

# AMERICAN SAILING

## ANATOMY OF A RESCUE: HOW ASA SAILORS SAVED LIVES IN THE OCEAN

**O**n May 16 in the Bay of Florida, 80 miles out of Key West and the finish line of the 2013 Bone Island Regatta, Captain Roy Rogers saw something unusual – a boat on the horizon drifting with its sails down. A few other vessels could be seen in the distance, but this one stood aimlessly alone, a strange sight in the middle of a racecourse.

Up in the cockpit, with the sound of the wind and the boat's stereo playing, it was difficult to know what to make of it, but below in the cabin was a different story: two short, garbled mayday calls came through on the VHF radio, and then silence.



*When a garbled mayday call came over the VHF in the midst of a south Florida race, ASA Instructor and Capt. Roy Rogers stepped out of the race and into action.*

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## ADVENTURES IN CRUISING • BOB VINCENT AND CLAUDETTE CHAISSON



*Claudette Chaisson*

**E**ven though my wife and I own a 42-foot sailboat in San Diego, we have done many bareboat charters over the years, and it is absolutely our favorite thing to do. So when the opportunity to go sailing on one of the ASA flotillas in Vancouver came up, we jumped at the chance. We made contact with Capt. Roger Philips, and booked our Catalina 42 Mark II sailboat Raven through San Juan Sailing. Roger immediately sent us the itinerary for the seven-day trip.

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## ASA UPDATE



### Upcoming Flotillas

Our summer and fall schedule is packed, as you can see! From Croatia to Tahiti, Long Beach to Annapolis, we'll be everywhere, and there won't be a dull moment. It's not too late to join us for some of these upcoming flotillas, and we love seeing our members at boat shows! Visit [www.asa.com](http://www.asa.com) for more details.

Dec. 5-15, 2013: British Virgin Islands Flotilla – Visit the essential sights of this incredibly popular sailing destination: Tortola, Jost Van Dyke, the Baths, the Bitter End Yacht Club and more.

March 21-29, 2014: British Virgin Islands “Off the Beaten Track” Flotilla – Sail some less-traveled spots in the BVIs, including Diamond Cay and Monkey Point, along with more familiar locations such as Virgin Gorda and Norman Island, the “real” Treasure Island.

April 12-19, 2014: Exuma Islands Flotilla – Our ever-popular adventure flotilla explores the sandy Exuma Islands of the Bahamas, camping on beaches and sailing 21-foot Sea Pearls.

May 19-31, 2014: Greek Islands Flotilla – Sail the waters of the ancient gods, to the Sanctuary of Poseidon, to villages bathed in history and culture.

### Autumn Boat Shows

Sept. 6-8: Tampa Boat Show in Tampa, Fla.

Sept. 12-15: Newport International Boat Show in Newport, R.I.

Oct. 10-14: United States Sailboat Show in Annapolis, Md.

Oct. 24-27: Strictly Sail Long Beach in Long Beach, Calif.

## The Charley Noble

As we enter the fall, we are now well into ASA's celebratory thirtieth anniversary. It's been a terrific year so far, from our 30 Years Photo Contest, which garnered hundreds of participants to our fundraising efforts for Hands Across the Sea.

The party will continue, with “Sail for Hands” events at our schools around the country raising money for



Caribbean literacy, a sweepstakes you won't want to miss, and more.

Of course, we're staying focused on our central goal of teaching people to sail, and making sailing more accessible and inclusive. Our schools from coast to coast have been working hard all summer, and we appreciate the effort they've put in to make this a great year for sailing.

Check out the ASA Update on the left side of this page to see some of the events coming up. We've got flotillas planned throughout this year and into 2014, hitting up some favorite destinations and introducing a few new twists.

We'll also be setting up shop at a variety of boat shows. If we're coming to your area, we'd love to have you stop by the booth. Our staff and instructors will be on hand to answer your questions and just chat about sailing. Of course, the U.S. Boat Show in Annapolis is always a huge national event, and we're proud and excited to be a part of it again, especially in our anniversary year.

*“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

*continued from page 1*

It was day two of the annual race, which starts from Tampa Bay and follows the southwest edge of Florida's Gulf Coast to the Keys. Captain Roy, a career sailor who spent decades as a charter and delivery captain in the Caribbean before becoming an ASA sailing instructor, was in the race for the first time, skippering a 50-foot Jenneau with three of his former students, whom he had trained in ASA 101, 103, and 104 at Sailing Florida in St. Petersburg. They were not expecting to win, only to have fun, gain experience, and post a strong finishing time. It was so far, so good with 80 miles to go, but that's when everything changed.



*Following an incident, the Liela B. began rapidly taking on water and eventually sank in about 90 feet of water off Florida. (Below) Crews drink a toast following the safe rescue of all aboard the Liela B.*

### *From Racer to Rescuer*

Captain Roy, having heard the mayday hails and seen the boat on the horizon, put two and two together and made a decision.

"The race was over for us," he says, as they fired up the auxiliary power, disqualifying themselves, and set off to investigate.

They tried several times to establish contact over the radio with no luck. But sure enough, as they approached they saw that the vessel was low in the water, and with the binoculars, something even more alarming: five men in a hopelessly overburdened 10-foot dinghy that was, itself, sinking.

Captain Roy gathered his ASA-trained sailors and instructed them that they were going to get hold of the dinghy's painter. They then snapped into action, closing the distance and bringing the dinghy alongside.

"I'm not letting anybody up," he advised his crew, "until I've had a conversation with them."

Even, or perhaps especially, in an emergency situation, prudence is necessary. In these waters it is not unheard of to encounter refugees from the Caribbean, and even criminals up to what Capt. Roy calls "shenanigans."

He explains that they would have rescued them no matter who they were, as long as they weren't dangerous,



but the procedure for taking on board U.S. citizens and foreign nationals is dramatically different. It also occurred to him that there were "five of them, and four of us."

"This was not the reception they were expecting," he says, "but I felt obliged to do due diligence."

After a brief conversation, it was established that the men were Americans, not carrying any weapons, and also racing in the Bone Island Regatta. Within a few minutes of making contact, all five were safely on board.

*continued on page 18*

## ADVENTURES IN CRUISING

*continued from page 1*

He also sent links to more information about our destinations. Raven would be the ninth of nine boats in the ASA flotilla.

### *Preparing for the Pacific*

As an avid sailor and power boater my whole life, no matter how much experience I have accumulated over the years, I love the feeling and excitement I get when preparing for a bareboat charter, especially to a place I have never been before. I get all the charts and cruising guides that I can find for the area where we are going, and start studying our course, the wind, local conditions, and the destinations that are available to us. Capt. Roger, a seasoned ASA instructor and flotilla leader, had made it very easy for me this charter. He had the whole trip mapped out, including information on the marinas we would be visiting, the events and group dinners that were planned, and about the local provisioning options. After downloading and reading Raven's owner's manual, I felt I knew our boat inside and out. We were well prepared!

Like the ASA, San Juan Sailing is a first class charter company out of Bellingham, Wash. They had a well-organized skipper's briefing where we got a lot of invaluable information before we boarded our boat, and a nice little BBQ reception for us the night before we departed. My crew consisted of my wife, Claudette, and two other women; Elaine Lembo, deputy editor from *Cruising World Magazine*, and Susan Daly, a world-class racing sailor, both hailing from Newport R.I. They were excellent crew, and great boat mates, too. I nicknamed us "Captain Bob and the Ravenettes."

Some of the main concerns about sailing in the Pacific Northwest are the large tides with strong currents and the floating logs that are so prevalent because of all of the timber and logging industry. Each boat was required to assign a crewmember as the "log watcher," and it could not be the same person who is driving the boat! SJS also requires that one crewmember be designated as the NSO (navigational safety officer). Detailed tide charts for the week were provided to us, along with a customs worksheet, a skipper's self-guided boat orientation, and the navigation safety officer's checklist. We also got the crew list for all the other boats, which was very helpful in remembering the names of the people we were meeting. The ASA gave us some great shirts with the name of the flotilla embroidered on them ... a very nice touch indeed!

Flotillas are a great way to get used to "cruising," especially while you are gaining more sailing experience.



*The 'Ravenettes' enjoy some time at the helm on a cool day on the water in the Pacific Northwest. Having surrounding boats lent a sense of security with fun.*

Because you have a "leader" and other boats around you, you can feel safe and assured knowing that someone has your back. As it turned out on this trip, several of the people had taken sailing lessons through ASA schools; some where they lived, and some in other distant locations, and then had signed up for this flotilla. Some of the folks had filled their own boat with people they knew, while others traveling solo, got placed by Capt. Roger on boats with other people that were looking for crew. It all seemed to work out great!

### *The Summer Sailstice*

As part of our daily plan, Captain Roger arranged for morning VHF check-in calls and daily weather updates, so he could keep track of his fleet, and reviewed that day's sailing plan. Our first sail was from Bellingham to Sucia Island, and the date was June 22, the summer solstice, dubbed the "Summer Sailstice" by our friend John Arndt some 14 years ago. This is an international organization that invites sailors to take part on the longest day of the year in the sport that they love, sailing! It was great that we celebrated this day with other sailors, in style, and in one of the most amazing boating areas in the world. The winds were light that day, but it was a pleasant and scenic trip to Sucia Island, a national marine park that is inhabited only by nature and visited only by the people who come in by boat to one of several picturesque anchorages.

We anchored in Echo Bay, with views to the east of the Cascade Mountain range and the majestic Mt. Baker. While ashore, we went for a nice walk through the beautiful lush trees, snapped some great shots of our boats in the anchorage, and started meeting some of the people from the other boats in the flotilla. Capt. Roger had organized rowing "dinghy races" that afternoon. We didn't know until the rule brief that the oarsman had to be blindfolded. It was a great day followed by the most

stunning full moon that night. It was the perfect day. We had a nice dinner onboard and took too many pictures of our gorgeous surroundings and the Supermoon in perigee.

The next morning, we left for Vancouver, B.C., some 45 nautical miles to the north. We motored most of the way under windless cloudy skies and light rain. Once again I was reminded how important it is to have packed proper foul weather gear to counter the forces of Mother Nature. Coming into Vancouver by boat is a beautiful sight, even though the weather limited our visibility that day.

### *Visiting Vancouver*

Vancouver is an amazing city, and although we had visited there by land before, we had never come in by boat, so it was extra special this time. Now that we were in Canada, we had to clear customs, but the ASA and Capt. Roger's briefing and reference notes had made that an easy process.

A slip at the False Creek Marina on Granville Island had already been arranged for us. It was a great spot to be, with a fantastic public market just a short walk away, and convenient water taxis that could take us all over this fabulous city. We had one full day and two nights there, so we got to see and do a lot of the city. We had a great time playing tourists, and had a good meal and lots of fun at the "Sandbar" one night, and a truly exquisite dining experience at the Blue Water Cafe in Yaletown on the last night.

From Vancouver, we sailed to Snug Harbor on Bowen Island. On this evening, we shared a fun night with all of the other folks from the flotilla at the local restaurant there called Doc Morgan's Pub. It was a very diverse and interesting group of people. They were from all over the U.S. and the world; one from as far away as Japan and even some folks from Pakistan. Since we had all come on this flotilla for the same reason, the love of learning more about sailing, adventure and travel created a great sense of camaraderie among the entire group.

From Bowen Island, we sailed back to the south and cleared U.S. customs at Pt. Roberts, Wash. Checking back into the U.S. is not nearly as easy as it was in Canada, and it took us a couple of hours and the surrender of some fruit. Because we were the first boat in the flotilla to arrive there, we decided to sail on further south and visit an old friend who lives on Orcas Island. We called Capt. Roger and told him of our plan and that we would rejoin the flotilla the following



*The spectacular natural grandeur of the Pacific Northwest makes its somewhat short season extremely popular with sailors from all over the world.*

afternoon. Although it was not part of the planned itinerary, it turned out perfectly. We had a very nice night in another beautiful anchorage at Deer Harbor including a tasty fish dinner onboard with our good friend Jeff and the Ravenettes. As my wife and I have learned on every bareboat charter we have ever taken, when we venture off of our planned route for whatever reason, we always find that the new destination turns out to be one of the highlights of the trip. The same was true this time!

Time flies when you are having fun. After a week of sailing (and motoring), we arrived at Inati Bay in Lummi Island for a flotilla raft-up on our last night. Everybody brought a course of food to share that was pre-arranged by Chef Roger. We had a fantastic potluck BBQ party on the beach. In spite of the less than perfect weather, we all agreed that it had been a very well organized event, and that a great time was had by all!

Since our return, we have received an email from Capt. Roger about his plan for next year's flotilla in the Pacific Northwest. He has all new locations planned for next year, and it all sounds wonderful. We're seriously thinking about signing up for it again. We know that we want to return to the area to explore more places there, and we can hardly wait to go again! The ASA offers a lot of great choices, both for new sailors, and for seasoned old "salts" like us.

Be sure to read *Cruising World* for a more detailed article about this trip in an upcoming issue. Thank you to the American Sailing Association, San Juan Sailing, and Capt. Roger Philips, for a truly fantastic week. Like I said, we love bareboat charters!





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*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 Glorrietta 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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AUTHORISED DEALERS



## FEATURED SAILBOAT • TARTAN FANTAIL

The Tartan Fantail Series packs a lot of performance in a compact package. The Fantail Series is available in three configurations; The DS (Daysailor), WE (Weekender), and the ST (Sail Trainer). All three feature classic good looks, sit-in, not sit-on, sailing, efficient high performance and a “green” sailing experience.

The hull form is a contemporary shape, designed to deliver predictable and rewarding performance. She has a fine entry forward with plenty of hull volume in the topsides to properly balance the full aft sections. Through her mid-body, the sections are vee'd for a sea kindly motion. Running aft, the sections are broad and flat for great stability and off-the-wind performance.

The fractional rig is large yet manageable, featuring a self-tacking jib for efficient and effortless upwind sailing. A sail area to displacement ratio of 26 guarantees rewarding light air performance. Balanced by 1,200 pounds of ballast in a low center of gravity bulb design, the Fantail will also stand up to a breeze. Off the wind, extend the sprit and set the large asymmetrical spinnaker for maximum performance without the need for a large crew. The Fantail DS and WE can be fitted with an optional carbon pocket boom with integral mainsail cover and lazy jacks for convenient mainsail handling. Efficient performance and ease of handling are the hallmarks of the Fantail rig.

On deck the Fantail features a large and comfortable sit-in cockpit. The cockpit is nearly nine feet long offering plenty of room to stretch out or bring a crew of four for weekend racing. The cockpit seats are contoured with high seatbacks for comfort. The traveler is aft for the best mainsail trimming position and keeps the cockpit clear and uncluttered. The sprit for the asymmetrical spinnaker is under deck with all controls led aft to the cockpit.

The Fantail is powered by a Torqeedo electric outboard. The engine is mounted inside the lazarette and can kick up out of the water when under sail. Torqeedo engines have a lot of torque, so the acceleration can be felt as soon as the throttle is pushed forward.

The boat is available in three configurations: a DS (Daysailor) version with minimal accommodations below decks. The DS offers a cooler and portable marine head, a self-tacking jib and optional teak trim topsides. The ST (Sail Trainer) version does not offer the teak trim option or the self-tacking jib, so that trainees will have more to



*Even at 26 feet, the Fantail Series shows off the class and style that sailors have come to expect from a Tartan. With a fractional rig, it's comfortably manageable.*

### *For more information*

*The Fantail Sail Trainer base price is \$71,500, the Daysailor base price is \$81,617 and the Weekender base price is \$90,867. Boats can be purchased through an authorized dealer such as Blue Pacific Boating in Marina Del Ray at 310.305.7245 or through Tartan Yachts directly. For more information, contact Tartan at 440.392.2628 or [www.tartanyachts.com](http://www.tartanyachts.com).*

do while sailing. Finally, the WE (Weekender) version has a larger cabin trunk for a bit more headroom, a marine head with a holding tank and a simple galley. All three share the same basic design dimensions and include large lockers under the cockpit seats for tucking away boat hooks and coolers.

The Fantail slips along nicely under mainsail alone, but with the addition of the small, self-tacking jib, the boat really puts her shoulder down and starts to move.

Bring the Fantail into light steady air sailing upwind, she tacks at about 40 degrees from the true wind and is able to maintain about five knots. Tacking the Fantail involves nothing more than steering the boat through the eye of the wind and settling onto the new angle.

With the wind behind you, roll up the jib, deploy the retractable bowsprit and hoist a big asymmetrical chute. The response is immediate and the 26-footer takes off like a rocket.

The Fantail Series is less of a cruising boat than a fine daysailer, weekender and trainer, which suits today's sailing styles. The Fantail is a bit of a departure from Tartan Yachts' recent large ocean-going cruisers, but no mistaking it is pure Tartan with its construction, fine lines and easily managed rig.



## FEATURED FACILITY • HORIZON YACHT CHARTERS

**H**orizon Yacht Charters was established in the British Virgin Islands in 1998 and since then has been offering world-class sailing at their bases in the Caribbean and U.S.

The founders, Sylvia Driver and Andrew Thompson, both come from yachting backgrounds. They have developed a simple company ethos – to offer immaculate yachts, first-class customer service and great value for money. They have developed this as each new Horizon base has opened. The operators of each base also have a stake in the local business, thus ensuring the Horizon company ethos is nurtured and maintained.

Horizon Yacht Charters also has a yacht sales and management division, selling new monohulls (from Bavaria) and catamarans (from Fountaine Pajot and Lagoon) into their Charter Yacht Ownership and private programs.

Horizon Yacht Charters is a certified ASA affiliate offering learn-to-sail charters on their range of monohulls and catamarans from 32 feet to 57 feet in length.

Courses are offered at their Caribbean bases in the British Virgin Islands, Antigua and Barbuda, St. Maarten, Grenada and the Grenadines; and in the U.S. on the Chesapeake Bay out of their base in Annapolis, Md., and New England from their newest base in Mystic, Conn.

Horizon's Caribbean bases offer the chance to learn to sail while enjoying a vacation in the sun all year round. The U.S. bases offer the opportunity to learn in some of the most famous sailing regions in the world.

As well as the opportunity to sail in their wonderful locations, each Horizon base has plenty of sightseeing and activities for the discerning traveler.

### *British Virgin Islands*

As a location to learn to sail, the BVI is unsurpassed. Trade winds, sunshine and islands close together make the BVI a hugely popular location to learn to sail. On the north shore of Virgin Gorda, The Baths is a geological wonder comprised of awe-inspiring granite boulders forming sheltered sea pools on the beach's edge. The beach is consistently voted as one of the best in the world on TripAdvisor.



*In addition to their U.S. facilities, Horizon Yacht Charters offers spectacular Caribbean locales perfect for those winter months.*

### *Antigua and Barbuda*

Antigua and Barbuda enjoy steady trade winds of 15-20 knots in high season and 10-15 knots in low/mid season and the temperature does not drop below around 78 degrees year round.

As well as being a great location to learn to sail, Antigua boasts one of the most famous sailing locations in the world. English Harbour is located on the south of Antigua. It is home to Nelson's Dockyard – a fully restored eighteenth-century working dockyard which is packed full of historical relics from Admiral Nelson's day and a great shipping era. It houses a museum dedicated to Nelson himself. You can enjoy the many cafés and restaurants nestled in the original buildings from way back; and sample a local cocktail in the cool of Admiral's Inn on the waterfront.

### *Grenada and the Grenadines*

Winds in Grenada are 15-20 knots in high season (December through April) and 10-15 knots in low (May through November). Temperatures in Grenada vary little during the year, being around 82 degrees in high season and 88 degrees in low season. Dry season extends from January through May, but even in rainy season the weather is normally very sunny with only brief showers. Grenada's Underwater Sculpture Park is based on the original sculptures of British sculptor Jason de Caires Taylor. A series of underwater works encapsulate Grenada's colorful history, culture and folklore. Fashioned mainly from simple substrates including concrete and rebar, the sculptures have created an artificial reef now colonized by fish, corals and sponges. Located in clear and shallow water and dappled by sunlight they allow a thrilling interaction and are a delight to lovers of both art and nature.

*For more information*

*To find out more visit [www.horizonyachtcharters.com](http://www.horizonyachtcharters.com).*

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## FEATURED FACILITY

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### *St. Maarten*

St. Maarten and the surrounding islands enjoy Caribbean trade winds from early November until April. Winds of 15-20 knots on average make this area perfect for casual cruising and learning to sail. During the rest of the year winds are usually 10-15 knots, providing very pleasant sailing conditions.

While cruising the St. Maarten sailing area, be sure to make a visit to Grand Case, also called the Dining Capital of the Caribbean! With numerous excellent restaurants to choose from, in Grand Case you can enjoy lunch or dinner right on the beach and enjoy the beautiful views and sunsets.

### *Annapolis, Maryland*

The Chesapeake Bay beckons the sailor/explorer with a treasure trove of historic points of interest (Jamestown, Tangier Island, the Eastern shore), as well as hundreds of rivers and creeks offering quiet anchorages. Enjoy access to local towns and villages, where the local watermen carry on the Bay's tradition.



*Henry Leonnig, operations manager at the BVI base, and Sylvia Driver, director of Horizon Yacht Charters, show their Horizon spirit at the annual Annapolis Boat Show.*

### *Mystic, Connecticut*

Sailing, clam bakes and lighthouses are synonymous with New England cruising. From the surf-lapped beaches of Montauk, to the historic lighthouses in the Southern Narragansett Bay, to the islands of the Vineyard Sound, the charm of the New England cruising ground is nothing short of enchanting.

Horizon Yacht Charters has a large charter fleet at all of these destinations and welcomes ASA sailors to their facilities.



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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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Each Couples Seminar is a full day focused on the unique aspects that cruising with just one couple aboard brings. The Seminars include interactive sessions and panel discussions that have active cruising couples sharing their real world experiences with you.

Seminar fee: \$295 per couple (\$25 discount for ASA Members)  
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Annapolis Boat Show  
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# SAILING DESTINATION

*Glories of the Greek Islands • I*



*Photos courtesy of David Kory  
The Acropolis lights up the night in a spectacular display after the sun sets on Athens.*

**H**istory, culture, architecture, natural beauty, serenity, excitement, exploration, discovery. All of these words describe Greece, one of the most amazing countries for sailors to visit. With a seafaring history going back centuries, and cities and villages built around the water, the ancient gods welcome you to enjoy this storied land.

If you are seeking a sailing vacation that's packed with terrific conditions, beautiful landscapes, significant ancient ruins, secluded islands, vibrant nightlife, a warm culture and terrific cuisine – Greece is the place to be.

From Corfu, off the coast of Albania, to islands that are a stone's throw off the coast of Turkey, Greece stretches over 9,000 miles of coastline. As much as there is along the waterfront, the interior of Greece contains many

remarkable treasures as well, so any exploration of this historic country should include some inland excursions, too. A good basic travel guide can be found at <http://wikitravel.org/en/Greece>.

## *Arrival in Athens*

The easiest and best place to start your travels in Greece is Athens, the historical capital of Europe, dating from the first settlement in the Neolithic age. Over the centuries, a multitude of conquerors occupied Athens and erected unique, splendid monuments – a rare historical palimpsest. In 1834, it became the capital of the modern Greek state; and in the two centuries since, it has become an attractive modern metropolis with unrivalled charm.

Most yacht charter companies have bases in and around Athens, although there are many other bases throughout

the country, including Kos in the Dodecanese off the coast of Turkey, Lefkas and Vounaki in the Ionian, Corfu off Albania, and Milina in the Sporades. There are a few world-class charter companies, like the Moorings and Sunsail, with newer boats and reliable service, as well as many smaller operations, with older yachts and lower prices to match. A good place to inquire about better Greek charters is at [www.AVINautica.com](http://www.AVINautica.com).

If you're starting in Athens, make sure to plan a few days to explore the city. A large part of the town's historic centre has been converted into a two-mile pedestrian zone (the largest in Europe), leading to the major archeological sites, and reconstructing to a large degree the ancient landscape.

## *Archaeology, Arches & Acropolis*

It starts at the temple of Olympian

## By Captain David Kory

### For more information

Visit the official Greek tourism website at:  
[www.visitgreece.gr](http://www.visitgreece.gr).



*The sheer height of Meteora was enough to keep out any unwanted visitors when built by the monks of the 11th century. At one time, pilgrims had to use sometimes frayed ropes to, hopefully, reach the top. Eventually, in the 1920s, steps were added to make the once dangerous route accessible to today's tourists.*

antiquity. When you walk through the narrow labyrinthine streets lined with houses and mansions from the time of the Turkish occupation, you will encounter ancient monuments, such as the Lysikrates Monument, the Roman Agora with the famed "Tower of the Winds" (first century B.C.) and Hadrian's Library (132 A.D.), scores of bigger and smaller churches, true masterpieces of Byzantine art and architecture, as well as remnants of the Ottoman period (mosques, Turkish Bath, Muslim Seminary).

There are also plenty of picturesque tavernas, cafés, bars, and shops, including the traditional commercial neighborhood surrounding Ermou Street, with more than 2,500 shops of all kinds.

When you have had your fill, it's time to board and sail off to the islands.

*continued on following page*



Zeus (sixth century B.C.), one of the largest in antiquity and close by Hadrian's Arch (131 A.D.), which forms the symbolic entrance to the city. From there you can pass the ancient Theatre of Dionysos and the ruins of the Asklepieion (fifth century B.C.), the Stoa of Eumenes (second century B.C.), and the Odeion of Herodes Atticus, built in 161 A.D., which is now the venue of the performances of the Athens Festival.

From there you climb up to the sacred rock of the Acropolis, the site of some of the most important masterpieces of worldwide architecture and art, the most renowned of which is the Parthenon temple. Also impressive are the Propylaea, the temple of the Athene Nike and the Erechtheion, as well as the great views of the city from around the rock.

Next to the Acropolis is its museum, one of the most important contemporary works of architecture in Athens. It is made of steel, glass and concrete and it houses 4,000 priceless finds from the Acropolis monuments that represent its history and function as the most important religious center of ancient Athens.

Within the area you can also explore the Areios Pagos, the most ancient law court of the world, Philopappou Hill, with its beautiful cobbled little roads and Roman monument, and the Pnyx, where the citizens of ancient Athens used to assemble and exert their democratic rights.

Also around this area is the Plaka neighborhood, which has been inhabited without interruption since



## SAILING DESTINATION

*continued from previous page*

Although there are 140 inhabited islands in Greece, if you count every rocky outcrop and smaller island there are some 3,000 islands – you could spend a lifetime trying to see them all.

### *Island Stops*

A great choice is to sail the Saronic gulf, which surrounds Athens and is well protected with ideal sailing conditions, clean and calm waters, splendid coastlines and a nice variety of the best islands. Likely stops include Aegina, Poros, Hydra and Methana.

Aegina, the island of octopus and pistachios, is where you can Med-moor to the wharf and choose from a dozen cafés along the waterfront, or maybe just some fresh octopus off the fisherman's grill, all just a few steps from your yacht.

Poros is a town built on a rocky slope, and the approach is one of the most beautiful in Greece. Good swimming, ancient ruins, great nightlife, wonderful tavernas, good markets with lots of fresh fruit and veggies, and bakeries with the kind of breads you only dream of.

Hydra is a distinctively charming “must do” itinerary stop. The welcoming culture, architecture and beautifully tranquil seaside setting of Hydra have long been an attraction to travelers seeking unique experiences off the beaten path. Here, donkeys and walking are the primary means of transportation – cars and even bicycles are not permitted!

Methana is another nice stop with nearby beaches and a volcano you can hike. A nice taverna at the base of the lava flow is a favorite spot, or maybe a spa visit with a dip in the volcanic mineral waters is more your style.

If you are chartering from Lavrion, just east of Athens, an easy stop on your way there or back from the islands is the famous Temple of Poseidon. As the sun sinks low in the sky, turning the Aegean Sea into a glimmer of oranges and reds, crowds gather atop the 196-foot cliff to look out to sea, observe the yachts anchored nearby, then shift their gaze to the ghostly white marble columns of the Temple of Poseidon, a sacred place for the Greeks in 440



*Like a blue and white picture postcard, the seaside towns of Greece offer picturesque views that are a photographer's dream. The local cafés, restaurants and tavernas supply enjoyment after all the sightseeing.*

### *Greek Islands Flotilla May 19-31, 2014*

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*Ready to go or need more information? Contact David Kory at [davidkory@gmail.com](mailto:davidkory@gmail.com) or 925.787.6893.*

B.C. when they began to build this grand homage to the god of the sea, and a beacon to sailors to this very day.

### *Diverting to Delphi*

If you have time for some exploration ashore, maybe a day-trip or even better a few nights away from the boat, you must visit the ancient center of the world, Delphi. At the foot of Mount Parnassos lies the Pan-Hellenic sanctuary of Delphi, which had the most famous oracle of ancient Greece, and was for many centuries the cultural and religious centre and symbol of unity for the Hellenic world.

In the beginning, the site was sacred to Mother Earth and was guarded by the terrible serpent Python, who was later killed by Apollo. Apollo's sanctuary was built by Cretans.

*continued on page 22*



## BOOK REVIEW • SEAFARING LORE & LEGEND

**Title:** *Seafaring Lore & Legend: A Miscellany of Maritime Myth, Superstition, Fable, and Fact*

**Author:** Peter D. Jeans

**Publisher:** International Marine/McGraw-Hill 2004

**Pages:** 370; \$24.95, hardcover

Anyone who has ever stared into the waters of a baptismal font and pondered the death to life experience of drowning and resurrection, or gazed across some large body of water and wondered what is on the other side, or stared into the depths of dark, murky seas and asked what lies beneath, will be captivated by Peter Jeans' *Seafaring Lore and Legend*.



Water is mesmerizing. It draws you in. It stirs the imagination. This has been the case since the beginning of time – and has been the experience of all who have ever sat on the beach, taken a cruise, or paddled a canoe down a river. Water is lively and life giving. It is also deadly and destructive. It quenches thirst. It floods the earth. In this watery contrast is a deep mystique. Water has beckoned man into exploration, opportunities of trade, competition of speed and efficiency of travel, and – increasingly – recreation and pleasure.

The book traces the outlandish tales, the legends and culture, and the curious, quizzical customs that have been passed down since the first courageous soul ventured past the security of dry land. Why are ships often named after women? Why put a coin under the mast? How could anyone ever believe there were monsters in the deep? It is important to note that the superstitions, myths, and fables we might find amusing were first believed by intelligent, courageous men who went where no man had and charted the waters we enjoy today.

While not exhaustive, *Seafaring Lore and Legend* is an inclusive resource of maritime history, myth and mystery. It explores the earliest accounts of Noah and his ark to the Kon Tiki expedition; Jason and the Argonauts to *Moby Dick*. It examines nautical customs like “crossing the line” to “flogging a dead horse.” It answers questions like why a ship is referred to as “her” and “she,” what “P.O.S.H.” means (port out, starboard home), and what the “horse latitudes” are.

My father, Don Sippy, loves everything nautical, and while he never had a sailboat himself, he always dreamed of having one. Our family room back home is

decorated with a ship's wheel, a painting of a square-rigged ship, and a replica of Amanda Fenwick – a ship's figurehead. As youthful lads, my brothers and I grew fond of Amanda and her ample breast, though we did not know fully why my father had mounted her on the wall. Jeans explains my boyhood fascination in a way I now can understand: “By the mid-nineteenth century a female figurehead was increasingly common (in contrast to earlier figureheads of animals and sea deities), either robed or bare breasted ... because a sailor's belief that a partially clad female could calm the sea gods in time of storm and tempest.” Indeed!

For me, *Seafaring* was best with coffee in the morning and a full-bodied Cabernet in the evening, though I can imagine a happier sailor and reader with *Seafaring* in hand, nestled against the mast, and with someone else mastering the helm. Jeans has a witty, rhetorical style. Sail along as he contrasts a sometimes romantic notion of the sea with the more-often-than-not reality that sailing is not always a “pleasant picnic.”

“‘The Seven Seas’ is one of those phrases much loved by writers of nautical romance who, familiar with the jargon if not the reality of seafaring, imagine that cruising the likes of the Spanish Main or the South China Sea is an endless idyll of trade winds comparable only to a pleasant picnic in the broad and pleasant fields of Elysium. Such it might be, on occasion; but far more often going to sea is a serious business, blessed once in a while perhaps with the ‘wheel's kick and the wind's song and the white sails' shaking...’ but far more likely to be blighted by a rude and tempestuous storm and an unseemly sea ... not to mention the hideous discomforts of seasickness.”

Every journey and venture of the sea insists upon another, each with its own story, experience and legend. We will never be able to retell all the whispers of the water that cover three quarters of the world. Similarly this brief review cannot retell all the tales that Jeans has for us – of mermaids, monsters and mutinies; of famous battles at sea and sunken ships; and why so many English pubs are named Pig and Whistle. Grab yourself a cup of coffee or glass of Cab – or better yet, nestle up to the mast, let someone else take the helm, and let Peter Jeans tell you the stories the sea.

*Jeffrey Sippy grew up in Federal Way, Wash., three miles from Puget Sound. For the last 20 years he has been landlocked in the Midwest and thought lost from the sea, when his boys – Clayton, Aaron and Jason – asked to learn to sail. Jeffrey was certified at Stockton State Park Marina by Captain Benny Jaegers in September 2009. Last November Jeffrey took his father, 83-year-old Don Sippy sailing on Puget Sound for the first time. This article is in honor of Don Sippy who passed away earlier this year. He will be greatly missed by his friends and family.*

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## FEATURE STORY

*continued from page 3*

Then it was time to watch the other boat sink. She was a 42-foot Tartan called Liela B, and her crew were an experienced, seasoned lot who had won their class in previous years. Once the foredeck was awash it took less than two minutes for the entire boat to go down.

Around that time, a Coast Guard C130 aircraft swooped by low and fast, having responded to Liela B's EPIRB distress beacon. The pilot made radio contact with Capt. Roy, who confirmed that they had taken all crew onboard, there were no injuries, and that they would proceed to Key West. With that, the C130, diverted from another mission and low on fuel, was gone.

In Key West, word of the sinking and rescue had already filtered from the race offices into the docks and bars. As far as anyone knew, it was the first time a vessel had been lost in the race, and the first time anyone had conducted an emergency rescue. Capt. Roy motored in, and that evening they were met with equal parts admiration and curiosity from their fellow sailors.

"Every bar that me and my crew went to, we could not buy a drink."

What caused the boat to go down has been the subject of much speculation. The night before had seen strong winds, and Liela B had blown out her spinnaker and genoa. They had given up on the race and were motoring in to Key West when they became aware that something was wrapped around the propeller. Crab traps are numerous in the gulf, but this turned out to be something heavier that they could never identify.

Someone went overboard and cleared the prop, and the engine started fine. However, when they put it into gear they heard a loud thunk in the hull. Presently they realized that water was rushing into the bilge from a leak whose source they never found, but in retrospect was most likely the prop shaft.

Now, with the boat in 90 feet of water, 80 miles from shore, the mystery will probably never be solved.

At the awards banquet on Saturday night, Captain Roy and his crew were given a special commendation, even though they didn't qualify as finishers. The award was for Seamanship and Good Sportsmanship, as well as free entry into next year's race, which they plan to use. While



*Captain and crew were happy to receive a special commendation for Seamanship and Good Sportsmanship. Especially useful will be the free entry into next year's race they were awarded.*

### *Stay Safe on the Water*

*Captain Roy's tips on how to be prepared for an emergency at sea:*

- *Make sure your VHF radio is on at all times.*
- *Know your radio protocol, how to make a call and how to respond to one. It could save your life, or someone else's.*
- *The best education is to have the VHF on and listen to the Coast Guard. They know what they're doing, so copying them is a good idea!*
- *Four pieces of information to ask for whenever you're in contact with a ship in distress:*
  - *Name of vessel*
  - *Location*
  - *How many people on board/any injuries*
  - *Nature of emergency*

they say they wouldn't trade the experience and adventure of this year for anything, they are hoping to finish next time.

Unsurprisingly, Capt. Roy is no stranger to awards. He was named an ASA Outstanding Instructor in 2012.

Another skipper, who had listened to the entire thing on his radio, expressed wonder that Capt. Roy had "sounded so professional, like [he] knew exactly what to ask for." This captain admitted that he had heard the mayday call, but didn't know how to respond.

Luckily for the crew of Liela B, Capt. Roy and his students did know how to respond, and while other boats passed by, it was the ASA sailors who answered the call.

*Story by Ben Miller, ASA Online Media Director.*

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## MEMBER PROFILE • SARA BURNS

Sara Burns spent most of her California childhood in pools as a competitive swimmer but was terrified of oceans, lakes or rivers. Mike Martin grew up landlocked in southern Indiana focusing more on academic pursuits. When they met, one of the aspects that drew them to each other was that they shared a love of the outdoors, travel and adventurous spirit.

Mike learned to sail Tech Dinghies on the Charles River while a student at MIT. He liked it so much that he and a few buddies, purchased an O'Day 22. The plan was for Mike to teach them all to sail to Tahiti. Although they never made it there, they spent their weekends cruising Boston Bay on their next boat, an Owens-Hinkley 41. When Mike graduated and moved to Detroit, he purchased an International 470, which he raced on Lake Ford. His next move was to Southern California, where he continued racing until the birth of his now-adult son.

Sara overcame her childhood fear of non-chlorinated water after taking up ocean swimming and scuba diving. Her experience on friends' sailboats mostly consisted of capsizing or literally sailing around in circles on small dinghies! It wasn't until a vacation with Mike at The Sands at Grace Bay in Turks and Caicos, where they had use of the resort's Hobie Cats, that Sara finally caught Mike's sailing bug. She took ASA 101 through the City of Redondo Beach, which has an active ASA sailing instruction curriculum and a fleet of five dinghies and two keelboats. Sara cites the patience and good-natured attitude of her instructor, Jean Bermudes, with helping her get past her fears during her first lesson.

"I was so unclear about what was involved in sailing, that I wore a bathing suit because I was pretty sure falling in was the expected outcome," Sara explained.

She started planning where they could go to learn about chartering. In the meantime, both passed ASA's navigation course with flying colors, thanks to the helpful instruction of Niels Thompson and rounded out their certifications with Brenda Wempner checking them out for ASA 110.

They chose Flagship Sailing in St. Petersburg, Fla., in the summer of 2011 to take Bareboat Chartering and Offshore Cruising. Capt. Gardner Lloyd took them out on Tampa Bay; and, although the heat and humidity were a factor, Sara and Mike wanted to return to further explore the area. The next summer, they returned to St. Pete and chartered Business II, a 37-foot Beneteau through ASA-associated Sailing Florida, out of the Vinoy Marina. The couple wanted the flexibility to go day sailing or to take overnight trips, and this option gave them access to The Renaissance Hotel's resort amenities as well as the live-



*Experience and learning with great ASA instructors took Sara Burns from a fear of the ocean to the exhilaration of racing and cruising.*

aboard experience. Two nights anchored in a quiet bay in De Soto State Park on the Manatee River convinced them that more chartering was in their future. They rave about Sailing Florida's staff, especially Capt. Roy Rodgers who gave a comprehensive briefing, and crewmember Patrick who quickly taught them to back the beamy boat into a narrow, angled slip.

Sara and Mike are active members of the Redondo Beach Sailing Club, based in that city's King Harbor, which offers free Sailing Sundays aboard the city's fleet. They are very experienced at crew overboard maneuvers thanks to the ubiquitous escaped Mylar balloons they rescue each time they sail in Santa Monica Bay.

Recently, the couple coordinated the charter of Siren, a staysail-rigged CT54 ketch out of San Pedro Harbor along with four other RBSC members for a three-day trip to Two Harbors on Catalina Island. Their next goal is to independently charter a boat for a return trip to Catalina and then join an ASA flotilla in the San Juan Islands or the Caribbean next year.

Learning to sail was just the beginning, now Sara's fulfilled the Pit position on an all-female race crew in the 2012 Sunset Series out of Marina del Rey. She crewed on an all-rookie effort on a J-80 in Long Beach Race Week 2012. Having never been on a boat with a spinnaker, Sara was nonetheless committed to her job – setting and dousing the spinnaker! During the last race in gusty conditions, Sara went overboard during an unintentional jibe; fortunately she wrapped her arms around the stanchion and held on until she was pulled back aboard. Five minutes later she helped rescue a crewmember who had fallen nearby from an Open 570. Her sailing goals for the future include more cruising and less bruising!

## SAILING DESTINATION

*continued from page 14*

The earliest finds in the area of Delphi date to the Neolithic period (4,000 B.C.). In the eighth century B.C., the cult of Apollo was established and the development of the sanctuary and the oracle began. The first stone temples of Apollo and Athena were built towards the end of the seventh century B.C.

Between the sixth and fourth centuries B.C., the Delphic Oracle, which was regarded as the most trustworthy, was at its peak. It was delivered by the Pythia, the priestess, and interpreted by the priests of Apollo. Cities, rulers and ordinary individuals alike consulted the oracle, expressing their gratitude with great gifts and spreading its fame around the world.

Another highlight of an inland exploration is Meteora, one of the biggest and most important groups of monasteries in Greece, located atop spectacular rock cliffs. Nearly 700 years old, the rock monasteries have been characterized by UNESCO as a unique phenomenon of cultural heritage, and they form one of the most important cultural stops in Greece.

### *Points to Ponder*

If you are ready to start planning your Greek sailing adventure, a few things to consider are the weather and Greek charter laws.

In the cruising season of April to October, blue skies and warm weather prevail with average temperatures of 76-82 degrees. Water temperatures average 80 degrees. The eastern Mediterranean has a very small tidal range of one to two feet, and therefore almost no tidal currents.

The beginning and tail ends of the season, April and October, can sometimes get the Sirocco, which is a strong wind associated with a passing depression. The Meltemi is a summer wind that can blow from 15-40 knots for up to five days, and peaks in July and August.

Most of Europe is on holiday as well in July and August, making these months most crowded and most expensive. So if you have some flexibility in your schedule, May, June, and September are the ideal months for a cruising vacation.



*Lovely charter vessels settle in to their Med-moorings as their crews head into town to see the sights. (Below) With fresh seafood abounding in Greece, fresh octopus may be just 'round the corner.*



To charter a yacht in Greece, there must be at least one certified skipper and one experienced crew member, both over 18 years old. In short, the skipper must be at least ASA 104 (Bareboat) qualified. In addition, ASA offers an international certificate of proficiency recognized in Greece.

With everything Greece has to offer, it is a sailing destination you just can't miss!

*David Kory is a lifelong sailor, USCG 100-ton master captain, and former owner of Tradewinds Sailing School on San Francisco Bay. He recently cruised his Beneteau 51.5 through the Caribbean and South America down to Buenos Aires, then single-handed it from Buenos Aires up to Panama, through the canal, and up to San Francisco. His company, AVI Nautica, is a preferred charter broker for the Moorings, Sunsail, Footloose and LeBoat, and he has been arranging individual, group and flotilla charter trips for the last decade.*





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## INSTRUCTOR TIP

*By Captain Charlie Hentges, California Sailing Cooperative*

### Knuckles Up Then Down While Tacking

**P**erhaps the most common maneuver a sailor makes is using the winch to pull in the sheet on a tack.

It's also responsible for many injuries: pinched fingers, rope burns, falling, strained back and more when done incorrectly. Using a few simple steps will keep you safe and speed up your tack.

First: Start with a solid foundation for your body. Set your feet or knees in a comfortable position in line with the winch. (Figure 1)



*Figure 1  
 Photos Courtesy of  
 Capt. Geza Sinkovic*

Second: Put two or three wraps on the winch drum depending on: wind speed, size of the boat and drum size. Many recommend three.

Third: In moderate to heavy wind, a slower turn through the wind is better unless you're racing. The slower turn gives those working the jib sheets more time to complete the maneuver before the foresail fills and you need the winch handle.

Fourth: Knuckles up and thumb down for power and safety. (Figure 1) Use the "Hand over Hand" method with knuckles up until the sail fills and stops your progress. This also prepares you for step five.

Fifth: Here's where many go wrong. Continue to hold your primary hand (left or right) firm on the sheet

"knuckles up." Take your other hand and place it on the winch drum holding the wraps firmly on the base of the drum. (Figure 2) This gives your body a third anchor point to keep you from falling and it also prevents the sheet from slipping on the drum.



*Figure 2*

Sixth: Without easing your grip on the sheet with your primary hand, turn your hand over so the knuckles are now facing down and the thumb is on the top of the sheet. This gives you the strongest holding grip possible on the now working sheet.



*Figure 3*

Finally: Using your primary hand only, give the sheet more wraps as needed by letting the line slip through your grip while continuing to hold the drum and lock it off. Remember, you don't need two hands to wrap a line around a winch. Hold on with one and wrap with the other. (Figure 3) When you are finished, trim as needed.

*Capt. Charlie Hentges has been an ASA Instructor for 13 years. He's currently the Director of Training for the California Sailing Cooperative in Marina Del Rey, Calif.*



