

# AMERICAN SAILING

## ASA THIRTIETH ANNIVERSARY PHOTO CONTEST: BEHIND THE WINNERS

If you've been keeping up with the *American Sailing Journal*, you already know that 2013 marks ASA's Thirtieth Anniversary. We've decided to make a year-long celebration out of it, with events across the nation, charity fundraising and lots of sailing. To kick off the events, we held a photo contest with our members, instructors and schools submitting their best sailing shots. The response was massive, with over 120 photographers submitting work, and thousands of fans perusing the entries and voting on our Facebook page. We had photos of every kind, depicting many different facets of the sailing lifestyle. There were families sailing together on the Potomac and the Chesapeake, and cruising together in Spain and Greece.



*With spectacular vistas like these, ASA members like winner Maggie Lea had plenty to occupy their time and camera lenses for ASA's 30th Anniversary Photo Contest this year.*

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## LIVING THE DREAM • FICKLE, NOMAD-STYLE SAILING WITH THE FAMILY IN TOW



My husband, Chris, and I had always dreamed about getting a sailboat and taking our kids cruising, even before we were married and had kids. We almost bought a boat a couple of times during our married life, but something always kept us from committing.

Either we felt that our kids were too young still, or we just couldn't get away for an extended period of time because of finances.

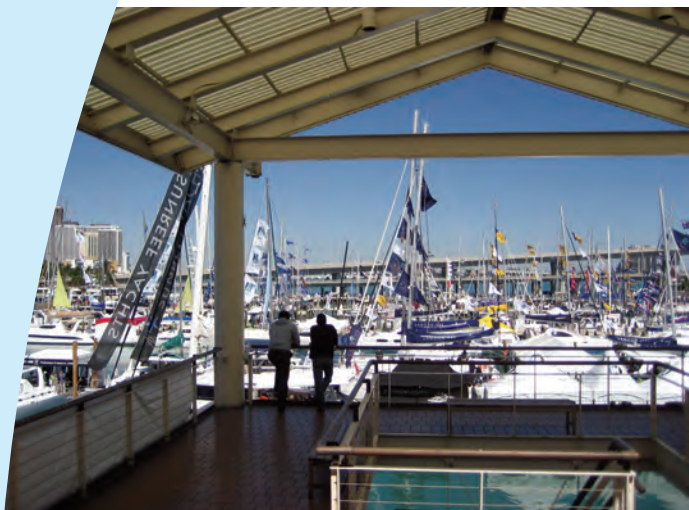
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*Author Vanessa Duggan*

## ASA UPDATE



### National Marina Day

A big occasion on the horizon this summer is National Marina Day. Discover Boating and Welcome to the Water, who frequently partner with ASA at boat shows and on-water events, have joined with National Marina Day to grow participation in boating and help marine businesses attract attention. The bottom line? There will be all kinds of fun events happening at marinas around the United States this year that you can take advantage of.

What is National Marina Day? “With 12 years of success to its record, National Marina Day, which was launched to promote the marina industry and its role in boating, has now merged with the efforts of Discover Boating to promote the entire marine industry and the boating lifestyle in one nationwide event called Welcome to the Water on National Marina Day to be held June 8, 2013.”

While the official date is June 8, there will be events throughout the summer, so you can find something that fits your schedule. The goal is to hold 10,000 events, ranging from free barbeques and boat rides, to open houses, dock parties, boat demos, free introductory courses and more.

It’s a chance not only to have a great time, but also to get involved with your local marine businesses, including sailing schools. It doesn’t matter if you’re new to sailing or have years of experience under your belt. Everybody down at the marina will be glad to see your face!

How can you get involved? Your hub for information about National Marina Day is their website: [www.nationalmarinaday.org](http://www.nationalmarinaday.org). There you can find a list of participating marinas and businesses near you, and see exactly what kind of events are in store. If you are a marine business owner, you can also register to participate at the website.

# The Charley Noble

Summertime is upon us, and for ASA it marks our thirtieth season of teaching and enjoying sailing. As you probably know, we’re celebrating our thirtieth anniversary this year, and there’s a lot to look forward to.

Our Thirtieth Anniversary Photo Contest just concluded. You can read about it in this issue’s feature story, and get a look at some of the winning photographs. Thanks to



everyone who helped make the contest such a success by submitting photographs, voting, and sharing the news with their friends!

Still ahead in our anniversary celebration, we’ll be raising funds for one of our favorite charities, Hands Across the Sea, by organizing fun sailing events

around the nation, auctioning great vacations and other items on eBay, holding a sweepstakes and more. Keep an eye out for news on that front.

This summer is going to be one for the ages. Not only is it our anniversary, and not only will our schools around the world be packed with students, but it’s a momentous year for the wider world of sailing, too. Most notably, this summer San Francisco hosts the America’s Cup. It should be an astonishing event, and numerous ASA instructors, members and friends will be on hand.

We’ve even organized a West Coast cruise from Seattle to San Diego for our members, with a stop in the Bay Area to watch the action.

*“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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## FEATURE STORY

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There were first person point-of-view shots from the top of a mast, and from the water beside a capsized Laser. There were boats in the middle of heated races, gliding through serene tropical waters and lying at anchor as the sun went down.

From them all, we had to determine five winners. It was a difficult process, with many worthy and popular entries missing out. Through a combination of fan vote and editorial panel, we selected the following five winners:

### The “Place We Most Want to Be”

**Award** to Maggie Lea Mishin, for her gorgeous, peaceful shot from Turks and Caicos, depicting white sand, turquoise water and an anchored sailboat, shown on our cover.

We asked Maggie to tell us a little bit more about the islands: “If you are looking for still, aqua green Caribbean waters where you can have tranquillity peppered with adventures, then the Turks and Caicos islands are for you. Forty different islands make up this island nation. I chose to start with the most populated island, Providenciales, or ‘Provo’ for short.”

When you’re not sailing, Maggie explains, it’s easy to get around. “The island is small, so you can rent a bike and spend the day riding around, or if you prefer, rent a car and do the same.”

Provo Conch World is one of the island’s most unique attractions, “The only conch farm in the world, they are passionate about protecting this beautiful species and it showed in the tour. They raise conch for sale to restaurants and for reintroduction to the wild. I was able to ‘pet’ one of the conchs and learn more about their lives and how they are endangered.”

After a packed day touring the island, Maggie came to Chalk Sound Bay, where her winning photo was taken. “Chalk Sound Bay is famous for the chalk-white sand that lines the bottom of the ocean lagoon. Beautiful



*(Above) Contestant Tracy Bernson’s photo off Ogunquit, Maine, shows of the amazing brightwork of a classic sailing vessel. (Below) “Absolute Bliss” was the winner of the “Kids Love Sailing” Award.*

rocky cliffs line the bay, making for a stunning view.”

That is indeed a place we would want to be. You can read more about Maggie’s travels on her blog: <http://twofreesparrows.blogspot.com>.

### The winner of the “Kids Love Sailing” Award

was Maria Cox Sheridan, for the picture of her son three-year-old Nolan with a joyous expression on his face, the sails full and the American flag fluttering proudly behind him.



Maria titled this photo “Absolute Bliss,” and says, “It was taken on our Kelly-Peterson 44 (Belisana) while sailing back from the Bahamas. We were somewhere off the coast of North Carolina, I believe. I took the ASA 101 course before our trip to complement my husband’s extensive sailing experience. Since returning from that trip, we now sail the Potomac River in a MacGregor 25.”

Amazingly, this is not the first time Maria has won one of our photo contests! She was voted Photo of the Month in March 2011 for the theme “Relaxation on a Boat.”

The fans named Adam Kushins’ photo “Two at Rest at Sunset” the **Best Sailing Lifestyle Photo**. (Not shown)

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## LIVING THE DREAM

*continued from page 1*

Then in 2010, I came across an ad on a real estate trade website for someone wanting to trade a 45-foot Privilege catamaran for real estate. I made a trade inquiry for a couple of properties that we had in the States without bothering to tell Chris. The chance of a person in Spain wanting our property here in exchange for their boat was very slim. Well, about two hours later, Chris, puzzled, got a phone call from a guy in Spain about a boat trade. Hmmmm, I thought, maybe now would be a good time to mention my trade inquiry to him.

Chris was up for the trade, and that set in motion the preparations for one of the greatest adventures we have had to date. After the full year it took to complete the complex transaction for a boat/real estate trade between two different countries, we rented out our ranch for a year, packed up our four daughters (ages 10, 11, 13 and 14) and ourselves, and set off for the new adventure in Spain.

Now, I should start by mentioning that we are not extremely experienced sailors, but very cautious when it comes to weather and safety. We have the ASA 101 class and the ASA 105 navigation class under our belts. Together they formed a great foundation for all the things we would learn along the way. Once we got started, we continued to learn from trial-and-error and from other cruisers. I should also mention that we didn't speak a lick of Spanish, and the locals in the town where the boat was located didn't speak any English.

Although we had a huge learning curve, nothing can replicate the satisfying feeling of accomplishing all the "firsts" that we did in our travels. For example, we had help, from the previous owner, with our first day voyage in the new boat to learn the systems and sails. That was fun and relaxing. But then came the time we had to leave the Bay of Cadiz to head out for our first trip down the coastline by ourselves.

There were so many unknowns, and it literally took an act of faith to just jump out there and go. "What exactly is a tunny net, and will I be able to see it?" "Can we figure out the sails by ourselves in a boat that is so drastically different from the 27-foot monohull that we



*(Above) Despite no working knowledge of the Spanish language, the family thoroughly enjoyed exploring the countryside of Spain. (Below) With family watching from below, McKenna takes a whirl at climbing into the rigging while in*

were used to sailing in?" Finishing our first trip and getting our boat docked the evening of that first day will forever be ingrained in our memories, for that is the moment that we developed the confidence to know that, yes, we can do this! (Our second day involved sailing through the Strait of Gibraltar. Thank goodness for that newfound confidence!)



Another great "first" and major highlight was the night that we did an overnight crossing for the first time. My daughter, Alexandra, and I took the first shift just as it was getting dark. We spent the next several hours in the cockpit in awe at how bright the stars were and how dark and serene the night was, feeling as if we were the only souls on Earth. We had a couple of dolphins join us for a nighttime gathering and thoroughly enjoyed the thousands of bioluminescent

jellyfish that left a bluish glow in our wake as the boat passed over them.

We also saw Orion coming up over the horizon, looking as if he was coming right out of the water, because of the vast Mediterranean Sea allowing us to see the curvature of the Earth. It was all so amazing! That great moment, unfortunately, was interrupted by a blacked out patrol ship that snuck up on us and blasted us with spotlights, asking us a barrage of questions about where we were coming from and where we were going.

*continued on page 10*



## FEATURED SAILBOAT • HUNTER E33

Every year we have the pleasure of delivering new boats to the Miami Boat Show from Tampa Bay, Florida, on the West Coast, around the Florida Keys, up the east coast to Miami, and ultimately the Boat Show. For a number of years, we have worked with Ed Massey a new boat dealer for Hunter, Catalina and Island Packet in Florida, and each year, we have the opportunity to test many new boats on a 600-mile roundtrip sea trial. This year's stand-out model, although smaller than most of the boats we sail, was the new Hunter e33. Hunter Marine in Alachua, Fla., has been designing and building boats to meet an ever-changing market since 1973; offering a large variety of boats from trailer sailors to the luxurious Hunter 50 designed for long distance cruising. The 2012 Hunter e33 has a longer sleek design like the Hunter 50 but provides the agility of the smaller high performance designs, not too big and not too small. She's just the right size for a couple or small family.

The Hunter e33 sailed upwind with reefed main in 15 knots of wind staying on her feet with a 10-degree angle of heel; she handled the seas in the Gulf of Mexico like a much larger yacht with a comfortable motion at sea. Then in the smooth waters of Biscayne Bay, beam reaching with full main and jib, she sailed comfortably at seven knots. Under power she was easy to maneuver and dock with little or no prop walk. She spun on a dime and gave change. The yacht we tested had the upgraded 29 HP engine and was lively under power and over a long passage averaged about 0.6 gallons per hour. The anchor was easy to deploy,



*(Top) Hunter's e33 offers the quick agility of a smaller boat with the stability of a larger vessel. (Below) The Hunter's salon and galley combine light fabrics and counters with the classic look of wood.*

equipped with a basic windlass plus anchor tackle appropriate for her size. While at anchor, she offered good airflow to the cabin below with multiple hatches and opening ports. Cockpit storage allowed us to carry a life raft and extra fuel jugs hidden away in the locker. The yacht is easily single handed with the trademark Hunter rig configuration. The furling jib is easily trimmed by winches next to the helm, and it comes standard with in-mast furling main sail. Under power the Hunter e33 will make you look good when you pull into the marina with a single-lever throttle control for the inboard diesel.

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## START BAREBOATING THIS SEASON!! Private Live-Aboard Sailing Programs

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, its 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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## SAFETY AT SEA – SEA ANCHORS HELP WEATHER THE STORM

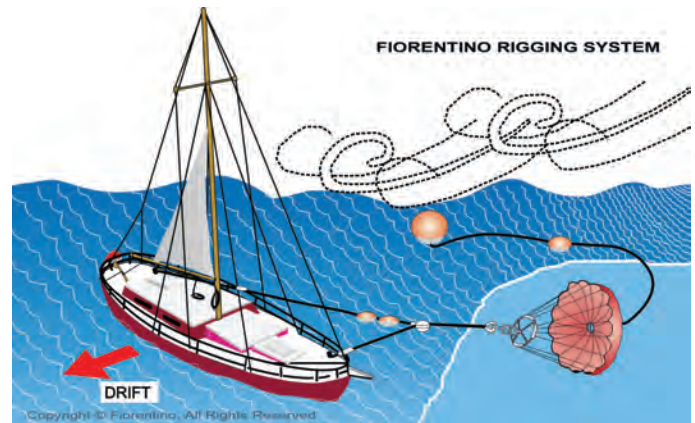
**R**enowned multiple circumnavigators Lyn and Larry Pardey published their seminal book *Storm Tactics* based on experience gained in riding out many severe storms in their engineless 29-foot cutter, Taliesin. In it they describe various techniques to safely ride out storms at sea. They recommend heaving-to off a sea anchor set on a yoke fastened fore and aft and adjusted with the bow riding at a 40- to 50-degree angle to the wind. The bow takes the waves at a comfortable angle and, as the boat drifts slowly downwind, it leaves a slick to windward that tends to prevent waves from breaking over the boat.

A modern sea anchor is basically a small, very stout parachute at the end of a long rode. The authors devote space in the book to the difficulty in retrieving a sea anchor, which, though the storm may have abated, can still be applying considerable force on its rode. With an engine, though, the process becomes manageable by simply motoring slowly upwind during recovery. In any case, rigging a retrieval line from the center of the chute to a float will ease recovery. When grabbed with a boathook, the parachute will collapse and can be brought aboard with reasonable effort.

With sustained winds above 50 knots, 17-year old solo circumnavigator Zac Sunderland deployed a simple drogue off his stern made out of an old motorcycle tire at the end of 300 feet of rode. This prevented the boat from skidding out of control down the wave fronts. Asked about how he retrieved it, he cheerfully admitted he didn't – he just cut it loose – but carried several spare tires for next time. It should be noted that the many commercially available drogues are usually made of fabric, and consume less space than tires!

These two examples describe the two most commonly used approaches to keep a sailboat safe in a raging storm. In short, deploy a drogue off the stern to control speed and provide directional stability, or deploy a sea anchor to windward to keep the boat safely hove to. A third, often-discussed option, lying ahull – on bare poles with the steering locked, is seldom recommended. The boat will usually end up beam to the waves, inviting capsizing.

Whether under drogue or sea anchor, it is critical to keep tension in the rode. If the rode becomes slack, when the device bites the water again, the force on the rode can become enormous, slamming the boat around or breaking equipment. Constant rode tension can be the key to success in using either drag device. The solution, according to drag device inventor Zack Smith, may be as simple as putting a length of chain or other weight on



*With a sea anchor set on a yoke, the boat is able to take seas on the bow at a comfortable angle, and with a slick left to windward, waves are diminished and, ideally, kept from breaking over the boat.*

### Drag Device Makers

- Fiorentino at <http://para-anchor.com>
- Para-Tech at [www.seaanchor.com](http://www.seaanchor.com)
- Galerider at [www.hathaways.com](http://www.hathaways.com)
- Jordan Series Drogue at [www.oceanbrake.com](http://www.oceanbrake.com)
- Shewmon sea anchor, which comes in several sizes
- Seagrabber, which comes in only one size
- Delta drogue invented by Don Whillden
- The soft Seabrake drogue conceived by John Abernathy
- Variable Pull drogue invented by Dan Shewmon
- Series drogue invented by Don Jordan

the seaward end of the rode to keep the device active. A shorter bridle with less stretch or a small riding sail rigged astern can be also be used to eliminate slack, Smith says. More information can be found at <http://para-anchor.com>.

With the boat safely hove-to to a sea anchor, the crew can go below and get some rest. The boat will make only a knot or so of leeway. This is a good solution for a short-handed crew in a storm, where people tire quickly and a break is needed.

Running downwind behind a drogue, however, requires active steering and boat management. An alert and competent helm is needed.

Deployment of an appropriate drag device in a storm can save your boat and your life. If you sail offshore at all, having a drogue and a sea anchor aboard, along with the knowledge of how to rig them, should be considered as sensible as carrying an EPIRB and life raft.

*Capt. Roger Philips is an ASA certified sailing instructor and licensed U.S. Coast Guard captain. He teaches at the Newport Beach Sailing School and leads ASA flotillas on the Pacific west coast.*



## FEATURED FACILITY • ANACORTES YACHT CHARTERS

It's not unusual for new boaters from as far away as Calgary or San Diego to enroll in one of Anacortes Yacht Charters' (AYC) American Sailing Association classes. Most every weekend in the spring and fall, as many as 16 students come from all over to Anacortes, Wash., to immerse themselves in AYC's special, three-class combo course that teaches all the fundamentals and works for busy professionals with tight schedules.

Students appreciate the efficient use of their time because the course combines ASA's 101, 103 and 104 in an exciting all-inclusive experience, with the students staying aboard the yachts in one of the world's most elegant cruising locations. When tacking to windward, they may spy orca/killer whales breaching. Or when practicing anchoring, students may be distracted by sunning sea lions, noisy kingfishers and bald eagles. Also, due to the rain shadow effect, the weather in the 172-island archipelago is lots drier and sunnier than soggy Seattle experiences just 80 miles to the south. ASA sailing instructor and AYC Lead Fleet Captain Jeff Glecker suggests there are even more compelling reasons why students continue to flock from all over North America to AYC's fall and spring ASA courses.

"The Pacific Northwest is an excellent training ground because we can offer an abundance of conditions you don't see anywhere else in the world," says Glecker. "We can provide variations of tides, current, stunning scenery, close anchoring, challenging straits and protected waters. Students also love the islands' quaint harbor communities, marine parks and magnificent Mt. Baker standing sentinel over it all!"



One of the first yacht charter companies in the Pacific Northwest, AYC was founded in 1979 by Jim Shea. In 1989 Sherrie and Dan Meyer took command, building the charter fleet to the largest in the continental U.S. When the Meyers retired about a decade ago, their daughter Kristin and her husband Mike Lovell took over the helm. AYC was named the first Moorings Preferred Partner. It has also received the *Cruising World* Reader Poll's excellent rating, a rating only received by five charter companies in the world.

### *For more information*

*For class reservations or information, give Anacortes Yacht Charters a call at 1-800-233-3004, visit its website at [www.ayc.com](http://www.ayc.com) or email [info@ayc.com](mailto:info@ayc.com).*



*Modern, professional facilities (above) complement idyllic, sun-kissed hideaways to sail far from the bustle of life (below).*

The ASA school has been a huge benefit for the company since its start in 2000. In fact, some 75 percent of AYC students return to charter in the Pacific Northwest or as an AYC Moorings Preferred Partner. Says Lovell, "We value the sailing classes because they are the most effective way to take new boaters from zero knowledge to where they are comfortable and safe to take a boat from the fleet out with their family for a week."

The AYC facility is not only home to the AYC Sailing School, it also serves as headquarters for the AYC charter fleet, AYC Yacht Brokerage and company headquarters. These days the AYC bareboat and skippered fleet is comprised of about 30 sailboats, ranging from 30 to 51 feet, and about 40 power vessels, ranging from 30 to 60 feet.

The AYC base is located at the Anacortes Marina on Fidalgo Bay within easy walking distance of grocery stores, restaurants and chandleries in historic downtown Anacortes. AYC's modern, roomy headquarters include an enormous, dedicated classroom for onshore learning. The marina features ample, free parking, and coin-operated laundry, as well as shower and restroom facilities. One of the most attractive features of the AYC base is that it is situated at the entrance to the San Juans. After a few short tacks, sailors cross Rosario Strait and sail into what locals call "San Juan Central."

Both new sailors and old salts favor the central and larger islands' colorful resorts and marine parks.

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## LIVING THE DREAM

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But even that is a great story to tell, and another unforgettable “first.” And I must say that our first time anchoring went well. It is the second time that I would rather not mention. Let’s just say we needed a little more practice.

People often ask us what our favorite part of the voyage was, and that is really a tough question to answer. There were so many. We loved Gibraltar and the mischievous little Barbary Apes that cover The Rock. The castles and ruins were amazing, and the Romans and Carthaginians Festival in Cartagena was unforgettable. Then there was the trip across the Strait of Gibraltar to Africa, followed by a five-hour taxi ride into the heart of Morocco during Ramadan. We enjoyed a breakfast meal at sundown with our Moroccan taxi driver at his home, and had to turn down numerous marriage proposals for our daughters in exchange for camels.

The dolphins will also forever be relished. I don’t think we can ever tire of seeing them dance in the water in front of the boat, bouncing on their tails, giving us an awesome display of their spirited personalities. Another favorite is the amazing people we met from all over the

world, and the cruiser get-togethers on different boats every night, where there is sure to be a guitar or two, good drinks, good food, and good conversation (in many languages).

I must not forget the enjoyment of getting to try different cuisines from each region and meeting some of the nice locals that we still keep in touch with to this day. The list is endless!

Overall, cruising, I have found, is partly about the sailing, but also very much about the experiences you have once you get to where you are going. The slower pace of sailing set the tone for us to really get a flavor for what the culture was in each place we visited and to almost feel like we were locals. It is such a vastly different experience from taking a quick one-week vacation somewhere. Our girls are speaking very good Spanish now, and have friends from all over the world that they talk to regularly, and we will forever have the memory of this journey together as a family that is so unlike anything else we have ever done. We are home for now, attending to business, but we are currently making plans for our next voyage in the near future into the Eastern Mediterranean.

*Vanessa Duggan writes about her family’s sailing experiences at: [www.ficklenomad.com](http://www.ficklenomad.com).*



## TWO CAN SAIL COUPLES CRUISING SEMINARS The 5 Step Plan to Your Dream



Is your dream to own a sailboat and cruise off to new harbors? These Seminars help turn those dreams into reality! Learn how both of you can take the drama out of the dream, from choosing the right boat to sailing away together in harmony.

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**Seminar fee: \$295 per couple (\$25 discount for ASA Members)**

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# SAILING DESTINATION

*Chesapeake Bay Dreaming • By Cap*



*Photo courtesy of Talbot County Office of Tourism  
White clouds whisper the sea to sleep as the sun slowly sets on the bay.*

**I**mmortalized by writers, naturalists and artists, the Chesapeake Bay is America's ultimate cruising destination. Explorer Captain John Smith described it as "a faire bay encompassed but for the mouth with fruitful and delightsome land" when he created the first maps of the Chesapeake in 1608. A visit to the Chesapeake includes history, beautiful scenery, wildlife and plenty of action.

## *Origins and History*

The Chesapeake Bay formed over 10,000 years ago when melting glaciers effectively "drowned" the Susquehanna River valley. It is the largest estuary in North America, extending 200 miles from Havre de Grace, Md., to Virginia Beach, Va., and measuring 30 miles across at its widest. Its 11,600 miles of shoreline exceed that of the entire U.S. West coast – a gunkholer's dream come true.

Chesapeake Bay is steeped in history, perhaps best captured in James Michener's epic novel *Chesapeake*. The Chesapeake and most of the rivers feeding it carry names from the original Native American residents. English colonists seeking land and opportunity arrived in the Chesapeake region during the early 1600s.

Many towns along the Chesapeake played crucial roles in the War of Independence, the War of 1812 and the American Civil War. Privateers and pirates, including William Kidd and Edward Teach (Blackbeard), also played a big role in shaping the bay.

Visitors can step back in time and explore the nation's history in many museums and historic settlements throughout the bay. Shoreline villages still host shipwrights, crab shanties, bascule bridges and scenic lighthouses. Classic oyster skipjacks, crab scrapers

and oyster tongers ply the bay as they did a century ago.

## *Seafood Nirvana*

The Bay's estuarine nature (the combination of tidal waters and freshwater influx) makes seafood fresh and plentiful; over 500 million pounds of seafood are harvested each year. Savor the best crab dishes ever in the Chesapeake – known as the blue crab capital of the world. Try your hand at "chicken-necking" and catch crabs from your sailboat! Oysters are one of the bay's most valuable commercial fisheries, and you'll find oysters served every way imaginable. Another favorite is Rockfish – not only excellent sport for recreational and commercial fishermen, but also great eating.

## *Planning your Sail*

You can reach the Chesapeake Bay by plane, train, car or boat. Baltimore's

## tain Lisa Batchelor Frailey

### Visiting the Chesapeake

- *Maryland Tourism:*  
<http://visitmaryland.org/>
- *Virginia Tourism:* [www.virginia.org/](http://www.virginia.org/)
- *ASA Schools & Charter Companies on the Chesapeake can be found in two states:*
- *Maryland:* [http://asa.com/states-charters/schools\\_maryland.html](http://asa.com/states-charters/schools_maryland.html)
- *Virginia:* [http://asa.com/states-charters/schools\\_virginia.html](http://asa.com/states-charters/schools_virginia.html)

airport and rail station are most convenient for the northern reaches, and Norfolk for those starting south. Cruisers enter the bay through the Chesapeake & Delaware Canal, or from the Atlantic at Cape Henry. The predominance of bareboat charter companies is located in Annapolis, but you'll find ASA sailing schools and charter bases along the 200-mile length of the bay. This distribution is ideal, as the bay's size and variety allows you to explore on many visits without ever repeating a destination.

Most charter bases operate from mid-April through October. While mid-summer weather is typically hot and humid, you'll find good sailing winds throughout the season. Early summer and fall are favorites, and holiday weekends are in high demand. Prevailing winds are not distinct, but southerly to westerly winds are most common in the summer, heavily modified by sea breeze and local topography. Thunderstorms can be wild, so be sure to keep a weather eye and plan accordingly. Tides and currents are easy to manage, since the tidal range for most of the Bay is only about one-and-a-half feet.

Provisioning is simple; most charter bases have well-stocked grocery stores nearby. Be sure to plan for a few meals ashore to experience the local flavors and specialties. Fuel, water, ice and pumpout stations are conveniently



*(Above) Lights of the city sparkle at night, illuminating sailing and power vessels rocking gently with the waves and rising and lowering with the tides. (Below) Who could visit an area so renowned for its seafood without stopping somewhere like Crisfield Crab House for a pile of crab? Photos from the Maryland Office of Tourism.*

located throughout the bay. Sailors can berth in marinas ranging from luxury resort to "mom 'n' pop" anchorages or moorings in major harbors with water taxis, or secluded anchorages where herons are your closest companions.

### Notable Cruising Destinations

The Chesapeake offers remote, unspoiled beauty in close proximity to cosmopolitan city centers. The variety is so diverse that it's impossible to capture it all in a lifetime of cruising, much less to describe it in a single article. From north to south, here is a sampling of notable destinations to whet your appetite.

Sail the Patapsco River into Baltimore Inner Harbor, featuring museums, shopping, dining, arts and major league sports in a waterfront urban setting.



*continued on following page*

## SAILING DESTINATION

*continued from previous page*

On the Eastern Shore, Rock Hall features the annual “Pirates and Wenches Fantasy Weekend.”

Annapolis visitors can enjoy a bustling port town, state capital and the home of the U.S. Naval Academy. Known for the National Sailing Hall of Fame and U.S. Sailboat shows, Annapolis features the largest selection of bareboat charter yachts on the Chesapeake.

“The Town that Fooled the British,” St. Michaels is one of the most charming colonial towns on the bay’s eastern shore. Visit the Chesapeake Bay Maritime Museum and wander the brick-paved sidewalks to browse shops and galleries.

Glide through the bascule bridge at Kent Narrows, lined with workboats and skipjacks. Continue up the Choptank River to find abundant snug anchorages off the meandering tributaries of Broad Creek. Watch soaring osprey dive for fish, and keep your eyes open for celebrity estates!

From the Choptank, follow the Tred Avon to the beautiful waterfront town of Oxford. Marinas and restaurants nestle among tree-lined streets; don’t miss the iconic Cutts & Case Shipyard. If Oxford seems familiar, perhaps you’ve seen one of the many films set there.

### *More Fun Ashore*

At the mouth of the Patuxent River, Solomons offers sailors a host of fine marinas and the world-famous Tiki Bar. Climb the Drum Point Screwpile lighthouse, take a cruise on a Skipjack, or wander through a sculpture garden featuring works from the Smithsonian.

Enjoy a pile of steamed crabs in Crisfield, the “Crab Capital of the World.” Crisfield’s National Hard Crab Derby features feisty crabs racing on a track, and the largest boat-docking completion on the Chesapeake. Nearby Deal Island hosts the annual Skipjack race.

Step back in time on Tangier Island, one of two island communities of watermen in the Chesapeake. You’ll hear a relic Elizabethan dialect still intact from the island’s original Cornish settlers. Distinctive crab shanties line



*Photo courtesy of the Maryland Office of Tourism*

*Historic sites abound in a place with nautical traditions as old as that of the Chesapeake Bay. The Drum Point Screwpile lighthouse offers a great view or a climb to the top for the more adventurous.*

### *Learning to “Speak Chesapeake”*

- *The Screwpile lighthouse is named for its construction; seven irons legs were screwed into the muddy bottom of the Bay in a hexagonal pattern, with the lighthouse and keeper’s house atop. Between 1850 and 1900, 42 Screwpile lighthouses were built in the Chesapeake Bay.*
- *Maryland’s state boat is the Skipjack – the last working boat under sail in North America, used for dredging oysters in the Chesapeake Bay.*
- *Gunkholing describes the type of casual cruising involving dipping into small inlets, coves and rivers.*

the channel to the harbor; bikes and golf carts are the principal transportation ashore.

From cosmopolitan Baltimore to the time capsule of Tangier, the Chesapeake Bay is a cruiser’s dream. Capt. John Smith’s words still ring true: “Heaven and earth never agreed better to frame a place for man’s habitation.” Or, man’s sailing!

*Capt. Lisa Batchelor Frailey is an ASA Instructor and co-owner of Sail Solomons Sailing School & Yacht Charters on the Chesapeake Bay. Lisa is also an independent charter broker with extensive sailing and provisioning experience in the Caribbean, Mediterranean and Chesapeake Bay. Email [lisa@sailsi.com](mailto:lisa@sailsi.com). Copyright © 2013, Lisa Batchelor Frailey. All rights reserved.*

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## FEATURE STORY

*continued from page 3*

Its dramatic, saturated colors garnered nearly 400 votes.

**For Best Action Sailing Photo**, the fans went with Jennifer Milano's entry, which depicts her taking the helm on her first charter after gaining ASA certification. She is steering through the Sir Francis Drake Channel in the British Virgin Islands, and says, "You can call me Captain." (Not shown)

Finally, Denis Kochubey took home the prize for **Most Romantic Sailing Photo**, as he and his lady-friend share a kiss on the bow, with the stunning teal waters of the Dominican Republic behind them. (Not shown)

All of our winners received a prize pack of handy nautical gear and apparel, but the admiration of their fellow sailors might be the best reward! We at ASA would like to extend a gigantic, thirtieth anniversary thank you to all who submitted, voted and cheered on the contest. We can't wait to do it again!



*Contestant Lisa Muscarella took this shot while working on her ASA 103-104 certification in the Virgin Islands. All in all, it's not a bad view from her classroom.*

### *For more information*

*You can view the winners and all of the entrants on our Facebook page at [www.facebook.com/AmericanSailingAssoc/](http://www.facebook.com/AmericanSailingAssoc/).*

## FEATURED FACILITY

*continued from page 9*

For example, Rosario Resort & Marina on Orcas Island with its mansion and cozy anchorage remains popular with boaters who want to enjoy onshore amenities such as fine dining and spa treatments. On nearby San Juan Island, boaters congregate at world-famous Roche Harbor Resort & Marina to enjoy an ice cream cone and exhaust the kids in the giant swimming pool. After cocktails and dinner, most sailors gather for Roche Harbor's long-standing tradition that includes a cannon salute and the lowering of the colors.

One popular marine park includes Spencer Spit State Park on Lopez Island with its pioneer log cabin, long sandy spit and great crabbing. English Camp, dating back to the "Pig War" in the mid-1800s, makes a quiet overnight anchorage on San Juan Island.

In the future, Mike and Kristin Lovell plan to grow the course offerings for new charter customers. Blessed with "location, location" and top instructors, AYC has built a strong following throughout the nation for both sail and powerboat certifications. Last year, AYC hosted an instructor certification clinic for the ASA's newly created



*Anacortes Yacht Charters offers a wide variety of vessels and a location that makes numerous itineraries possible.*

power boat arm, called the Recreational Power Boating Association (RPBA) which also has certifications offered through AYC.

"It's all about open, honest, long-term relationships," explains Lovell. "Our goal is to offer the finest fleet, quickest response, a better job and always the personal touch."

### *For more information*

Visit Hunter's website at [www.marlow-hunter.com/Models2011/33/33Index2011.html](http://www.marlow-hunter.com/Models2011/33/33Index2011.html)

## FEATURED SAILBOAT

*continued from page 5*

The 21HP sail drive is standard, or it can be upgraded to the 29 HP sail drive if so desired.

The new hull design features a longer waterline with a wide beam carried aft, and an extended cockpit that gives you the feeling of a much larger yacht. The teak transom folds down, extending the cockpit and creating a swim platform. Port and starboard teak stern perch seats allow for even more cockpit seating. The wheel can be folded allowing for easy access to the swim platform at anchor.

The deck hatches are flush-mounted so natural light comes in through multiple port lights that surround the main cabin. There are plenty of opening hatches and ports that allow for good air circulation. The interior design also makes her feel like a much bigger yacht.

Forward there is a wide double berth with both port and starboard hanging lockers for stowage. The main salon has a long bench seat to starboard; the centerpiece can be converted by flipping up to make a chart table. To port the U-shaped salon seating has a unique table that houses a liquor locker storage cabinet and a convertible table which can be lowered by cranking it down to create a large double-sleeper sofa.

The galley is to port of the companionway in a U-shaped configuration; equipped with a microwave oven and refrigerator aft, a double-burner LPG stove and oven along the portside center, and a long counter facing forward with a large single sink. The galley countertop comes finished in a granite-look Corian with a sink filler top that makes for larger counter space. There is plentiful storage in cabinets outboard and under the sink, and the stove and counter are equipped with stainless steel grab handles for safety while underway.

The head is to starboard of the companionway, which allows access from the cockpit and is easily shared by either stateroom.

The large cockpit configuration turns the aft stateroom into more of the master cabin with an athwart-ships berth that has plenty of headroom to sit up and read in bed. Hunter has also upgraded the cushion coverings to an easy-care fabric both on the mattress covers and the settees. The wood grain on the bulkhead and cabinetry



*A new hull design featuring a longer waterline and a wider stern gives sailors the comfort, both on deck and below, of a large, well-proportioned vessel as they head out into blue water.*

has been rotated 90 degrees so that the grain runs horizontally which helps maintain the illusion of a larger interior. Hardwood teak and holly-look floors are easy to clean, and the bulkheads and cabinets look like home furnishings, finished to a high, glossy shine.

The Hunter e33 features basic wind, speed and depth instruments as well as a Raymarine GPS Chartplotter and standard VHF at the helm station. Other amenities like air conditioning and a high quality stereo entertainment system come with both cockpit speakers and iPod connectivity. The new iTech option allows for state-of-the-art, enhanced entertainment capabilities, connecting Apple products like Apple TV to the 23-inch, flat-screen salon TV with built in HDMI cabling. Plus, with a WiFi booster and cell phone booster, you can stay in cell range longer, enabling you to get 3G reception and stream movies through your Iphone internet connection.

So much is packed into this yacht, it is no wonder that *Cruising World Magazine* has awarded the Hunter e33 with 2012 Best Compact Cruiser 30-35 feet. If you would like an opportunity to test this boat out for yourself, check in with your local charter company or ASA school. Sailtime Tampa Bay has some available in their fleet, and as word spreads, they should become more wide spread. Estimated sail-away price is about \$120,000.

*Jeff Grossman and Jean Levine are 100GT captains, marine surveyors, and ASA instructors, specializing in helping couples realize their cruising dreams. They work couple to couple in all phases of sailing from ASA 101 to offshore passage making, boat selection, marine surveying, and voyage training on the couple's boat. Visit their website at [www.TwoCanSail.com](http://www.TwoCanSail.com) or [info@twocansail.com](mailto:info@twocansail.com).*

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## CHARTER TIPS • SIMPLE IDEAS TO MAKE MED-MOORING A BREEZE

If there is one technique that strikes fear in the hearts of many bareboaters, it's Med-moor. Mooring Mediterranean style means dropping your anchor off the bow and then backing into a quay. Sounds simple enough, right?

But when the quay is immovable stone, and there are expensive yachts on each side of a space that seems about half the width of your boat, well, it can get interesting. Any screaming when anchoring in the Caribbean is a soft whisper compared to what can take place during a cross-wind Med-moor, and it's often coming from the surrounding yachts.

The key to successful Med-mooring is to practice. Even if you've done it enough to consider yourself an expert, take a moment early in your charter to refresh your skills with this particular yacht. Some yachts back oddly, each yacht responds to power differently, and it's also a chance for your crew to test out the anchor windlass before entering a crowded harbor.

### *Preparing for Mooring*

Step one in a Med-Moor is to be prepared. Have every fender out, have lines prepared, and station your crew around the yacht so they are close to the action. You'll need port and starboard stern lines from each quarter (preferably the longest lines you have available), and make sure they lead properly without going over lifelines or around the barbecue. It's also not a bad idea to have the boathook ready for immediate use. Slowly cruise the area you want to moor, check out any wind or current issues, and identify where the anchors of other boats are positioned. When you find your spot, see if you'll be tying to a metal ring or to a bollard, when you'll need a large bowline loop in the end of each stern line.

### *Placement of the Anchor*

Your anchor crew at the bow should be ready to lower the anchor, and they should understand the hand signals you'll use for directing them (See CharterSavvy Summer Issue for signals). Experienced Med-moor skippers often lower the anchor more than halfway to the bottom, thus eliminating the time until the anchor hits bottom which, in a breeze, can drift your boat out of position. One essential is to know where your neighbors have their



*With pricey vessels lining the dock and well-beeled travelers roaming the walkways nearby, every captain wants to look confident Med-mooring in style. With a few tips, you can!*

anchors, because you don't want to drop yours across their rode. If you do, they're bound to wake you up at 5 a.m. to sort out the tangle. You can make a good estimate from the direction of their anchor rodes, and sometimes they even have a float marking the position of their anchor, which is ideal.

### *Backing in Successfully*

The place you drop your anchor depends on several factors. The depth of the water and any expected wind or surge may encourage you to increase the scope but generally about three to four boat lengths from the quay is ample. Once the anchor hits bottom, give a burst of reverse to set the hook and then ease off the throttle. Back the boat slowly toward the quay, and here there are two schools of thought. Some skippers like the anchor crew to keep enough tension on the rode that it helps hold bow in line but not enough to slow the boat down. Other skippers prefer to let out more rode than needed so it doesn't affect the boat at all. Either way, never let your boat speed dwindle into the range where the rudder becomes unresponsive because then you can't steer.

If, because of wind, current or other factors, the stern begins to swing toward a moored yacht, a short but powerful burst of forward with the rudder turned hard over should kick the stern around. Once again aligned, get the boat moving astern.

*continued on next page*

## CHARTER TIPS

*continued from previous page*

Every quay presents different problems, but the ideal situation is where there are experienced people on shore to whom your crew can toss the stern lines. Do not, under any circumstance, give the lines to anyone who isn't knowledgeable. Their first instinct is to pull hard, which can bring you crashing into the quay or another boat.

The most important line is the windward (or up-current) stern line, which will hold you from drifting into your neighboring boat. Don't allow your crew to make any heroic leaps, because quays are uniformly slippery and a crewmember in the water is not only dangerous, but a sure way to ruin your approach. If you have a spare fender, have an extra crewmember hold it at the stern for protection, and put a crewmember ashore.

With a bollard, place the loop over the bollard and then control the line from the boat. With a ring (sometimes called a cringle), which is often on the face of the quay, a crewman may have to lie down to thread the stern line through it before passing it back aboard. Don't allow your lines to be cleated at the shore end: having control of them on board allows you to adjust them without leaving the boat, and it simplifies your departure as well.

### Departing Undamaged

Start your engine and prepare your crew with your plan. Leaving the engine in neutral, take in the leeward stern line but leave the windward in place. As the foredeck crew uses the windlass to pull in the anchor, slowly pay out the windward stern line to keep the boat from drifting sideways.

Once clear of the neighboring boats, motor slowly ahead and retrieve your anchor. The crew on the bow should direct you by pointing left or right so you line up on your anchor. They should watch over the side as the anchor comes up to make sure it hasn't snagged on anything and, once up, they can signal you with the "OK" sign that you are clear to power forward.

The worst-case scenario comes when someone else has dropped their anchor rode so it crosses yours. That means that as you pull up your anchor, you bring up their chain or line as well. Have a spare piece of line at the bow and use the windlass to pull up your anchor (with their rode) as close as possible to the deck.

Secure the line to a bow cleat, and feed it under their anchor rode, and the pull it higher than your rode. This should give you enough space to get you anchor from under theirs, hopefully without causing theirs to drag. As soon as it becomes clear that you have crossed anchors, put your engine in neutral so that you don't wrap someone's rode on



*While Med-mooring is not as common in the U.S., sailors traveling to farther ports will want to be prepared to slide their boats in.*

your prop. You aren't in danger, because you're now securely held by two anchors instead of one.

Once you've got your anchor up, it's time to coil up the stern lines, rinse off the anchor, and stow the fenders. Have a pleasant day, and prepare to do it all over again at your next harbor. It's time for a toast to all hands for a successful Med-moor!

*This article has been provided by CharterSavvy, the free online magazine about bareboat charters. Subscribe and read CharterSavvy at [www.CharterSavvy.com](http://www.CharterSavvy.com).*



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## INSTRUCTOR TIP

*By Captain Andy Batchelor, Sail Solomons*

### Mooring Buoy Pick-ups – Almost 100 Percent Guaranteed

**H**ands up, all those who can say that every mooring buoy pick-up is 100 percent successful. When Lisa and I first went cruising, we can honestly say that we were not always proud of our technique and sometimes it appeared as if we were just unlucky! As instructors, we are always looking to improve our skills and subsequently pass them on to our students. Alas, no matter how much we persevered and re-read the textbooks, we were still less than perfect when it came to mooring ball pick-ups.

The textbook method is to come up to the mooring buoy under power and directly into wind. A crewmember then goes forward with a boat hook and gives clear directions to the helmsman to stop the bow of the boat exactly at the buoy and into wind.

However, what often happens is that the boat stops short of the buoy, by which time the wind has caught the bow of the boat, which is now crabbing downwind and drifting away from the pennant. This is accompanied by an exchange of “helpful” ideas between helmsman and crew, and is naturally being watched by other boaters in the anchorage. The following method, which we copied from an elderly cruising couple, may well solve your mooring ball woes and increase crew harmony!

First, helmsman and crew choose a buoy, decide on a port or starboard side pick-up, and get ready with boat hook and bridle lines. The boat then approaches under power on the equivalent of a close reach course (about 60 degrees off the wind); this can be assessed by comparing your course to other boats which will be facing into wind. The helmsman then aims to stop the



*By planning your approach to a mooring ball carefully, both the captain and crew can relax and quickly be ready to hook up.*

boat three to four feet to windward of the buoy and allows the bow to slowly drift down onto the buoy. This gives the crew plenty of time to retrieve the pennant, thread the eye and secure with the lines, regardless of wind conditions.

Note: The stronger the wind, the further you will need to position to windward. We use two lines through the pennant, each secured to their own cleat for additional security, which forms a bridle helping to keep the boat steady.

Moral of the story – never be afraid to try something different – it may work better for you.