

THE JOURNAL OF THE  **AMERICAN SAILING**

AMERICAN SAILING

ASA PUBLISHES NEWEST TEXTBOOK *COASTAL CRUISING MADE EASY*

We are pleased to announce that the American Sailing Association has just released *Coastal Cruising Made Easy*, the second textbook in its keelboat certification series. This new publication is now the official textbook for ASA's Basic Coastal Cruising standard (ASA 103).

Coastal Cruising Made Easy was written by the same team of expert sailing instructors and editors who wrote *Sailing Made Easy*, which *SAIL* magazine called "best in class" upon its release in 2010. It was co-edited by Peter Isler, world-famous America's Cup winning navigator and commentator; Jeremy McGeary, a 30-year veteran sailing

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Photo by Nana Bosman

For those getting ready to cruise, ASA's new textbook, Coastal Cruising Made Easy offers a great addition to its new and improved series that started with Sailing Made Easy.

LIVING THE DREAM • ASA TURNS NOVICE SAILORS INTO SUCCESSFUL BOAT OWNERS



Authors Debbie and Robert Kinler

Sometimes in life, a confluence of events seems to take control, and we are pulled along as if by unseen force. In our case, that is more or less what occurred between August 2011 and January 2012 when we moved from novice sailors to owners of a 43-foot Beneteau.

A typical married couple of 33 years, we had always enjoyed any activity involving water and spoke idly of learning to sail and buying a sailboat.

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SUMMER 2012



ASA UPDATE

We asked our members and fans on social media one simple question: What are you doing for your summer vacation? Boy, did they respond. And the answers were as varied as the ASA community itself. It's great to be reminded that we have every kind of sailor, with every kind of goal, represented among our membership.

For example, John H. got an early start: "My wife and I took, and passed, ASA 103 with Reef Runner in Key Largo with Captain Jason aboard Positive Vibrations."

Kim S. is working overtime to make her dream a reality: "My husband and I will be continuing the restoration of our 1982 Hans Christian 33t. She's parked in a prairie dog field in the middle of Fort Collins, Colo., right now, awaiting the day we move aboard and begin our sailing adventure (hopefully in about two years). We took the ASA bareboat charter courses through San Juan Sailing in Bellingham, Wa. They inspired our plans to cast off and leave the rat race behind."

Dominique D. is out to advance her sailing education: "My husband and I will be taking our ASA 104 and 106 classes during a week-long couple's cruise class on Lake Champlain. Even though it won't be in the tropics, it will still be amazing to sail under the stars."

Susan L., on the other hand, wants to make sure she doesn't lose the skills she's learned: "My husband and I will be heading north from southern Florida on our Endeavour, Soteria, to explore the East Coast and Chesapeake, via the ICW and offshore. Gotta use our ASA 103 & 104 we took last fall!"

A couple of people are truly living the dream, sailing full-time. Tom A. says: "I am actually out there cruising. Part of the .01%."

And ASA instructor Darah B. caps it off: "What summer vacation? I've been on vacation since Thanksgiving. It is now time to get to work, if you think teaching new sailors the art and fun of sailing is work. I think it's the best job ever!"

The Charley Noble

Is there anything better than summer and the sight of sailboats leaning into the breeze? I don't think so—especially when those sailboats are proudly flying the ASA burgee. And this summer, there will be plenty of those around the world. That's because we're launching our new textbook, Coastal Cruising Made Easy, throwing a week-long Member's Event extravaganza in St. Petersburg, Fla., and hosting a series of exotic flotillas.



Coastal Cruising Made Easy is the follow up to our wildly successful ASA 101 book, Sailing Made Easy, and combines stunning photography with an easy-to-use format and great writing by ASA's master instructor-evaluators. We're very proud of this new textbook for ASA 103.

From June 15-22, ASA members will be having fun in the sun at the Renaissance Vinoy Resort & Marina in St. Petersburg, sailing every day, lounging by the pool, and enjoying all the amenities of the resort!

Our 2012 summer flotilla schedule is packed with new destinations and return trips to some of our most popular destinations. In June we're sailing the Greek Islands and the San Juan Islands. In July and August, we'll be racing for the first time in the Aegean Rally and Aegean Regatta, also in Greece. And in September, it's back to Croatia for a repeat of last year's wonderful flotillas.

Our summer is packed! Hope to see you out there.

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

THE AMERICAN SAILING JOURNAL

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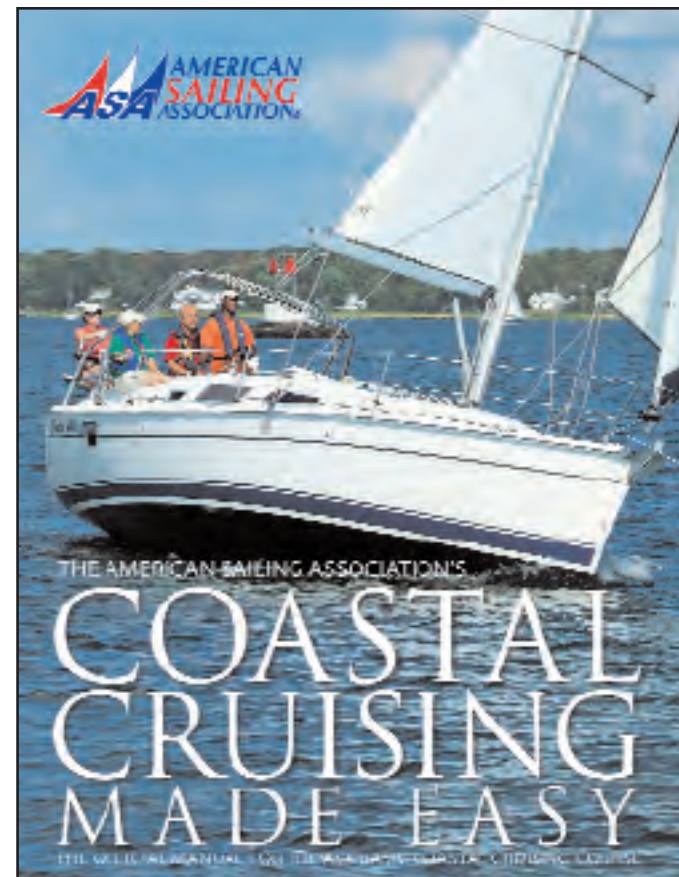
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FEATURE STORY

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writer and editor; and Lenny Shabes, ASA's founder and chairman of the board. In addition to greatly raising the bar on the quality of illustrations, photos and text, the new manual closely follows the normal sequence in which students are introduced to the boat in which they will take instruction and the skills they will learn in ASA 103.

A good sailor must have an understanding of the water, wind, tides, currents and weather. In addition to helping sailors master this broad skill set, Coastal Cruising Made Easy serves as the foundation of knowledge for subsequent ASA courses and their textbooks. ASA conducted a top-to-bottom review of its 30-year-old set of standards for teaching sailing and updated them as part of the process used to create its latest textbook.

Coastal Cruising Made Easy is the second of two books to replace a single book in use since 1984 that covered instruction for both the ASA

101 and 103 course levels. As a stand-alone book, it offers a more focused text for ASA's Basic Coastal Cruising course. Having a dedicated book with more pages allowed us to cover required topics in the ASA standards in greater detail and with more clarity. The extra space also made it possible to introduce more "advanced" topics, such as weather and alternate crew overboard return and recovery methods.

Including substantial material in addition to the standard requirements makes Coastal Cruising Made Easy into more than the ASA Coastal Cruising textbook: It becomes the go-to reference book for coastal sailors everywhere.

Updated content reflects the changes in equipment used on today's teaching boats. For example, more of today's teaching boats at this instruction level have inboard engines and roller furling headsails. In the past, most boats that were used contained outboard engines with pull-start motors and hank-on headsails.

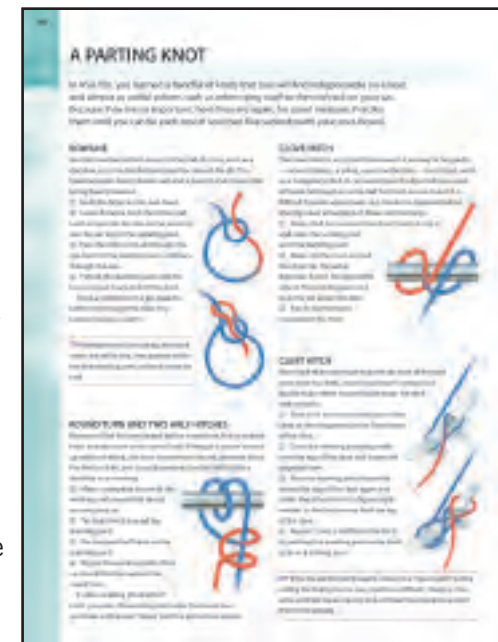
Review questions at the end of four of the book's eight chapters help to reinforce the information provided throughout Coastal Cruising Made Easy and prepare students for the ASA 103 certification test.

Published in full color and containing world-class sailing photography from destination and adventure photographer Billy Black, Coastal Cruising Made Easy is also an attractive coffee table book. Other features include a water-resistant cover, an easy-to-follow layout of two-page spreads throughout the book that allows for each topic to be covered in entirety without page flipping, and a glossary of sailing terms not covered in Sailing Made Easy.

Coastal Cruising Made Easy is currently available for purchase on the ASA Web site (www.asa.com) or by calling the association at 310-822-7171. It will also soon be sold in retail book stores and marine stores. The retail price is \$27.95, with discounts given to ASA members, instructors and schools.

Work is underway for the third book in the series with a preliminary title of Bareboat Chartering Made Easy. ASA hopes to release this text by spring of 2013 when it will replace Cruising Fundamentals as the

official textbook for the ASA 104 standard, Bareboat Chartering.



LIVING THE DREAM

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With Debbie retired, our daughter in college, and Robert nearing retirement, it came up once again. After some investigation, we discovered an ASA certified sailing school nearby, Murray Yacht Sales. A couple phone calls and emails later, we were on the water for our first lesson in a Beneteau First 7.5 and loving it. Something the instructor, Tom, said in an offhand comment resonated, 'Sailing is not about getting somewhere, it's being there.'

We realized that he was right. The enjoyment of sailing is in the act itself. With fewer demands on our time, we began to seriously discuss the possibility of purchasing a sailboat and becoming more educated on the subject. It was beginning to look as if dreams could potentially become reality!

First Steps Toward Our Boat

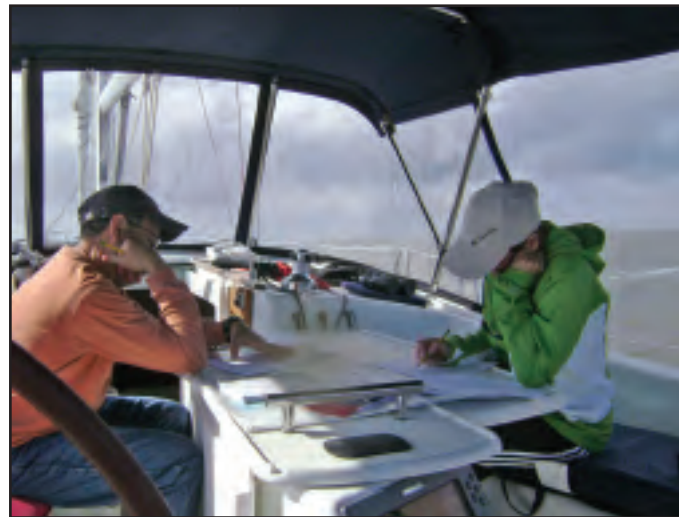
We made arrangements with Jay Smith at Murray to visit several boats that were for sale in our area. Jay patiently took us around and even met us for coffee early one morning to explain some details to us and answer our questions.

After several enjoyable, educational Saturdays of sailing lessons on Lake Pontchartrain with Tom and Charlie, it was time for the written test. After much study and review, test day arrived and thanks to the skilled tutelage of the instructors, we passed.

On test day, as Robert prepared to leave Murray Yacht Sales, Stanton Murray mentioned the St. Pete boat show in early December and commented that it would provide the opportunity to not only visit several different boats, but to also attend informational seminars given by seasoned, experienced ASA sailors on a wide variety of topics.

While reservations and plans were made to attend the boat show, Robert began to leisurely search the internet for sailboats. After the possibilities in the New Orleans area were exhausted we found a 43-foot Beneteau in the St. Petersburg area that piqued our interest. Arrangements to see the boat while at the St. Pete show were made with, it should be noted, very low expectations.

Upon arriving at the St. Pete Boat Show, we studied the schedule of seminars and map of the grounds and created our plan. We bounced back and forth between tents attending educational seminars given by knowledgeable, experienced sailors and related business professionals willing to share their wisdom and expertise with those of us who were in need. The seminars excited us with tales of new horizons while giving practical, necessary, lifesaving and useful information for those



Thanks to hard work and knowledgeable instructors, Robert and Debbie were ready to take on yacht ownership.

planning new ventures or those just honing existing skills.

Since we were planning to purchase a boat later the next year, the seminar by Charles Kanter that addressed the issue of a pre-sale survey was one we made sure to attend. It reinforced in our minds the necessity of a survey and also our responsibility of due diligence in the selection of the surveyor. The program 'Take the Drama out of your Dream' especially resonated with us as a couple. Throughout the presentation as well as after the program, the presenters, Jeff Grossman and Jean Levine Grossman, graciously answered question after question, never acting as if any question was a stupid question, no matter how elementary.

Seminar after seminar fueled our eagerness while always reinforcing the importance of personal safety procedures in the sailing process. The unselfish commitment of the presenters, whether it was cooking, docking, anchoring, technical repairs and maintenance, finance, international protocols, or any one of the myriad of programs offered, was indeed commendable and greatly appreciated.

Love at First Sight

The time arrived to go and see the boat in Regatta Pointe Marina with George Haynie of Murray Yacht Sales. Unexpectedly, we both loved her immediately and could find no obvious flaws. We returned to St. Pete with George and met with Stanton. He explained the process in detail and made recommendations. Offers and counteroffers were made and a price agreed upon, contingent on survey findings. Now we had to find a surveyor, financing, and insurance! Fortunately the boat show provided easy access to all these resources.

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FEATURED SAILBOAT • LEOPARD 44 CATAMARAN

For the past 20 years, the experts at Leopard Catamarans, along with world-renowned builders Robertson and Caine, have collaborated to produce one of the most exciting ranges in the multihull world. This line of catamarans' seaworthy standards coupled with tried and tested innovations have made the Leopard line not only one of the most sought after brands of catamarans globally but the number-one selling brand of catamaran in North America. Leopard's range currently consists of the new Leopard 44, Leopard 46, Leopard 39, and the soon to be launched Leopard 58!

As the newest member of the Leopard sailing range, the Leopard 44 made her debut at the 2011 Miami Boat Show. Not long after, she was awarded prestigious honors from the U.S. sailing press including *SAIL* Magazine's Best Boat 2012 for Multihulls as well as *Cruising World* magazine's Boat of the Year 2012 in the Multihull and Overall Import categories.

The Leopard 44 represents Robertson and Caine's latest innovative developments with modern features not yet seen on production catamarans. The most significant modification on the Leopard 44 is the addition of the open forward cockpit with direct access from the saloon. Unique to production catamarans, this feature offers increased visibility, ventilation, and a new approach to adding increased living space in an ergonomic and safe design. The Leopard 44 is already a large cat but the addition of this outdoor space makes it all the more impressive.

"You expect voluminous accommodations on a catamaran of this size, and the 44 does not disappoint," said Peter Nielsen of *SAIL* Magazine. Furthermore, the forward door combined with large portlights in the windscreen allows for through-ventilation in the saloon and the forward bimini prevents water entry. Allowance has been made for drainage of this forward cockpit by means of a large sump and underwing scupper, and the door has additional dog clamps to ensure water tightness in heavy sea conditions. In addition, there is provision for installing a splash cover to deflect the worst seas from entering the cockpit.

Inside, the Leopard 44 saloon features an L-shaped galley to port with direct serving access to the aft cockpit. The interior settee provides ample seating for up



With a forward cockpit, the Leopard 44 offers crew the convenience of easy access to the bow and free flowing ventilation.

to eight guests, and the dining table can be converted to an optional double berth or coffee table. Standard appliances include a large stainless steel refrigerator-freezer system to starboard with well-insulated and stylish drawer opening compartments. The electrical panel, VHF and sound system controls are conveniently located just inside the companionway doors to starboard for ease of access from the saloon, cockpit and helm station.

The ergonomic galley layout features soft curves and heat-resistant Corian counter tops. The galley boasts a standard three-burner stainless steel stove with oven and broiler, double basin sink with mixer tap, ample counter space and easy-access cabinet storage. The saloon showcases the largest panoramic windows of any Leopard to date with four forward opening hatches and a forward watertight cockpit door providing excellent ventilation and protection. For judge Ed Sherman of the *Cruising World* Boat of the Year awards, the boat's accommodations had the most allure. "I loved the owner's cabin. The nice couch, the spacious head and office - you could slip into your own little world." In addition to the luxurious owner's suite, she comes complete with two spacious guest cabins to port, each with en-suite head.

The Leopard 44 is available for ownership through Leopard Catamarans with base pricing starting from \$449,000. If you're looking for another popular way to own her, check out the Sunsail Yacht Partnership Program which offers the Leopard 44 as a four-cabin version in their charter ownership fleet. Through this program, Sunsail pays the owner's monthly boat payment, all operating, maintenance, insurance and dockage expenses, and allows access to over 30 destinations worldwide utilizing up to 12 weeks of owner use per year.

For more information

- For information on Leopards visit www.leopardcatamarans.com
- To find out more about Sunsail's Yacht Partnership Program, visit www.sunsailyachtsales.com



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Do you dream of chartering a new beautiful sailing yacht in the Caribbean or reaching south to Mexico and beyond aboard your own voyaging yacht? Since 1989, it's been a reality for many of our students and it can be a reality for you too when you learn to sail from one of our ASA certified sailing instructors. Our sailing program is designed for those who are seeking the skills required to Bareboat Charter from an international company such as The Moorings or Sunsail; or are interested in private sailboat ownership. Through our sailing program you can become certified to expand your own sailing experience. Our sailing coaches are USCG licensed Yachtmasters and certified sailing instructors. We have been to many charter bases around the world, both professionally and as customers. We can tell you firsthand about different locations and fleets of sailboats around the world and help you plan your dream bareboat charter, or give unbiased advice on acquiring a family sailing yacht.

If you fly to San Diego, an SDSA.com instructor will meet you at San Diego's Lindberg Field and bring you to Shelter Island Yacht Basin. Upon arrival, you'll board one of our beautiful 30' sailboats. All are limited editions specifically purchased and outfitted to teach the art of sailing. All running rigging is color-coded and labeled. All of our yachts are equipped with all the gear sailors need to prepare for chartering including Stackpac mainsails, roller furling headsails, rigid boom vang, custom deck layouts, Yanmar and Universal inboard diesel engines, wheel steering, self-tailing winches, propane stoves, and BBQ's. There are also full linens and towels on board for your comfort. Just show up and sail. Unlike other sailing schools, our private courses do not exceed two students.

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

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

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

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104/105/106 BB/CN/ACC	\$3,000	\$3,500	\$4,000
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MEMBER PROFILE • DAVID GRIMM

I was born and raised in Florida and currently live in Niceville, while sailing out of Pensacola. My first boat was a Sunfish, which I got in the eighth grade, and I sailed it for several years. But in high school I worked summers and earned enough to buy an American 16 daysailer. I sailed this boat for more than ten years, and have wonderful memories of learning how to handle a "big" boat.

After high school, I enlisted in the Marine Corps and continued sailing on the west coast out of Oceanside, Calif. However, I eventually returned to Pensacola and bought my next boat, a 1979 Hunter 27. I had this boat for several years, thinking that I was going to take off one day and sail around the world. Of course, this did not happen, and I sold the boat, choosing to go to college and get a degree in forestry.

In 2003 I won a free vacation to spend a year in Iraq courtesy of the U.S. government. When I returned home to Pensacola, I signed up for my very first sailing course, Basic Keelboat (ASA 101/102), and after completing this course I went straight into Basic Coastal Cruising and Bareboat Chartering (ASA 103/104).

After returning from Iraq and struggling to re-adjust into "normalcy," I found sailing to be the one activity that calmed my nerves and gave me control. I would like to see some additional sailing activities offered to the Wounded Warrior Project. I believe that the sport of sailing has many of the requirements that veterans suffering from a variety of disabilities could benefit from.

Of course, it helped that I had, and still have, the best ASA instructors! I was taught by Captains John and Kathy Struchen and Captain Ron Rose. They are ASA instructors and owners of Lanier Sailing Pensacola and Pensacola Yacht Charters. What I learned from them inspired me to go to the next level and get in on ASA's flotillas.

In 2010, I took the plunge and joined ASA's adventure flotilla in the Exuma Islands, Bahamas. I did not know what to expect, sailing with a bunch of strangers in a new place. Rest assured, I was a little nervous. But Dallas and Tamara, the trip leaders, can accommodate anything, and they got us ready to begin our trip on the Sea Pearl 21 sailboats. Being six-foot, six-inches tall on



After returning from a tour of duty in Iraq with the Marine Corps, David Grimm found that sailing was an activity that afforded him a sense of calm and control.

a 21-foot boat, I was surprised by how much room there actually was for lounging around.

The first night, we camped on an uninhabited island, but just because we were camping doesn't mean we were doing without. Dallas is a great cook, and we all enjoyed getting to know one another. We stayed a couple of days and then sailed on, making many little stops on our way to the Bahamas Land and Sea Park. On the last day, we visited the famous Swimming Pigs and "Thunder Ball" Grotto.

The water was so perfect that it felt like I was swimming in a bottle of Bombay Sapphire gin. I had such a great time, I have since been on two more Exuma flotillas with ASA. I also look forward to enjoying some of the other flotillas that ASA offers.

These days, I am a Fire Management Specialist at Eglin Air Force Base and sail three or four times a month on Catalina 22s and 25s with the Lanier Sailing-Pensacola small boat sailing club, and do an occasional charter with the big boat club on a Beneteau 393. I am, however, looking for my next boat, a true bluewater boat, in the 40- to 50-foot range for world cruising.

The water in Pensacola Bay is clean and clear of any oil from the BP spill. Without large commercial boat traffic, and, as of now, no oil rigs offshore to impede sailors, Pensacola Bay is a wonderful place to come and sail.



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The Florida sun coast offers an outstanding mix of quiet anchorages and beaches along with all of the modern services and facilities that you can think of. Beautiful Tampa Bay is centrally located on Florida's west coast and is one of the largest protected bays in the country. An exciting chain of barrier islands north and south of Tampa Bay protects the coastline. Picture-postcard white sand beaches stretch along the whole coast. The Gulf of Mexico beckons for long, open water sails along the coast. Most visitors sail the blue waters during the day and utilize the excellent facilities ashore at night by pulling into one of the many marinas available in the area.



The fun and friendly crew at Sailing Florida Charters and Sailing School offer sailors the opportunity to learn or just sail on the beautiful waters of the Gulf of Mexico.

From June 15 to June 22, The American Sailing Association is teaming up with the Marriott Renaissance Vinoy Resort and Marina in beautiful St. Petersburg, Florida, to bring you a fantastic week of sailing and fun under the sun. This is summer sailing camp for the sailor and non-sailor alike! Sailing Florida Charters and Sailing School has been providing sailing excellence for the past 14 years in Tampa Bay at The Renaissance Vinoy Resort Marina. We have over 19 boats available for charter including Beneteau, Catalina, Jeanneau, Hunter, Leopard and Lagoon.

The Renaissance Vinoy Hotel is a fine example of 1920's Mediterranean Revival architecture that has earned it a National Register of Historic Places designation. Boasting unparalleled elegance, superb service and grand surroundings, the Vinoy Resort is only 20 minutes from both Tampa International and St. Petersburg-Clearwater International airports.

As a charter guest with Sailing Florida Charters, you will receive the amenities of The Renaissance Vinoy Resort including heated pools, hot tubs, state of the art fitness center including steam, sauna, and indoor whirlpools, full service day spa and salon, and room service directly to your boat.

When Sailing Florida Charters began, the company recognized that people love boating, but the time they

had available to use their boat was limited and, in many cases, cost prohibitive. So why not charter, enjoy the newest boats on the market and leave the cleaning and maintenance up to someone else?

Sailing Florida Charters noticed that many people were interested in experiencing sailing, but didn't know how or where to learn how to sail. The sailing school offers American Sailing Association certification courses. The entire range of classes from ASA 101: Basic Sailing to ASA 106: Advanced Coastal Cruising and Advanced Cruising Standard (114). The certified instructors are committed to providing the best educational experience, with a blend of hands-on training and curriculum in the fundamental skills of sailing.

Secluded and peaceful anchorages, upscale marinas, parks with nature preserves, hundreds of restaurants and a great diversity of shopping are all part of the west coast of Florida experience. Enjoy sailing and exploring bays, rivers, estuaries, barrier islands and the open waters of the Gulf of Mexico. Sailing Florida Charters spans the entire coast from Clearwater to Key West and the Dry Tortugas.

Sailors will be on daily dolphin watch as they sail down the coast past Longboat Key and Sarasota.

continued on following page



Live a little, learn a lot...

Whether you have never sailed before but want to learn the ropes or you're an 'old salt' who wants a refresher to enhance your skills and learn a few new ones, Horizon Yacht Charters has the course for you.

Horizon Yacht Charters Sailing School is an American Sailing Association (ASA) affiliated facility offering first-class tuition on first-class yachts in the most idyllic cruising grounds of the world; the British Virgin Islands, the Grenadines, Antigua & Barbuda and St Maarten as well as Annapolis, MD. We also offer a combination course which begins on the Chesapeake Bay and your instruction is completed at one of our bases in the Caribbean. Or, if offshore experience is what you are looking for, why not join us on the Caribbean 1500 or Atlantic Cup rally.

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AUTHORISED DEALERS



FEATURED FACILITY

continued from previous page

The children can swim with the manatees at the Venice Inlet before sailing down the coast to Boca Grande and the Sanibel/Captiva area.

The Renaissance Vinoy Resort provides hotel guests the opportunity to experience daily sunset and afternoon sailing cruises hosted by Sailing Florida Charters and Sailing School. The Vinoy Resort has over 36 meeting rooms with 42,000 square feet of total meeting space. Sailing Florida Charters and Sailing School provides an Ultimate Team Building Adventure Program for convention groups. The teams learn basic sailing skills then participate in a competition of races while rotating through all the different shipboard roles.

St. Petersburg, with a purported average of some 360 days of sunshine each year is nicknamed "The Sunshine City." The city has an array of museums including The Salvador Dali, Museum of Fine Arts, and Chihuly collection to name a few. Dining downtown can be found on or near Central Avenue or on Beach Drive near the waterfront with sidewalk cafes. Central Avenue and adjacent streets also contain most of the active nightlife scene which includes bars, lounges and clubs to suit all tastes.

For more information

For more information on sailing classes or chartering, call (866) 894-SAIL (7245), email dockmaster@sailingflorida.com or visit their website at www.sailingflorida.com. For more information on the upcoming member event, visit asa.com.

Baseball season is a very active time of year for St. Petersburg. Tropicana Field, home of major league baseball's Tampa Bay Rays, is located in the western part of downtown. Come cheer on St. Petersburg's favorite team, the Rays, or maybe watch an opponent like the Yankees fill the stadium.

The future at Sailing Florida Charters looks bright and they are happy with the course set. Cruising into the sunset or across the bay, Sailing Florida Charters is about experiencing the natural beauty of Florida's west coast and the exhilaration of boating.

Come join Sailing Florida Charters for a bareboat or crewed charter - day or week long - so you can finally take that family vacation, sneak away for a romantic weekend, hold a special corporate event or team building adventure, hone your sailing skills in one of the ASA accredited courses, or just relax and enjoy a spectacular Florida sunset.

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SAILING DESTINATION

Santa Catalina, California • By Capt. Roger Philips



Sunset on the west coast offers a magnificent sight for vessels moored in the harbor.

Beautiful Santa Catalina Island lies about 25 nautical miles off the Southern California coast. The second largest of the eight Channel Islands, it covers an area of 75 square miles. Pristine waters surround Catalina, which long ago was inhabited by the Native American Tongva tribe. The tribe had settlements all over the island and traded soapstone up and down the California coast. In 1542 the island was claimed for Spain by Cabrillo, the first European to land there. Sixty years later, Spanish explorer Vizcaino rediscovered the island on St. Catherine's Day, bestowing its present-day name.

After passing through many hands,

Catalina Island was acquired by chewing gum magnate William Wrigley, Jr., in 1919. The Wrigleys built many of the landmark structures there, including the iconic Casino, the carillon and the Wrigley mansion. Wrigley also owned the Chicago Cubs, and for thirty years, the team held its spring training on the island.

Son Philip Wrigley carried out the wishes of his father in 1972 by deeding the family's interest to the Catalina Island Conservancy.

As a result of the Wrigleys' foresight and generosity, nearly all of the island is now a nature preserve benefitting all generations.

Sailing the Islands

The typical weather forecast for the "inner waters" between Catalina and the mainland calls for southwest winds between five and fifteen knots and a one- to two-foot swell. These conditions can, of course, differ during one of the area's infrequent winter storms; but for most of the year, conditions are mild and conducive to easy sailing.

Sailing to Catalina from Marina del Rey, you are likely on a close reach for Isthmus Cove near the northwest end of the island. From Newport Beach to the island, the winds are generally on your nose. On that course, you are faced with a slow beat to Avalon, or simply motoring over, with the good likelihood

For more information

Visit the Chamber of Commerce at www.catalinachamber.com or for ASA schools and charter companies in the area, see asa.com.

of a lively downwind sail upon return.

Two Harbors, or the Isthmus as locals call it, is comprised of just a few buildings perched on the narrow strip of land separating Isthmus Cove from Catalina Harbor. Approach Isthmus Cove avoiding the well-marked Harbor Reef and Bird Rock. Call the harbormaster on VHF Ch. 9 to request a mooring. One can also be reserved online at www.visitcatalinaisland.com. You can moor either in Isthmus Cove itself or in one of the many smaller coves nearby. The mooring system makes use of two anchors, a buoy and a floating wand. As you approach the buoy and wand, the foredeck crew lifts the wand onto the deck and secures the forward hawser. Then, following an attached light spreader line aft, a second hawser is located and secured aft. When securely tied up – allowing for tidal changes – dinghy ashore, or call the harbormaster for a shore boat.

Once ashore, it takes only minutes to walk from one side of the island to the other at this narrow point. From the pier, you can hike up a short, steep trail to join cocktail hour at the hilltop Banning House, a charming small hotel. From there you can enjoy a stunning view of the harbor, with its rows of moored boats bobbing quietly in the swell.

Natural and Historic Treasures

Sometimes wild buffalo can be spotted grazing on nearby hillsides. These magnificent beasts are the remnants of a herd imported for a Hollywood western shoot in the last century. Abandoned to their fate at the end of



(Above) Wild and rugged coastline juts up from the deep blue waters of the Pacific. (Below) After spending time in the wild, sailors may enjoy the civilized comforts of Avalon. Here, fireworks burst into magnificent splendor above the historic Casino built by William Wrigley of chewing gum and Chicago Cubs fame.

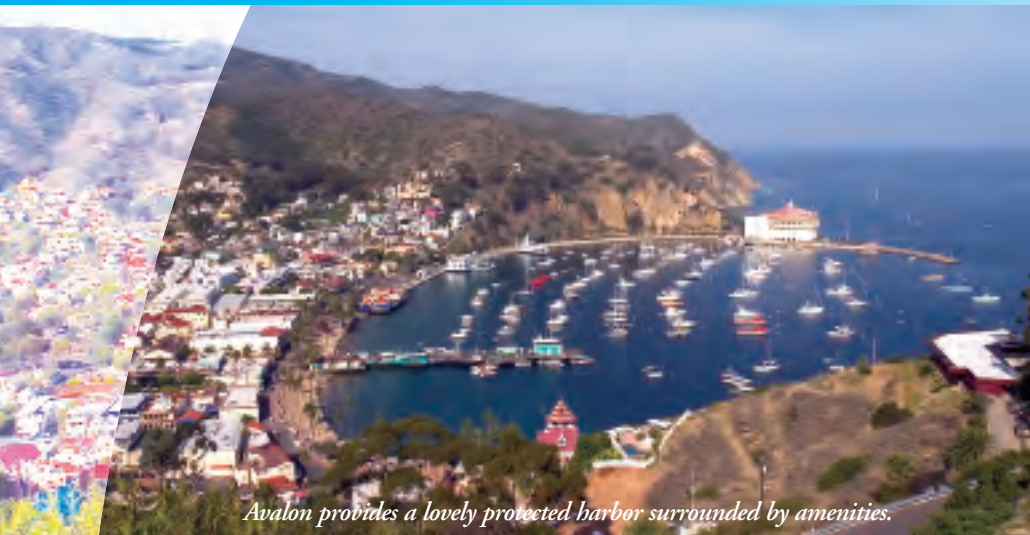
the project, their numbers have increased to the point where it is possible to order a locally-grown buffalo burger at the Harbor Reef restaurant, the Isthmus' sole eatery.

The oldest structure on the island, now housing the Isthmus Yacht Club, dates all the way back to the Civil War, when the Union built a barracks there housing soldiers to keep the island from becoming a Confederate privateer base.

After Two Harbors, most sailors will want to visit Avalon, jewel of the island. The direct route is along the northeast coastline. Once out of Isthmus Cove, there are no navigational hazards to speak of on your way to Avalon. It's nice to drop a lunch hook just around Long Point. The point itself is a cliff hundreds of feet high that juts out into the sea.

continued on following page





Avalon provides a lovely protected harbor surrounded by amenities.

Approaching Avalon, you are reminded of a Mediterranean fishing village, with closely spaced white and pastel buildings climbing gracefully up the hills that line the harbor. The round, 12-story art deco Casino can be seen from many miles out to sea. Despite its name, the 1929 building has never been used for gambling. It boasts the largest circular ballroom in the world, 180 feet across. It now also contains a first-run movie theater and shops. Tours of the Casino are offered daily. The highest building up the hill to port as you enter the harbor is the old

Wrigley mansion. The mooring system here is similar to the one in Two Harbors, though no reservations are taken.

Catalina Newport Flotilla

From October 13-20, 2012, tour the warm blue waters of Southern California with dozens of dolphins in your bow wake. To charter, call (800) 398-8830 and ask about the ASA Catalina Newport Flotilla or go to www.bluepacificboating.com/catalinanewportflotilla.htm. To participate in your own boat, email enrapt@gmail.com or call Capt. Roger at 949-258-3491.

SAILING DESTINATION

continued from previous page

It is marked with colorful sedimentary bands. A small sea cave going all the way through the point is found near the tip. Anchor here in 20 to 30 feet on a sand bottom up close to the shore. The water is clear enough to see the bottom, and a quick dip over the side is refreshing on a summer day. The point provides shelter from the prevailing winds, but you may feel a gentle swell. In settled conditions (most of the time in Southern California), you can spend the night on the hook here. Just set a stern anchor towards shore to keep your bow into the swell for a comfortable night.

More scenic is the longer route around the back, or windward side, of the island. Here colorful, sheer cliffs and dramatic landscapes make for a rewarding voyage, not to mention the good likelihood of better winds for sailing.

After rounding the northeast tip of the island, you're greeted by Eagle Rock jutting eerily out of the water. Soon you will pass the entrance to Catalina Harbor, the second of the two harbors the town is named for. "Cat" Harbor, as the locals call it, is the largest harbor on the island. Further along, you might duck into Little Harbor for lunch. This delightful, natural harbor is big enough for just a few boats to anchor.

Out to sea again, you are likely to spot dolphins, flying fish, and perhaps pilot whales as you sail along the coast on a beam reach. Rounding the southeast tip of the island, you'll spot a large sea lion haulout on the sand beach.

Onshore Activities for All Tastes

Civilized Avalon offers a stark contrast to rustic Two Harbors. Accustomed to hosting visitors, the town beckons with fine dining, botanical gardens, a museum, kayaking, and jeep tours of the interior. Rent a bike, golf cart or even a segway and explore on your own. You will find nearly thirty restaurants here, ranging from coffee shops to white tablecloth service; Mexican, Chinese, pizza, steakhouse, and locally-caught seafood. After dark, nightlife abounds with jazz or flamenco music on tap, along with dancing and karaoke.

The clear waters surrounding the island make it an attractive diving destination. Avalon itself boasts an underwater park located right outside the harbor, complete with kelp forest and striking orange Garibaldi, the state fish. Beyond this, local scuba outfitters will take you to any of the other excellent dive sites around the island. A zip line "Ecotour" is Avalon's newest offering. It features five separate zip lines traversing canyons and hillsides. Your guide will point out indigenous plants and animals at each landing as you make your way back down to Descanso Cove, your departure point.

Bidding farewell to the island, enjoy a typical downwind crossing, spotting dolphins and perhaps migrating blue or gray whales. This is a good time to hoist the gennaker for a long broad reach back to the mainland.

Best time to go: any time of year, but avoid Santa Ana wind conditions and winter storms typically arising occasionally between November and January.

Roger Philips is a USCG licensed captain and ASA certified sailing instructor teaching for the Newport Beach Sailing School. He was named ASA Outstanding Instructor of the Year in 2008 and 2009. He leads ASA flotillas in the Pacific Northwest and Southern California. Copyright © 2012 Roger A. Philips.

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FEATURE STORY

continued from page 4

We connected with Jean Levine Grossman, who expanded on the survey process along with her husband, Jeff Grossman, and set tentative dates for the in water and the sea trial/haul out portions of the survey. Our broker, Stanton Murray of Murray Yacht Sales, explained the steps to advance through the purchase process. It was really happening!

With minds about to burst with new knowledge and pre-purchase euphoria, we flew home to eagerly await the results of the in-water portion of the survey. Excuse the pun, but she sailed through both portions of the extremely thorough, detailed, professionally presented survey with no glaring issues. Now the fun began! Stanton hired a captain to move her from Regatta Pointe to St. Petersburg. Then dates were tossed back and forth for the real adventure from St. Petersburg to her new home in New Orleans. For this portion we made the decision to engage ASA Instructors Jeff and Jean and Murray Yacht Sales to provide ASA 103 & 104 certifications while we served as crew and progressed through the material and tests.

Read about our training voyage from St. Petersburg to our Beneteau's new home in New Orleans in Part II of this adventure in the next ASA Journal!

SAFETY AT SEA • TAKE YOUR OWN FIRST AID SUPPLIES

I know, I know, every charter company in the world includes "First Aid Kit" on their list of onboard equipment. Absolutely true.

You don't know, however, what is inside. Some companies are conscientious and check the kit weekly, others check it once a season. You'd be well advised to take a basic selection of first aid supplies for your peace of mind. You aren't going to be doing surgery aboard, so what you need are truly "first aid" supplies. These will solve most problems, or keep the situation under control until you reach help.

Because of restrictions on airline travel, you aren't allowed to carry some items with you, such as a bottle of antibacterial, so pick those up when you do your provisioning.

Here's a look at what you might want:

Bandages: Get good quality, like BandAids, in assorted sizes, and unbox them into ziplocks. Butterfly bandages can hold a cut together, and waterproof strips can protect a wound.

Antibiotic Cream: Neosporin, Polysporin or similar can greatly speed healing and prevent infection, plus keep oxygen from burns.

Headaches: You may need aspirin/Ibuprofen/Tylenol for morning-after-rum pains, and they are good to have for general pain relief.

Ear Drops: Best known as "swimmer's ear," an infection of the ear canal is a common side effect of snorkeling. Use Cortisporin or a similar eardrop solution several times a day.

Nasal Spray: Swimming can cause sinus congestion, while living in close quarters can lead to colds, and a spray such as Neosynephrine or similar can provide relief.

Anti-Fungal Cream: Skin infections such as athlete's foot can occur in hot climates, and a cream like Tinactin (tolnaftate) can quickly quell the outbreak.

Blisters: Flippers, flip-flops or even deck shoes can cause friction leading to blisters. Moleskin pads can prevent blisters and, if you have a blister, moleskin with a hole in the center can protect it.

Lip Protection: Too much sun can lead to lip sores, and a cream such as Blistex both heals and removes the pain.



Having basic first aid supplies of your own, even when chartering, ensures that when situations arise, you'll be ready. Carrying your own kit means knowing that everything is there and hasn't been used up by the last charterer.

Mouth Sores: Canker sores inside the mouth can be caused by citrus fruits, lack of sleep, food allergies or simply biting your inner lip accidentally. Kank-A is one liquid that numbs the area with benzocaine.

Toothache: Not much fun in the middle of a charter when your dentist is distant, but you can use clove oil (eugenol) as a natural analgaesic and antiseptic and there are several over-the-counter painkillers, too.

Eye Drops: Sun, glare and salt water can wreak havoc on your eyes, and a bottle of eye drops like Murine can take out the red and ease the pain after a long day (or night!).

Stings: There are stinging critters in the air, on land and in the sea. Most are minor problems, causing redness and itching, which can be handled by one of the over-the-counter remedies like After Bite.

Montezuma's Revenge: Rich foods, too much drink and unfamiliar cuisine can sometimes give you the two-step. At your destination, pick up a bottle of Kaopectate if you aren't carrying Lomotil tablets.

Dr. Eric Hauser is a retired ER doctor now cruising the Caribbean (with a full medical kit). Excerpted from the Spring 2012 issue of CharterSavvy. For a free ASA subscription to CharterSavvy, go to www.CharterSavvy.com.

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INSTRUCTOR TIP

By Captain Dorian Harris

Getting Ready for this Year's Boat Season

Prepare the boat for a new season by checking your running and standing rigging, cleaning your sails, testing your engine oil and fuel, changing your raw water impeller, checking navigation lights, tuning the rigging, checking the mast and brightening up the brightwork. Be prepared to enjoy the day on the water.

Don't forget the following:

- Personal Flotation Devices (PFDs) that are in good condition and Coast Guard approved. One life jacket for everyone on the boat and one Type IV as a throwable device. Children 12 and under must wear a PFD at all times while on the water.
- Some type of sound device that can be heard a mile away. Flares (handheld or aerial) for visual signaling. A VHF radio or cell phone with a fully charged battery. A flashlight with fresh batteries and spare batteries and bulbs. If the vessel has a house battery check condition and that it is fully charged.
- Some sort of auxiliary power, a small outboard, oars, or a paddle will do in a pinch. Check that the engine or outboard will run, otherwise they are just excess baggage. Oars or paddles should be in usable condition; broken they are of no use to you.
- Waterproof storage for moisture-sensitive items. At the minimum, a hand pump or bailing bucket. Best is a manual or electric bilge pump. This is a must on larger vessels.

That covers most of the items that should be on board.



Personal Flotation Devices are one of the items that should be checked each time before heading out on the water.

What not to bring:

- Too many crew for the size of boat.
- Over confidence, just because you have the right of way, it is poor policy to insist on it with larger vessels. Know the boat's limits and know your own limits.

Dorian is an ASA Instructor, competitive Cal 25 skipper in local races, cruiser and liveaboard in King Harbor in California with her husband and their bulldog Andy. Water sports are large in her life: competitive swimming, surfing, and outrigger paddling were all part of her youth. In her spare time, she is secretary of the King Harbor Yacht Club and very passionate about her chosen field of Early Childhood education.