our first week was dedicated to sailing around Ibiza then onto the small island of Formentera then our passage to the coast of Spain – some 120 nautical miles away. Everyone was excited to be on board and it was going to be a great trip! We set sail the following day and cruised our way down the rocky coastline of Ibiza soaking up the sun and enjoying the stiff 25-knot breeze we had. We were on our way to the special island of Formentera. I had been cruising in Spain some six years earlier and remembered Formentera as one of my favorite places.

Enjoying the Countryside

It's a much slower pace there than Ibiza, and by the time you get there you are ready for that pace. You cruise into the only harbor there; and, as usual, you are packed into a Med-mooring situation like sardines. Securing a place and getting into your spot is the battle of the evening. By the time you get squeezed in, tied off and in for the night, you are happy that it is over. Generally, you are surrounded by either a boat of great looking Italian guys or a boat-load of overweight Germans in banana hammocks. Did I say that? Oh, yes I did. Either way, the distractions are numerous while you are trying to squeeze your yacht into a space that looks more like a slot for a dinghy.

Formentera is special in so many ways ... it's mostly flat but green and gorgeous. This is the place for the moped! Grab one in town for just a few euros a day and take off on your adventure! There are numerous tiny villages with small cafes and shops, or you can head out to the other end of the island and find completely secluded beaches. By the end of the day, you have roasted yourself in the sun, and it's time to head back to the yacht for a fresh, cool shower and a dinner along the water. There are several small, fantastic restaurants along the water right in the marina in Formentera. Just a short stroll from your yacht brings you to a quaint, candle-lit restaurant with fresh seafood and local dishes. Don't forget the wine!

We spent two days in Formentera soaking up the sun and sea breeze. We also spent time getting our boat ready for the passage to the mainland of Spain. We topped up our provisioning, did our engine and safety checks, reviewed our navigation, lashed our dinghy to the foredeck, ran



The Spanish harbor of Valencia is packed with vessels both big and small in anticipation of the world famous America's Cup race.

our jack lines and prepared everyone on board for our trip. Everyone on board had tethers and harnesses, which I always require for Med trips as well as for any type of night crossing or passage. We were all excited and we left after dinner that night around midnight. Our passage over was fairly straight forward – we did not encounter big seas. We had a clear night and we all took in the nautical beauty as we sailed across waters to reach Spain. As we approached the mainland, we encountered numerous fishing vessels which we dodged. They were all dragging nets and we did not want to get too close. The sun came up just as we approached the harbor town of Calpe in the heart of the Costa Blanca. Calpe was a nice, safe, protected harbor for us, but it was not a place to spend a lot of time. Unfortunately, it had been taken over and catered mostly to tourists. We spent a day there recovering from our overnight passage, but we were looking forward to moving up the coast towards Valencia.

Exploring the Coast

That sailing day was phenomenal – we had a stiff breeze again and we enjoyed sailing up the beautiful coast. We passed the large harbor towns of Javea and Moraira – our final destination for that night being Denia. None of us really knew what to expect as we approached. I think we were all amazed though and surprised at the sheer size of it. The marina had been completely rebuilt about seven years ago, and now it was home to over 750 boat slips and had become a major nautical center for the coastline of Spain. It was also conveniently close to Valencia, which was only about 45 kilometers away. We called the harbormaster, and were delighted to find that our slip was waiting for us but a few docks away. Once we got settled into our slip, we hooked up to shore power, cleaned up the boat and then went exploring.

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SAILING DESTINATION

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We searched out and found the cool roof top bar we had spotted as we came into the harbor. We were not disappointed as we found more sailors there, relaxing in the sun and sharing stories. We were invited to the grand opening of one of the local restaurants that night, and we all attended and enjoyed watching the beautiful people mingle with sailors and people from around the world. Yet another fun evening in Spain – one that did not even start 'til around midnight and lasted well into the wee hours of the morning.

We woke up the following day, delighted to know that in only a few short hours we would be joining sailors from around the world on opening day at one of the most exciting sailing venues ever! Like I mentioned in the beginning of the article, I really did not know what to expect to see at the America's Cup Village in Valencia. As a child, I grew up spending summers with my father in Valencia and my memories of the harbor were ones that were not that good. The country of Spain and the town of Valencia, however, completely revamped and redesigned the harbor area into a first-class marine center. When we arrived, I was in total awe at what had been done along the waterfront. Where once stood deserted factories and dilapidated buildings, there were now rows of mega yachts glistening in the Spanish sun.

Around the waterfront were three- and four-story sail lofts accommodating the best and fastest racing yachts the world has ever seen. From Prada to Alinghi to BMW Oracle – they were all there. At the far end of the village was an impressive building sponsored and built by Louis Vuitton. The deck and patio area looked out over the water, and the building was perfectly placed to watch the parade of boats come in and out of the harbor.

We quickly claimed our spot along the waterfront and ordered a hot cup of coffee and some fresh pastries. We talked and laughed and shared stories about all we had seen and experienced since we set foot aboard our yacht in Ibiza. We all agreed that we had found a perfect mixture of both adventure and relaxation during our voyage. And finally, we all sat in disbelief that as sailors ourselves we were blessed to be surrounded at that moment by the very best sailors in the world in perhaps one of the most beautiful places in the world.

We smiled and made a toast to the sailor's life – one that is always full of adventure, surprise and intrigue. A life that somehow, one way or the other, navigates you to the most amazing spots on earth.

Stacey Brooks is the owner of Sea Dog Sailing, Inc. Visit their website at www.seadogsailing.com or contact her at captstacey@seadogsailing.com or call: 404-374-4754.



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FEATURED FACILITY • FLORIDA SAILING & CRUISING SCHOOL

By Bill AuCoin

Here's a salute to one of ASA's first accredited sailing schools, Florida Sailing & Cruising School, where students eat and sleep on the vessel while they take courses. If it's true that you can learn more when you're having fun, then case study number one for sailors is Florida Sailing and Cruising School, the live-aboard yacht school in Southwest Florida.

"Students eat, drink, study, sleep and laugh their way to a diploma," said manager Barb Hansen, who founded FS&CS with husband Vic in 1985, not long after they were married.

"It was the best of times and it was the worst of times," Barb recalled. "The prime rate was 13 percent. Nuclear arms controls were unraveling. Soooo, Vic and I got married.

"I guess we were in an 'Oh, what the heck' state of mind. Hey, if you're going to get hit by a nuclear bomb, why not move to Florida, get married, start a yacht chartering business and a yacht school and, as they say, live happily ever after. Of course, in cold war terms 'happily ever after' was only going to be another month or two."

The Hansens, and the world, survived all that. In 2010, Florida Sailing & Cruising School will celebrate its 25th anniversary as an American Sailing Association-sanctioned education program. This makes FS&CS one of the oldest, continuously successful schools on ASA's list of accredited sailing schools.

A quarter of a century hence, the Hansens are still living the Florida waterfront dream and still thrill to introduce sailors to their live-aboard "classrooms," sailing vessels from 24- to 34-foot long in slips at Burnt Store Marina in Punta Gorda, Fla.

By day, under the calm direction of the USCG-certified captains/instructors, students learn by doing – steering, plotting, casting-off, selecting and trimming sails, tacking, operating the marine radio, anchoring, maneuvering the vessel in and out of slips and tying-up.

By night, around the salon table, they study textbooks together and prepare for the big test. They then retire to



The beautiful gardens of private Useppa Island are open to sailors learning or chartering with Florida Sailing & Cruising School.

For more information

Go to www.flasailandcrusingschool.com or phone Florida Sailing at 239-656-1339 or 800-262-7939. Email info@mfyachts.com.

their onboard cabins to rest up for another day. They will, as Hansen puts it, "eat, breathe, sleep, learn and probably laugh," all the way to their diploma. "All faculties are involved—hands, hearts and heads." Dreams, too, probably.

Friendly sailing water

The sailing water is learner-friendly in Southwest Florida, whether one is sailing the protected water inside the barrier islands or outside in the Gulf of Mexico. Mother Nature delivers with clear water, soft and sandy bottoms, modest breezes, small tide changes, and viewing pleasures for the privileged sailor – rolling dolphins, migrating manatees, diving pelicans, prancing herons and egrets, jumping mullet and more. Crunchy white sand beaches rank among the best in the world and so does the shelling.

The weather, in a word: balmy. Temperature extremes are rare since the waters of the Gulf of Mexico serve as a natural heater/air conditioner keeping temperatures warmer in winter and cooler in summer.

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PRODUCT REVIEW

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The parallel rule is walked by opening and closing the space between the thumb and fingertips. Since the parallel rule opens just shy of two-and-one-quarter inches, it covers the same distance as a conventional plotter.

Position Plotter

The coordinates of a point on the chart can be determined using the plotter. To find the latitude, first open the lock. Then align one edge of the plotter arm with a parallel of latitude imprinted on the chart and adjust the other plotter arm edge with the point to be measured. Lock the instrument. Establish the latitude by sliding the plotter along the imprinted parallel of latitude to read the latitude value from the right or left side latitude scale on the chart.

To find the longitude, repeat the operation with the plotter rotated 90 degrees, and adjust to follow an imprinted meridian of longitude. The reverse process can be used to establish the point on a chart that corresponds to a given set of latitude and longitude position coordinates by drawing a longitude line and a latitude line, which then intersect, at the desired position.

Product Performance

The most striking aspect of the ParaLock Plotter is its diminutive size. With respect to portability, this product excels. While testing the device on full sized charts, I often found myself looking for a straight edge ruler. This is not a design flaw, but a compromise imposed by the tool's length. I agree with Weems & Plath that this instrument is "particularly suited for use on modern small chart tables."

One aspect of the product that I found difficult was the action of using the pairs of finger holes to walk the parallel rules. My assessment is that this product is useful if a diminutive size and portability is of primary concern. The plotter is also well suited to planning trips before departure using small sized charts. But before making the investment of approximately \$23 for this product, I recommend letting your fingers do the walking to determine if you are comfortable with the unique ergonomics of this compact tool. For offshore navigation with full sized charts, I would recommend using full-sized tools. The ParaLock Plotter can serve as an excellent adjunct to a full-sized navigation toolkit.

Ted Winer is an ASA Instructor in southern California and has taught many courses, including Coastal Navigation. He is an avid sailboat racer and has bareboat chartered in the British Virgin Islands.

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FEATURE STORY

continued from page 3

There was another glorious sail to the resort on Captiva Island called Tween Waters Inn. This beautiful spot had a heated pool, two hot tubs and was complete with the Tiki bar and restaurant. After more treasure hunting, the Pirate crews all gathered for sunset on the white sand beach and stared out at the turquoise blue sea in search of the green flash.

Just when you'd think we'd done it all, the grand finale was yet to come. Sailing along on a broad reach, we anchored off Cabbage Key, assembled the dinghies and went in search of the Tunnel of Love. Pirate Capt. Bill sang "Ole Man River" as he towed his crew, while the other brave pirate crews paddled their way along the narrow passage to arrive at the secluded beach where the ASA '09 Treasure would be buried. Afterward, the entire group gathered at the famous Cabbage Key piano bar to contribute a dollar to the wall of bills and sip a Sundowner.

Last, but not least, everyone, adorned in their best pirate outfits, assembled on the treasure galleon for the awarding of the title "Dread Pirate."



Charlotte Harbor offers relaxed sailing in its protected waters for these ASA members onboard SV Promise.

First place went to the Rissel gang on It's A Dream; second to Louis & Rob on Papillion; and third place to the Dirkse family on Carabelli.

If you missed this flotilla, stay tuned at ASA.com for upcoming ASA flotillas and the next opportunity with Team Jeff & Jean and ASA, coming in the fall of 2009.

FEATURED FACILITY

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(Hansen said students should resist the urge to call friends to point out how nice the weather is in Florida compared to "back home.")

Students sail Charlotte Harbor, the Gulf of Mexico, and the Gulf Intracoastal Waterway (GIW), the placid channel just inside the Gulf of Mexico that runs north and south past a picture show of colorful, tropical vegetation of birdlife, sealife and wildlife. This is the channel that takes sailors past the sheltered barrier island paradises of Sanibel, Captiva, Pine Island, Cayo Costa, Gasparilla, Useppa and a hundred others, some just spits of sand, oyster bars or mangroves.

For many, the deck view in any direction is worth it. Students often see dolphins surfing the bow wake, and some are rewarded with the sight of a manatee surfacing for air and a look-see. Late on a clear night, the canopy of very bright stars and planets is uplifting.

This is a bird watcher's paradise with 278 species of resident and migratory birds including roseate spoonbills, herons, ibis, storks, hawks and kites, kingfishers, even parrots. Students sometimes spot magnificent frigate birds soaring high on warm air currents, ospreys with folded wings on a plunging dive and brown pelicans cruising the edge of a drop-off in search of pods of bait.

On the IGW, the channel is sheltered by a string of hundreds of barrier islands. Some are long and famous like Sanibel and Captiva. Some are tiny mangrove bird colonies, just a dot on the chart. Others, accessible only by boat, introduce you to a community of like-minded mariners who enthusiastically share their discoveries.

Two islands accessible only by boat are popular with Florida Sailing & Cruising School students. The Useppa Island Club is a historic retreat and home to The Tarpon Restaurant, one of the very best in the area. Florida Sailing & Cruising School students enjoy membership privileges at Useppa Island Club. Cabbage Key Inn is another only-by-boat island with restaurant fare that inspired singer Jimmy Buffett to record "Cheeseburger in Paradise."

Here the chief attractions are sunshine, water and beaches. But there are many dozens of land-based attractions in this vacation paradise to entice students who want to be landlubber tourists, too.

The Fort Myers-Sanibel tourism bureau mails a handy, pocket-sized *Traveler's Guide* with information about such attractions as the Calusa Nature Center &



(Above) The pool at Useppa offers cool relaxation on a hot Florida afternoon. (Below) Instructor and students leave the dock at beautiful Burnt Store Marina.

Planetarium, Children's Science Center, Edison and Ford Winter Estates, Estero Bay Aquatic Preserve, Imaginarium Hands-on Museum and Aquarium, Lover's Key State Park, and the Sanibel-Captiva Conservation Foundation.

Learning opportunities

FS&CS schedules courses at the convenience of the students, from one to four at a time. The average student-to-instructor ratio is two to one.

Florida Sailing & Cruising School offers live-aboard courses in Basic Sailing, Basic Coastal Cruising, Bareboat Charter and Advanced Coastal Cruising.

Additionally, for those sailors who have completed courses with ASA and are just looking for a beautiful locale in which to sail and a beautiful boat to sail on, charters are available. Charlotte Harbor and the Gulf of Mexico await you!

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PREPARE TO TAKE THE HELM



ASA MEMBER PROFILE • JO ANNE RICHARDSON

Like many people, I first came to sailing through a spouse. While living in South Florida, my water-loving, adrenaline-chasing ex-husband plunged us into the sport when he purchased a hearty, twenty-three foot Canadian-made Grampian. He assumed that I would happily come along for the ride. And I did, sort of.

It wasn't that I didn't like sailing; much of it I enjoyed immensely. It was a wonderful feeling to be away from the dock, sailing on a beam reach through Biscayne Bay, water gently lapping the sides of the boat. Settling in off of one of the upper Keys, we would drop the hook and spend lazy days in the sunshine, him cleaning or tinkering with one thing or another, me lounging on the deck with a book, soft jazz playing on the on-board radio.

But I was a reactive player in the experience, taking the tiller only when asked, helping raise a sail only if needed. I wasn't proactive, I wasn't passionate, and I certainly wasn't educated – anchoring, navigating, docking – were tasks I left to my husband. This was after all, his sport, his dream. I'd go along and then hit the tennis courts after we were back on shore. And I was often grateful to be back on shore. Many a foul storm, and some newbie sailing mistakes, had me kissing the ground.

After relocating to the Pacific Northwest, we spent time exploring the waters near our new home. I was still only along for the ride. This time, though, my disengagement had less to do with sailing, than it did with marriage. Ours, which had always been a happy one, was crumbling. Soon, I would find myself without a husband, a boat, or the life path that I had envisioned.

But like a boat blown over in a storm, I managed to right myself. Following a career at Microsoft, I took the leap and started a freelance writing and photography business, focusing on travel, adventure and lifestyle. For reasons I didn't understand, as I began to blossom professionally and grow in my new life, I found myself wanting to sail. But this time, I wanted to be my own captain, educated, confident and in charge. I wanted to do it for me.

So I signed up for a week-long ASA certification cruise in the beautiful San Juan Islands of coastal Washington state: San Juan Sailing, based out of Bellingham, Wa., provided a wonderful learning experience and an amazing teacher – ASA instructor Mary Ross.

"Jo Anne – in our pre sailing conversation, didn't you say you were scared of taking the boat out of the slip?" Mary asked, soon after my three fellow sailors and I had boarded on the first day. "Yes" I replied. "Well, then, I



After years of sailing as a passenger, Jo Anne Richardson found it in herself to take the helm and become a sailor.

For more information

To learn more or to contact Jo Anne, please go to www.joannerichardson.com.

think you should be the one to do it," she said. I was shocked and terrified. "Are you serious?" I asked, voice shaking. But I gathered up my courage and went for it. Knowing Mary was at my side and listening to clear instruction, I guided our 34-foot Hunter out of the slip. After heading into the open waters of Bellingham Bay and turning the wheel over to a fellow student, I gave Mary a hug and thanked her for helping me overcome my fear. "If I don't learn anything else on this trip," I told her, "what I just learned was worth every dime."

I took that growing confidence into the rest of our certification week, learning how to anchor, direct a man-overboard recovery, and successfully lead a crew, among other things. Along the way, I gained wonderful friends and the newfound knowledge that I didn't just like hanging out on the hook. I really liked to sail.

Since gaining three ASA certifications, I have joined a sailing club, taken racing lessons, and expanded my writing and photography business to cover more sailing events including contributing on a regular basis to the *American Sailing Journal*. I sail with friends as often as possible, and even occasionally indulge in the "I want my own boat" fantasy. It is not lost on me that as I grew into a life and a career that I'm passionate about, I also grew into being a sailor. The sport demands respect for the water and for yourself. I expect to continue growing as a sailor and writing about and photographing the sport, as long as there are waters and ports to explore.

ADVENTURES IN CRUISING

continued from page 6

You want them to be there when you get back. It is challenging for some of the same reasons it is educational. There are times when you have left a secure spot and the challenge is getting to the next place without incident. You have to trust yourself, your boat and your fellow crew members.

The rewards are too numerous to list, but some of my most precious are the freedom to go where you want at your own pace, to explore places many only dream about and to be able to share the places and experiences with others either through photos and stories, or by actually taking them there!

Cruising gave me the opportunity to make some cherished acquaintances, explore new islands to which I can take my future clients and continue to dream about the day I set off to sail as a cruiser. Until then, I plan to do some more cruising in 2009, most likely exploring the Turkish waters by small cruising yacht and drinking it all in!

If you want to experience cruising your way, Valerie can be contacted at Custom Sailing, Ltd. www.customsailing.net or Valerie@customsailing.net.

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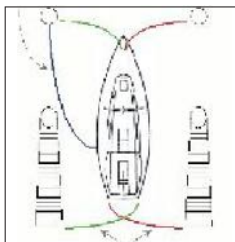
Understanding Prop Wash and Prop Walk

Over the last 27 years, I have had many people ask me about prop wash and prop walk. They generally ask how to determine what actions wash and walk will have on their boat.

In this article, I'd like to take a moment to talk about how to safely practice and observe these two critical components of handling a sailboat under power. Prop walk is observable while in reverse before your boat begins to move backwards, while prop wash happens in forward.

Prop walk: While in your slip, with little or no wind blowing, put your boat in reverse and watch your stern dock lines before your spring line tightens. See which line tightens and which one goes slack. The stern of your boat should move to one side or the other. Generally, most boats will back to port depending on the configuration of the underside of your boat. This prop walk can be slight or quite pronounced. By doing this while you're still tied up, you have a chance to get a feel for the motion of the boat under your feet.

Because prop walk affects your boat while in reverse, but not yet moving backwards, you can use this turning force to your advantage or it can put you into a difficult position. For example, if you have port prop walk (the stern moves to port in reverse before you begin to move



With all lines in place, in reverse, observe which stern line (see arrows at bottom) tightens before the spring line (blue) tightens. This will tell you which way prop walk will move the stern.

backwards), turns in a tight space should always be planned to starboard. You can use the prop walk to twist your stern to port in reverse (which, of course, turns your bow the opposite direction), and then shift to forward to shove the bow to starboard. Woe unto you if you try a port turn in the same space! The actions of wash and walk tend to cancel each other out and you become victim to the whims of wind and current.

Prop wash: Prop wash is the action of the water being pushed across the rudder by the propeller. This motion is much more pronounced than prop walk. Again, while you're in the slip, place your boat in forward, at idle, and slowly turn your wheel all the way from starboard to port and back a few times while observing your dock lines, and feeling the motion of the boat under your feet.

Practice these in-slip maneuvers a few times, every time you go out. Understanding how your boat reacts to these two forces will pay big dividends upon your return.

Duncan Hood, Annapolis, MD is the captain on Woodwind and Woodwind II, two 74-foot two-masted schooners. He has been an ASA Instructor Evaluator since 1984.