

THE JOURNAL OF THE  AMERICAN SAILING ASSOCIATION

AMERICAN SAILING

FEATURE STORY: ASA FLOTILLA SAILS THE BRITISH VIRGIN ISLANDS

The unspoiled islands of the British Virgins make one of the finest cruising locations in the world. Blessed with warm, steady trade winds and beautifully clear water, the area is an ideal sailing location. Good harbors are plentiful with lots of places to visit, great diving and snorkeling spots, colorful history and friendly people, too. What better place for a flotilla?

The American Sailing Association is all set to host this sailing flotilla during the first week of December, 2006. Dubbed the "Fall Flotilla 06," the seven-day event is open to all ASA-affiliated schools, instructors and members. It will be the first of several sailing events ASA hopes to sponsor throughout the year.



Photo courtesy of BVI Tourist Bureau
The joyful island way of life in the British Virgin Islands shines through in the faces of these adorable schoolgirls.

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LIVING THE DREAM • PETER AND CATHIE TROGDON, WEEMS & PLATH



When Peter and Cathie Trogdon step onto Bee Weems, their 36-foot Zimmerman Marine downeast yacht, they're not just looking to have a good time. Taking ownership of this semi-custom "dreamboat" this past September is just one more step in living life their way. As owners of Weems and Plath, manufacturers of fine nautical instruments, their goal is to enjoy their business as much as they enjoy their life. This simply means incorporating what they love into what they do everyday.

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Postcards from the 2006 Boat Show Season!

ASA had a very busy boat show season starting with Annapolis in October and ending in April with Pacific Sail. We were also a part of the San Diego, Chicago and Miami shows. Highlights included taping a spot for "I saw it at the Boatshow" with Latitudes and Attitudes and fabulous ASA get togethers in Miami and Oakland with live music by Tom Varley. Come join us next year for all the fun! Check out the 2007 schedule at www.strictlysail.com.



The Charley Noble

For those of you reading this column in Hodges Bay, thanks for joining the members, instructors and staff of the American Sailing Association for our second annual American Sailing Week in Antigua! We've got a great schedule planned for the week including great meals, parties, live bands and, of course, lots of sailing.



If you were one of the would-be guests who tried to sign up after all the rooms were sold out, don't despair. (We more than doubled the attendance from last year.)

We're already planning next year's event. If you can't wait until next year, consider attending the ASA Fall Flotilla the first week of December later this year.

Over the next year or two, ASA hopes to add additional member sailing events throughout the year. So please let our staff and affiliate schools know more about what kind of events you would like to see! Please email Kathy Christensen, our membership coordinator at kc@american-sailing.com to let her know the 'what, when and where' of the kind of events in which you'd like to participate, and we'll see what we can provide.

Fair winds!

Charlie



"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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ASA FEATURED FACILITY • INTERNATIONAL SAILING SCHOOL

By Robin Doyle



The International Sailing School & Club of Malletts Bay, Vermont, boasts a classic 1940s Lake Champlain camp as its office and clubhouse.

The International Sailing School is pleased to celebrate its 26th season of excellence in sail education. ISS has the distinction of being one of the first sailing centers to come aboard with the American Sailing Association in 1984. Thousands have discovered the sport of sailing with our two- and five-day instructional programs. The Vermont season runs from early May through the end of September. Located in Colchester, Vt., the facility is nestled between the majestic Green Mountains of Vermont and the Adirondacks of upper New York State on Lake Champlain. Crystal clear, fresh water and panoramic vistas sweep the Lake Champlain valley region creating a sailors' paradise.

Lake Champlain was discovered in 1609 by Samuel De Champlain, who also founded Quebec and Montreal. The lake offers more than fifty islands with secluded coves for safe harbor and 120 miles of pristine sailing grounds. Its widest point in Burlington is ten miles across and is 392 feet at its deepest off Thompson's Point in Charlotte. The lake was an integral invasion route from the north for the British during the Revolutionary War, and many battles were fought along its waterways. The St. Lawrence Seaway and Richelieu River connect the lake to the North Atlantic, and the New York Barge Canal System to the south connects us to the Hudson River and New York City.

The cold, fresh water of Lake Champlain has proved to be a perfect preservation environment for Revolutionary-

era gunboats, horse-propelled ferries, canal barges, schooners and steamboats. Art Cohn, founder of the Lake Champlain Maritime Museum, has discovered a great many wrecks beneath its surface. Several sites are available to the public to dive and explore these amazing historical artifacts. A visit to the Maritime Museum and the Shelburne Museum should be on everyone's must-see list. A variety of cultural activities and regional festivities take place during the summer months. These include the Hot Air Balloon Festival, the Jazz Festival, bass fishing tournaments and the Champlain Valley Fair & Exposition to name just a few. Appreciation for aesthetic value abounds in the Green Mountain State. Quaint country villages and rambling farm scenery symbolize New England at its best.

Vermont's largest city, Burlington, is just minutes away, offering a microcosm of cultural diversity. Fine shops and dining opportunities abound, and the Burlington Bike Path along the waterfront offers spectacular views and more than ten miles of biking heaven. Other diversions for the outdoor enthusiast include kayaking, hiking, mountain biking and a fishery that's been named the best in North America by the top bass anglers in the country! Since all ISS programs include a free week of sailing privileges following your course, clients typically take advantage of an organized vacation experience. An assortment of accommodations to please any traveler includes: campgrounds, waterfront cottages, moderately priced motels and deluxe resorts.

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SAFETY AT SEA - VESSEL SAFETY CHECK

By Wayne Spivak and Robert Daraio, USCG Auxiliary

It is a known fact that safe boats do save lives. For recreational boaters, operating any size or type of boat, safety should be an all-important part of the boating experience. In addition to wearing lifejackets and completing a boating safety course, getting an annual Vessel Safety Check of your boat is an ideal way to boat smart from the start.

What is a Vessel Safety Check? A Vessel Safety Check (VSC) is a free courtesy check of your boat to verify the presence and condition of specific safety equipment required by federal, state and local regulations.

A vessel examiner is a certified member of the U.S. Coast Guard Auxiliary and/or the U.S. Power Squadron who is trained to conduct a VSC. He or she will perform the VSC on your boat, discuss the purpose and value of required and optional marine safety equipment, answer any boating related safety questions, and make recommendations that will help make you a safer boater.

“A VSC is a public service intended to serve as prevention through education. It is also intended to help recreational boaters gain a respect for the boating environment,” says Peter Urgola, department chief of Vessel Examination for the auxiliary. “What the boater will receive is a copy of the safety check and basic evaluation so that the boater can learn about safety equipment, safety precautions, and follow some of the suggestions for a safe outing.”

What's involved in a check

It is important to note that a VSC usually takes about 20-30 minutes to perform, is totally voluntary, is not a boarding or a law enforcement action, and there are no citations ever given as a result.

Boats that “pass” a VSC will receive a distinctive VSC decal, which is displayed on your boat. “The decal does not exempt the boater from a law enforcement boarding, but it does indicate that the boat has received a Vessel Safety Check and will better prepare the operator for a more positive encounter should he or she get boarded by a law enforcement officer,” says Urgola.

Obtaining a VSC has some great benefits. According to Urgola, passing a VSC will qualify the boat for a discount from some participating marine insurance companies. Additionally, if your boat does not pass the VSC, you can receive discounts on missing or replacement boating safety equipment items. Simply take a copy of the VSC report to the nearest participating retailer, purchase those items, and return to get another VSC completed.

A VSC can be a valuable learning experience for the



In addition to performing vessel safety checks, vessel examiners can also make suggestions on optional marine safety equipment and answer boating safety questions.

For more information about safe boating, contact the Coast Guard at www.uscgboating.org.

boater while providing some extra safety tips. For example, putting plastic covers on boat battery terminals, carrying a VHF marine radio, filing a float plan, de-watering devices, anchor and lines, and carrying a tool kit and first aid kit are just a few.

Get prepared ahead

Before venturing out on the water each time, it is always a good idea to discuss safety and safe operation procedures with your passengers. Fit each passenger with a lifejacket making sure it is snug. Then, locate and discuss the operation of various safety items such as fire extinguishers, VHF radio, flashlights, first aid kits, and life lines.

How do you obtain and schedule a local Vessel Safety Check in your area? This year, from May 20th through July 9th, the U.S. Coast Guard Auxiliary and U.S. Power Squadron will be promoting the annual Vessel Safety Check Mega Weeks, where vessel examiners will set up VSC stations in your area. To contact a vessel examiner directly go to www.vesselsafetycheck.org and click the “Want A VSC” button. You will also find a wealth of boating safety information.

You can obtain additional information about boating safety education and Vessel Safety Checks, and can locate a flotilla unit nearest you, by visiting: www.cgaux.org and going to the “visitors” section.

Wearing lifejackets, taking a boating safety course, boating sober and getting an annual Vessel Safety Check are important points that will make you a safer boater and a more confident skipper.



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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 Glamietta 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.

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FEATURED SAILBOAT • HUNTER 33

By Eric Macklin

Are you looking for a comfortable cruising boat that is easy and exhilarating to sail, yet still affordable? Take a look at the Hunter 33!

Since Glenn Henderson joined the company in 2001, he's transformed it from a ho-hum production boat builder into one of the largest and most innovative companies in sailing today.

"Smaller cruising boats are my personal passion," explained Henderson, "I spent years cruising the Caribbean on terrible little boats, so I knew exactly what I wanted to do with the Hunter 33."

Henderson's personal touch on the 33 is most pronounced in the hull shape and sailplan. The pedigree of his previous work, such as the performance line of "SR" sailboats and the Henderson 30 is clearly visible when looking at the Hunter 33. The profile view shows a conservative sheerline, sleek cabin-top profile and a rig set well forward in the boat. When viewed from the aft end, a pronounced hull flare is clearly visible in the aft sections.

"I love it when you can incorporate a design feature that has multiple benefits, and hull flare is one that really works on the 33. It allows for a narrower waterline that reduces the wetted surface but also opens up the interior where it matters most, at shoulder and head height." A quick walk through the Hunter 33 shows what he means, as the large interior volume makes it surprisingly light, open and airy.

Another design feature that carries a double benefit is the placement of the mast and supporting compression post. With the rig placed far forward in the boat, the fractional sailplan has a large and powerful main that is very easy to handle using end boom sheeting provided by Hunter's trademark cockpit arch. The smaller headsail is easier to tack than a traditional overlapping genoa, with better visibility forward and a tighter sheeting angle for better upwind performance. The bonus benefit to this rig placement is that it allows the support post to be located in the forward stateroom instead of the main salon. Clearing the large diameter stainless steel tube from the cabin changes the whole dynamic of the interior, making it feel more open, bigger and less cluttered.

Ease of sailing is another of Henderson's trademarks, and it's been incorporated into Hunter's entire product



The Hunter 33 provides sailors with a smaller boat that still has plenty of room and creature comforts.

On the Web

Visit www.huntermarine.com

line. All the keelboats from the 31 through the 44 share a common cockpit layout that places the mainsheet, furling lines and halyards at the front of the cockpit on the cabin top, while the jib sheet winches and traveler are located conveniently outboard of the helm station. The advent of highly reliable in-mast furling systems has made it possible to sail the boat easily and safely entirely from the cockpit, using design features and mechanical advantage to do most of the work that used to require real human effort. As proof of the claim to easy sailing, the 33 is a thrill to singlehand. The sail controls are all close to the helm station for simple tacking and adjustments. A super responsive Lewmar rack and pinion steering system gives a feeling of total control when the boat is fully powered up.

Hunter made its name by delivering a great value and this 33 footer is packed with it. Real teak woodwork in the cabin, along with brand name hardware such as Selden, Harken, Lewmar, Nova-Kool, Corian, Spinlock, Furlex, Yanmar and Raymarine, are found throughout the boat, proving that Hunter's commitment to delivering a great boat at an affordable price does not come at the expense of longevity. The base price of \$95,490 (before freight, dealer commissioning and options), includes an extensive list of standard equipment. A completed package financed through typical marine sources will run around \$800 a month.

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Peter and Chessie enjoy an idyllic paddle on a clear fall day.

LIVING THE DREAM

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And what they want to do is be involved and in touch with the boating community they serve. That's where the Bee Weems comes into play. Their goal in owning this company yacht is to be able to reach out to customers and get feedback about what they like and don't like, what they need and don't need. They want to know the people who buy their products; they're a couple who enjoy having a personal understanding and friendship with the many people they've met through business over the years. They will also use this yacht to test, showcase and demonstrate new products as well as train staff and dealers.

Following this dream began just ten years ago when Cathie and Peter gave up their Pacific Northwest lifestyle to take over ownership of Weems and Plath in Annapolis, Maryland. They run their company with a belief system that's just as important to them as the profits they earn. Peter follows a business plan that focuses on his personal values. Profit is combined with caring. The highest ethics are the standard for Peter who is also succeeding in doing what he really enjoys working in the marine industry. "Family" is the mood behind the company's doors and Peter goes out of his way to accommodate his employees (I have many examples). Just ask them ... many have been with Weems & Plath for more than ten years and some for 20 years. Common courtesy and a comfortable friendliness are in the office hallways. There's even a monthly staff potluck luncheon,

complete with a theme. Christmas in July was one noontime meal that came complete with turkey and all the trimmings.

The Bee Weems is a simple extension of all this. Peter and Cathie want to travel to visit chandleries and boaters and meet them face-to-face. The Trogdons enjoy feedback, suggestions and ideas. Keeping this business personal, rather than corporate, is just one reason Peter Trogdon has made a conscious decision to not only keep the company a modest size, but to not go "high tech." He's sticking with traditional navigation tools, clocks, barometers and lamps versus GPS and electronics.

The Trogdon's story is about being successful by doing what you like, treating others the way you like to be treated, and being true to high ideals - a nice change from the way many businesses operate today. Peter's also been very influenced by Captain Weems, famous 20th century navigator/inventor who founded the company over 75 years ago. Captain Weems was a "larger than life" man who set the kind of standards for himself and his family that aren't often followed today. Peter regularly asks himself, "What would Weems do?"

Keeping history alive is also part of the new downeast yacht purchase, aptly titled Bee Weems, the name of Weems' youngest son, a highly decorated Navy pilot who died doing what he loved, flying for the US Navy. He was passionate about navigation, as was his father.

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FEATURE STORY

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According to ASA Executive Director Charlie Nobles, the event is a natural complement to ASA's series of classes as taught by its 300 affiliated sailing schools. "Many — if not most — of the people who learn to sail with the ASA do so with the goal of eventually skippering either their own or a chartered boat in an exotic destination. So it seems like a natural for ASA to host specific sailing events in which our students and affiliated schools can participate.

Nobles emphasized that the flotilla welcomes all levels of sailors, from the complete novice to the veteran sailor. "For those with little or no sailing experience, the warm water and relatively mild late-fall sailing of the Caribbean is the ideal introduction to the wonderful world of sailing. Students who have completed ASA classes through bareboat chartering, but have less experience chartering away from home, can use the ASA flotilla as a great intermediate step to build confidence toward bareboating later on their own. ASA instructors can accompany the group either to teach classes during the week or to simply enjoy the sail and accompanying planned activities each day."

ASA has reserved all Beneteau 403 exclusive line yachts. These boats are generally less than two years old and are the best of the charter fleet. In addition to all the normal equipment expected on a first line charter yacht, they come with auto pilot, GPS and dockside air conditioning.

The flotilla will have a defined itinerary for each day, but participating affiliate schools or boats may join the main group for either some or all of the activities. For



Quaint island cafes and bars perfect for relaxing with fellow sailors abound throughout the BVIs.

example, if a given boat will be conducting a bareboat charter certification class, it might separate from the flotilla for two to three days, then rejoin the group. Boats going along more for the vacation aspect will likely stay with the main group since daily activities and parties will take place throughout the week.

Interested ASA members should first contact a nearby ASA school to find out more information about participating in the flotilla. Additionally, anyone may call ASA directly and ask to speak with Brenda Wempner, who is coordinating the event.

ASA expressed its hope that the association will eventually offer two to three flotillas every year as part of its ongoing campaign to get more people actively involved in the cruising aspect of sailing.

SUGGESTED ITINERARY FOR FALL BVI FLOTILLA '06

Friday - Arrive Tortola. We'll stay overnight in Tortola at the Mariner Inn.

Saturday - Chart and boat briefings start at 8:30 a.m., check out the boats and get underway about noon. Sail to first night's anchorage at Marina Cay. There's great snorkeling across the anchorage at Great Camanoe Island and a nice look-out at the top of the Cay. There's also a dive shop, restaurant and a store ashore.

Sunday - Get over to The Baths early enough to catch a mooring buoy for the morning. Then sail to Cooper Island for the night. Cooper is a great spot to set up for a dive on the H.M.S. Rhone.

Monday - Certified divers may opt to do a scuba dive on the H.M.S. Rhone. Experienced snorkelers may try an introductory dive course here. Sail to Bitter End Yacht Club in Gorda Sound. This is a little more than a three-hour sail.

Tuesday - We'll all meet ashore to dine together at The Captain's Table for dinner. During the day, there's another chance for diving. You can also rent dinghies or small catamarans to play with at BEYC.

Wednesday - Sail up to Anegada for the night. The Anegada Reef Hotel has the best lobsters in the Caribbean.

Thursday - It's a nice long reach to Cane Garden Bay or Jost Van Dyke for the night. There's a party at Foxy's Thursday night.

Friday - Stop at Soper's hole for lunch and on to Norman Island for the night. Norman Island is the place that inspired Robert Louis Stevenson's Treasure Island.

Saturday - Get in some more snorkeling if you can get up early, then shoot for getting the boat back to The Moorings by 11 a.m. Have lunch, check in to your room and visit Road Town.

Sunday - Check out of hotel and depart Tortola.

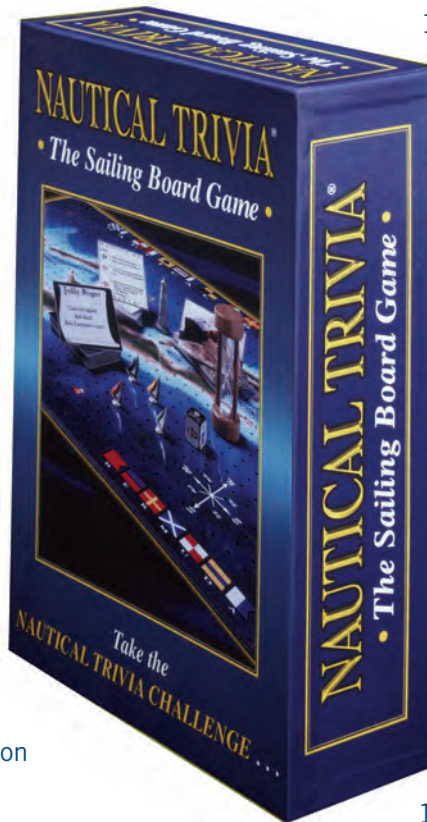
NAUTICAL TRIVIA®

• The Sailing Board Game •

Here's your chance to test your nautical trivia knowledge with some questions from the fun new game available at ASA.com!

answers are listed below

1. "It's more like a war with everything but the bullets" was a phrase used by which winning skipper to describe the America's Cup race?
 - a) Dennis Connor
 - b) Ted Turner
 - c) Bill Koch
2. Who was the highest ranking officer of the Titanic to survive?
 - a) 1st Officer Murdoch
 - b) 2nd Officer Lightoller
 - c) 4th Officer Boxhall
3. In World War II, German submarines attacked convoys in groups called:
 - a) wolfpacks
 - b) panzergrups
 - c) blitz teams
4. To win the right to defend the America's Cup, a boat must first win what trophy?
5. Name the first European to view the Pacific from its American shore.
 - a) Vasco Nunez de Balboa
 - b) Francis Drake
 - c) Ferdinand Magellan
6. Name the founding member of the New York Yacht Club who owned the boat that won the first America's Cup.
 - a) John Cox Stevens
 - b) George Schuyler
 - c) Levi Strauss
7. Name the Portuguese explorer who discovered and named the Cape of Good Hope in 1488.
 - a) Bartolomeu Dias
 - b) Giovanni Caboto
 - c) Vasco Nunez de Balboa
8. Who produced the first Winds and Currents Charts in the year 1847?
 - a) Admiral Fancis Baufort
 - b) Lt. Matthew Maury
9. Name the Portuguese navigator who explored the Long Island Sound while sailing from the Hudson River eastward to Block Island in 1524.
10. For the first time in 132 years the US lost the America's cup to which Australian boat?
 - a) Gretel
 - b) Australia II
 - c) Kookaburra II
11. Name the captain of the U.S. Navy frigate Chesapeake who pleaded as he was dying, "Don't give up the ship!"
 - a) John Paul Jones
 - b) Stephen Decatur
 - c) James Lawrence
12. A tidal atlas has how many charts?
 - a) 6
 - b) 9
 - c) 12
13. In 1720, the first yacht club was established in which town?
 - a) Cork, Ireland
 - b) Edinburgh, Scotland
 - c) Whitehaven, England
14. Name the only American super liner that won the Blue Riband with an Atlantic crossing time of 3 days, 10 hours, and 40 minutes.



Answers ...

1. c) Bill Koch 2. b) 2nd Officer Lightoller 3. a) Wolfpacks 4. The Citizen Cup 5. a) Vasco Nunez de Balboa 6. a) John Cox Stevens 7. a) Bartolomeu Dias 8. b) Lt. Matthew Maury 9. Giovanni Verrazano 10. Australia II 11. c) Captain James Lawrence 12. c) 12 13. a) Cork, Ireland 14. SS United States



SAILING DESTINATION

Exploring the Serenity of New Zealand



Photos courtesy of Venture Southland

If you're planning a cruise to New Zealand, it pays to remember that we've a lot more to offer than just the Bay of Islands and Waitemata Harbour (Auckland). If wilderness, golden sand beaches with a rich diversity of wildlife and grand mountains are your thing, then Stewart Island and the Southern Fiords have a lot to offer. If you make the trip south you can anchor right under the world-famous Mitre Peak and enjoy its special ambience for as long as you can stand to be offered freshly caught crayfish (or catch your own) by the region's wonderfully hospitable fishermen.

Both the Stewart Island (about 40 nautical miles long, 400,000 acres) and Fiordland (6.4 million acres, with World Heritage Status) areas are mostly National Park. You'll find these places

about 800 nautical miles south of Auckland, which offers a great opportunity to give spouses a break ashore to explore by road while you sign on local crew and have a great coastal sail south. There are no restrictions on coastal cruising in New Zealand once you have made your initial clearance, and you can make a final clearance from Bluff direct to Tasmania, South America or up into the Pacific.

Into the 'bush'

Stewart Island is low country, mostly covered right to the water by the forests New Zealanders call "bush." This means the waters are as clear as any you will find in the world, making it a cool but rewarding divers' paradise. The incredible birdlife still tries to compete in what Captain Cook found to be a "cacophony of noise."

With a little patience you can expect to see real Kiwi in their natural habitat. You'll see few other cruising boats, most anchorages (all free of charge) will be yours alone. You'll need the superb local pilot, Stewart Island Cruising Guide produced by the Mana Cruising Club (www.manacc.co.nz). Get it direct from the club or any major New Zealand chandlery. It gives details of what to see, where to anchor and a host of other invaluable information.

Special places on Stewart Island are the Pegasus area, about 10-12 hours sailing southeast of Halfmoon Bay, and Patersons Inlet, just around a headland. Each offers literally hundreds of wonderful bays with golden sand and good anchoring. Halfmoon Bay is the only inhabited area on Stewart Island; population is

d's Southland • by Foster Price



From snow-capped mountains to serenely still inlets lit by glorious sunsets to hills pushing up from tranquil waters, New Zealand's Southland offers opportunities for exciting adventures or idle relaxation.

about 400. It offers a variety of accommodations, eating options, fuel and basic supplies.

For services and supplies at mainland prices, Bluff and the adjacent city of Invercargill (pop. 50,000), at the southern tip of the South Island have full haul-out facilities along with electronic, engineering and servicing capabilities of a high standard.

Awe-inspiring Fiordland

Fiordland can be accessed via either the West Coast of the South Island, or via the East Coast, using Bluff as the "jump-off point." Either way, Fiordland is isolated by at least a couple of days sailing from any semblance of "civilization." Fiordland is hard to do justice with words; there is a sense of wonder imparted from mountains rising straight out of the sea, near

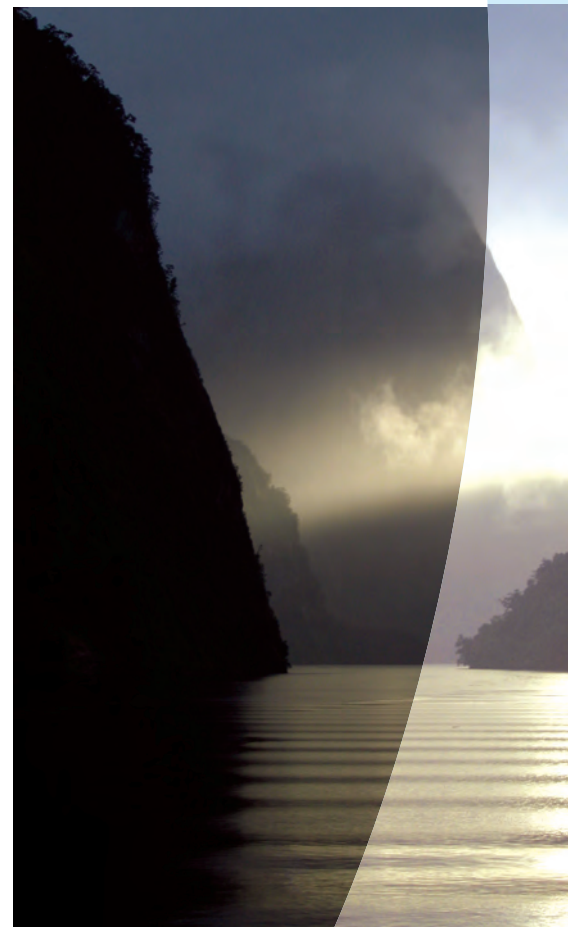
vertical for hundreds of meters, and waterfalls plunging right into the sea. The bush, snow-clad peaks and rain are awe inspiring, as is the fishing.

Milford Sound, towards the north, and Doubtful Sound are the only inhabited areas, although you'll certainly strike fishermen in many fiords. These are also the only two places you'll get fuel within two days sailing. The Mana Cruising Club's Boaties' Guide to Fiordland is an invaluable pilot to this area, relied on by visitors and locals alike.

The members of southern yacht clubs, Bluff and Green Point at Bluff, Marakura at Te Anau (accessed via Milford) are always interested to assist and host visiting yacht crews (our yacht clubs are not of the style of the New York Yacht Club). Contacts are available from www.yachtingnz.org.nz.

On the Web

For more information on this beautiful area, including weather, travel and events, go to the Southland website at www.southlandnz.com





ASA MEMBER PRODUCT REVIEWS

by ASA Instructor Rafael Fernandez



The ClampTite uses standard stainless wire to create hose clamps of varying widths and lengths to accommodate projects on land or at sea.

I was very pleased to be asked by the ASA to evaluate a rigging tool that I had not ever seen before. I work part time in a boat yard, when I am not at my regular job as an architect/mechanical engineer.

I have my own boat and have been teaching as an ASA certified sailing instructor for over 15 years, so I have been a sailor and a “handy” man for a long time. I am always tinkering with engines and equipment, but had never seen the tool, ClampTite.

ClampTite is a clamp-making tool approximately five and a half inches long. It is precision machined from stainless steel and is able to create a full 360-degree seal using stainless steel safety wire (12-30 gauge). I see a couple of advantages over the standard SS clamps. One, while we stock a variety of sizes of clamps to fit most size hoses at the yard, it is difficult to have every size clamp in stock on your boat that would fit any situation or problem. Two, it would save space by only having this tool and a small roll of stainless steel wire.

On the Web ...

www.clamptitertools.com.

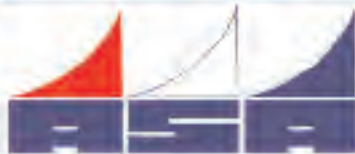


It takes a couple of steps to make the clamp. I showed to several boat owners. The individuals who were used doing their own rigging had no problems figuring out the instructions. However, I do suggest that you practice with the instrument ... before it is needed.

This tool is useful in all sorts of situations. It could be used to attach a hose to a bilge pump, attach a cleat to a stanchion or used to fix a leaky hose. Because of the mechanical design, it is very easy to tighten the clamp using only finger pressure. I like it! ASA said that I could keep the ClampTite as a thank you for my time and input. However, I have a request. I want a second one for my MGB (those of you who have owned an English sports car know why).

To order or to find out more about ClampTite call (800) 962-2901 and tell them you heard about it in ASA's American Sailing Journal.

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LIVING THE DREAM

continued from page 8

In choosing Zimmerman Marine to build their boat, the Trogdons looked for the same passion and commitment to quality that's the tradition at Weems and Plath. And they found it ...

The Bee Weems' Adventure

We just completed our first major adventure aboard Bee Weems. Peter and I traveled over 1,100 miles southbound on the Intercoastal Waterway from Norfolk, Va., to West Palm Beach, Fla. It was a great shakedown cruise in many ways. The waterway is so diverse. It was the perfect place to jump in and learn everything quickly.

First, it was an incredible way to learn all the systems on the boat. We had to learn all about the engine, electronics, generator, mechanical systems, etc. We knew that if anything broke down, we weren't far from civilization so we could get parts if necessary. Fortunately, we didn't have to worry about that.

Second, we learned how the boat functioned in all kinds of conditions. We were in shallow, narrow waterways and large open areas. We had currents and four-foot chop to deal with, as well as calm smooth runs on canals. We had to learn how to dock in all kinds of conditions and how to set the anchor, too. (We only went aground once where the ocean inlet shifted a sand bar.)

Third, we learned how to operate on the ICW. We learned to read markers and charts and cruising guides and learned about locks and bridge openings. We learned the proper etiquette of what to do when you want to pass another boat and how to hail marinas to make reservations for overnights. (We went the wrong way only once. We're quick learners.)

Fourth, Peter and I learned how to work with each other. We figured out what our strengths and weaknesses were, who had what responsibilities, and how best to communicate with each other in tense situations.

Overall, it was a very successful voyage, although not what I had originally imagined. I imagined that while Pete was steering the boat I'd be in a comfortable lounge chair reading a book. NOT! I had to pull my own weight, and I was willing to do so. It would not have been successful if I had not been willing to help and try new things.

From Peter's perspective "Our first voyage was more learning than we expected. We also made time to meet Weems & Plath dealers along the ICW, which was invaluable. Getting feedback and having the chance to communicate one on one meant a lot to everyone. We



Chessie stands watch on the Bee Weems.

also enjoyed discussing product ideas on the docks with fellow boaters. We are both looking forward to more time on Bee Weems when we get to the Bahamas next week."

Plans for the yacht include travel to many different areas including: the Chesapeake Bay, Florida Keys, Bahamas, Long Island Sound, New England, the Hudson River, the Great Lakes, Puget Sound, British Columbia and Alaska's Inside Passage.

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FEATURED FACILITY

continued from page 3

ISS Vermont programs are managed by owner/director Robin Doyle. She grew up on the water in Essex, Conn., and was taught to sail by her father, Don Doyle, at the age of six. He was an International 14 dinghy racer who sailed against the likes of George O'Day, Bruce Kirby and Stuart Walker. Robin was incredibly fortunate to have such a mentor and grew up in the Long Island Sound racing environment. She headed north to attend the University of Vermont in the late seventies and fell in love with the state and Lake Champlain. After graduation in 1981, she started out as an instructor, then director and eventually purchased the Vermont operation from founders, Paul Ravenna and John Landry in 1987.

Curriculum has grown to over twenty different courses for the beginning to advanced sailor. Two- and five-day programs are the norm at ISS and kids' courses, liveboard cruising courses, spinnaker training and catamaran workshops are just a sampling. Keelboat rentals, sunset cruises and sailing day trips are available for the short-term visitor, as are customized private lessons. The ISS prides itself on many unique distinctions. The three-to-one student/instructor ratio provides for plenty of one-on-one interaction, and ISS customizes and tailors its curriculum to meet each sailor's needs. A very high percentage of on-board repetitious drilling allows students to learn by doing. There is no wasted access time, and ISS has the advantage of sailing grounds that are protected, as well as open.

Many graduates choose to join our International Sailing Club after course completion. Our fleet has grown substantially over the years. Members can sail everyday, without owning a boat, aboard a fleet of thirty sailing craft ranging in size from 13 to 32 feet. From dinghies to cruisers, we have an assortment of new membership options - racing only, beach boat only as well as weekly and monthly memberships. Rates vary by membership, but are extremely attractive when compared to boat ownership expense. The inclusive activities in conjunction with the club are endless, such as our Wednesday night racing series, fall series, sunset cruises, instructional workshops and monthly barbecues. We also seem to specialize in matchmaking, as five couples have met and "tide the knot" as a result of our social atmosphere.

As we celebrate our 26th season on Malletts Bay, owner Robin Doyle, "sends many thanks to the huge crew of sailors who have graced our decks and supported us the last 26 years. It's been a pleasure to serve you, the sailors, who have made this milestone possible. We take great pride in sharing our passion for the sport of sailing. Thousands have been bitten by the sailing bug due to



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their ISS experience. We hope we have helped to chart a course for many new life-long sailors. Much appreciation to all our sailing comrades - old and new. And remember ... sailors have more fun!"

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ASA MEMBER PROFILE • COMMODORE JIM MURRELL



Commodore Jim Murrell (top right) enjoys the casual activities that an informal yacht club has to offer.

I have been an avid sailor for about 12 years. It is because of the love of the sport that I became an American Sailing Association member. I own my own sailboat, an Albin Express, which I use for weekend cruises to Catalina Island and racing out of King Harbor Marina in Redondo Beach, Calif. I enjoy many of the benefits of ASA membership. The West Marine gift certificate was used the first month!

It is also for the love of the sport that I have volunteered at my local yacht club, Redondo Beach Yacht Club and have become a Commodore. What is a Commodore you might ask? A Commodore is someone who agrees to lead the yacht club for a year. I have already served previous years in other positions. Yacht clubs vary across the country. Ours is an informal club that has many opportunities for beginning sailors and people who do not currently own boats, as well as casual events for regular sailors. Some yacht clubs have very extensive programs and help support Olympic-type racing. The club I belong to is more a place where anyone can try a first race and come over for a BBQ. A yacht club can serve as a source for meeting other boaters and sharing sailing and boating advice. We work with several ASA schools to partner and share our facility and activities with them.

I moved to California from New York in 1994. I had been a power boater on the East Coast and owned a 19-foot ski boat. When I moved to California, I was introduced to sailing. I crewed on other people's sailboats for ten years before I bought my own sailboat in 2002 and worked hard to fix it up. I enjoy taking others out on my boat and sharing my love of sailing.

It is great to be a part of the sailing community, and it has truly enriched my life.

ASA is always interested in its members! If you have a great story about how you got into sailing and how you joined ASA, we'd love to hear it. Send your story to:

*American Sailing Association
Attn: Kathy Christensen
P.O. Box 12079
Marina Del Rey, CA 90295-3079
or email kc@american-sailing.com*



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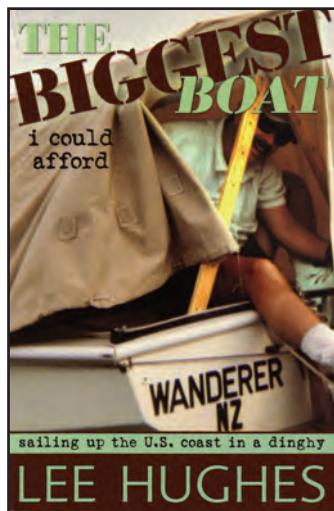
Captain Tom Landers, USCG Master Captain, Founder of the Virginia School of Sailing and 3 time winner of both the American Sailing Association's "School of the Year" and "Instructor of the Year" awards says,

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Title: The Biggest Boat I Could Afford
Author: Lee Hughes
US Publisher: Sheridan House 2004
Format: 304 pages, paperback

What happens when a middle-aged Kiwi writer, looking for a last adventure before settling down, decides to sail from Florida to Maine in a 16-foot open sloop? Did I mention that he starts off with virtually no sailing experience and nearly penniless? Is he brave or just plain crazy? Depending on luck, native Kiwi optimism and the kindness of strangers, he finds happiness and calamity in about equal portions, and eventually succeeds in transforming his fear of the sea into knowing the joys of sailing. Maybe you, the reader, would like to tag along for the ride.



Overcoming fear is author Lee Hughes' lifelong motivator. As a result, he became successively an army paratrooper, a scuba diver and a bungee jumper. Having lost a brother to a boating accident, he has an outsized fear of open water. The only solution is to purchase a boat - a Wayfarer 16, as it turns out - the "biggest he could afford" and sail up the eastern US seaboard. Keeping his friends, relations and anxious girlfriend in New Zealand abreast of his progress by haunting public libraries along the way for internet connections, he broadcasts his "Hughes Nughes" with some regularity.

This semi-autobiographical book is undeniably aimed at the New Zealand market. Along with plenty of local geographical and rugby references, you will find a sprinkling of British vocabulary likely to baffle the average American reader: can you decipher mozzie, doddle and chuffed? Doesn't much matter. This tale is told with generous doses of humor and modesty, and it's fun to read. It celebrates the upside of cruising in a small, retractable keel vessel. Tired of bouncing around in the chop far from port? Just run up on the nearest sandy beach. A sudden gust blows you, a new sailor, out of control into the dock? No worries, the boat is so light there is no damage. Can't afford to pay slip fees? At 16 feet, you can hang out on the dinghy dock all night and no one will notice. This cruise isn't for the luxury-minded, though. Hughes sleeps on the sole of his tiny boat under a leaky boom tent, open at the ends to mosquitoes, rain

and chill. There is no head, galley or electricity - cooking is done over a single burner primus stove.

After purchasing his boat, sight unseen, in Ontario, Canada, and hauling it to Florida in a rented truck, the author finds himself on a steep learning curve. Though preferring to learn mostly by trial and error, Hughes clearly could have benefited from some ASA training!

If you do plan to cruise the Intra-Coastal Waterway, this book gives a very realistic description of navigation there - drawbridge protocol, currents and tide considerations, and a great description of the scenery and towns along the way. This story is an absolute tribute to the generosity and friendliness of the boating people Hughes meets along his journey. Without that natural bond that appears so often between strangers who share only the love of boats between them, Hughes' trip would have been just plain impossible.

Roger Philips is an ASA Sailing Instructor and USCG licensed captain. He teaches cruising skills through ASA school Orca Yacht Charters in the San Juan Islands aboard his 37' Jeanneau sloop KittyHawk, and Basic Keelboat courses at Island Sailing in Portland.

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INSTRUCTOR TIP

By Capt. Paul Miller, California Sailing Academy

Using Tiller and Crew Weight to Enhance Performance

Part 4 of a 4-part series on proper sail trim and shape

Many accomplished sailing instructors are strong advocates of teaching their students to sail on a tiller boat before allowing them to progress to a wheel-helmed sailboat. Some of these “purists” assert that while students can become accomplished helmsmen/women by sailing exclusively behind a wheel, the only way to learn to sail is through the experience afforded on a smaller tiller boat.

While it is difficult to contest the fact that the fundamentals of sailing are best experienced on smaller boats — where small differences in crew weight, wind speed and rigging tension are readily observed, one can certainly find examples of excellent sailing schools and instructors who teach using only wheel boats. Indeed, many of today’s customers demand (via their pocketbooks) to learn on larger boats ... they are not interested in going out on the “small boats,” where small can mean a sailboat less than 34 feet with a wheel!

Whether you personally favor learning on a tiller or a wheel boat, remember to use your tiller or wheel not only for steering, but as communication between the boat and the helmsman.

When driving to windward in a breeze, listen to and feel carefully what the boat is telling you. If the tiller is pulling strongly to the leeward side, the boat is attempting to climb to windward. Move the crew to windward, ease the traveler, ease the mainsheet, tighten the clew outhaul and possibly tighten the jib sheet if that sail is not driving.



On smaller boats, crew position can be an important adjustment to make when steering.

When sailing in light air, move the crew to leeward for heel, bring up the traveler to sail closer to the wind, ease the sheets, clew outhaul, halyards, downhauls, cunningham, and vang to power up the sails into a fuller shape.

Since, in general, beginning sailors tend to overtrim the sails, my favorite expression with regard to sail is: When in doubt, let them out!

Paul Miller has been the owner and operator of the California Sailing Academy and Coast Guard School at Marina del Rey, Calif., since 1968. He graduated from the United States Naval Academy and did his graduate studies at George Washington University. As an officer, he returned to the Naval Academy as an instructor and sailing coach. He and his wife Jeanne are full-time instructors at the California Sailing Academy.



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