

THE JOURNAL OF THE  AMERICAN SAILING ASSOCIATION

AMERICAN SAILING

FEATURE STORY: ASA MEMBERS KICK BACK IN BEAUTIFUL ANTIGUA

By Tom Varley

It was early morning, and we were waiting to catch the departing flight from Antigua. What a week it had been. Charlie Nobles, executive director of the ASA, was commenting in the terminal, "What a great and successful event. I thought 2005 was incredible, and didn't think it could be topped - and we did."

The announcement came over the speaker, and it was time to board the Eagle bound for San Juan, Puerto Rico. Taking to the sky and settling in, I couldn't help but wish we had one more week; the time flew by. As the plane banked over the water, the mind-blowing aquamarine hue which only the



Antigua welcomed sailors to put up their feet or sail a while at ASA's 2006 Members' Event.

continued on page 3

LIVING THE DREAM • BY JIM DURDEN WITH MIKE AND DENISE GEORGE



When it comes to dreams, there are realistic ones, and there are ones that seem impossible, depending on who you talk to. That may be part of the problem with some people pursuing a worthy dream. They talk about it with their relatives and friends, (we know they mean well!), and after a few sessions of negative input, poof! The dream fades away. For me, along with friends, Mike and Denise George, sharing our dream with family and friends was the best thing we could have done.

continued on page 8

INSIDE THIS ISSUE

- >> Product Review
SeaCards
- >> Sailing Destination
Amazing Aruba
- >> Safety at Sea
Digital Selective Calling
- >> Featured Sailboat
IP's New SP Cruiser
- >> Member Profile
Don Laverty
- >> Instructor Tips
Using the Outhaul



GET READY FOR SAILING WEEK 2007

The American Sailing Association is pleased to announce that we have finalized plans to repeat our week-long ASA members' sailing week in 2007 in the Caribbean! Next year's event will take place from Friday, June 15, to Friday, June 22, 2007, and will once again be held at Sunsail's exotic destination resort, Club Colonna, located on the northern end of the island of Antigua in Hodges Bay.

ASA Executive Director Charlie Nobles added, "What's great is that the event just keeps getting better and better. Sunsail is continually upgrading their facility to make everyone's stay even more comfortable. Recent additions include a brand new air-conditioned fitness center and a fabulous spa on the beach! They will continue to provide ASA guests access to some of the largest and best premium keelboats from their charter fleet, once again at no additional cost to ASA members. Club Colonna has also recently switched to an 'all-inclusive' format, so all meals and resort activities will be included in this year's price."

The cost of the week-long, all-inclusive event will be only \$1095 (with Sunsail's \$125 discount coupon) for ASA members. This price includes all meals, lodging, standard resort activities, ASA welcome gifts, beach-based small boat sailing, and sailing aboard 48-foot Sunsail charter boats.

The standard Club Colonna rack rate does not include the use of any keelboats, let alone premium charter yachts, that normally cost several thousand dollars per week, ASA welcome bags for each attendee which contain well over one hundred dollars in free products, or the ASA-specific events and parties throughout the week.

Space is limited. Everyone interested in attending should sign up as soon as possible to ensure room availability.

The Charley Noble

ASA has just launched a new certification request system for all its affiliated schools. The new system allows all ASA schools to request student certifications through the web. This process will greatly reduce the waiting time for a student to receive his or her



certification seals from ASA. It also allows schools to access and update student contact information online and will improve our ability to keep our certified students informed about new ASA courses and sailing opportunities.

Also new - if you have ever considered getting your U.S. Coast

Guard captain's license, contact ASA to request a copy of our new "DVD Guide to Getting Your Captain's License." This DVD is available FREE to ASA members and instructors. It's a great way to get an overview of the different types of licenses, including information to help you decide which kind is appropriate for you. You can either call the ASA office or go to www.ASA.com and follow the link at the bottom of the home page.

Please stay tuned. We will have more announcements regarding changes at your American Sailing Association very soon.

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

www.american-sailing.com

info@american-sailing.com

ASA PRESIDENT Cynthia Shabes

ASA EXECUTIVE DIRECTOR Charlie Nobles

STORY EDITORS Heather Watt
Kathy Christensen
Charlie Nobles

ART DIRECTOR Kathy Christensen



(Above) ASA members bask in the warm blue-green waters while swimming with the stingrays. (Below) Author Tom Varley plays and sings to the tropical breezes of Antigua.

FEATURE STORY

continued from page 1

Caribbean can produce was in full view. My thoughts drifted back to the past week, as I looked below at the islands, reefs, and harbors we were sailing in and around. One of the best memories was watching new-to-sailing ASA members become accomplished sailors, on those beautiful Sunsail/Beneteau Oceanis 473s.

Learning together

“That’s exactly it - you’ve got it!” There was a lot of that phrasing going around, accompanied by big smiles. Several of the participants had little (or no) sailing experience; while others were seasoned, experienced sailors with many ocean miles in their wake. And between the two groups were those who had some time on the water prior to the demands of families and careers. Collectively, all were ASA members: members who took the plunge and signed up for the week looking to gain more experience and knowledge or just have a great sailing getaway. All of the above was accomplished. Several of the very experienced sailors admitted that they learned a few new tactics during their time on the water in Antigua: a hefty compliment to the ASA instructors. Each instructor brought their own style of passing on information to the table, qualities to be shared and received. That’s the beauty of sailing with others - no matter the level of experience, everybody can learn a



new (and perhaps, more efficient) way to reef under sail, new anchoring techniques, navigating; the opportunity for growth is practically unlimited.

Learning the fundamentals of sailing, or honing advanced skills and experience, is part of the ASA package and philosophy. Watching a person transform from, “What does this thing over here do?” to “I’ll trim the mainsheet,” is the best part of the week. Two ASA couples arrived from Oregon, each couple had a partner with minimal sailing experience. Were the inexperienced ones fairly reluctant, maybe even hesitant? You bet. By the end of the week, they were in the midst of the action, part of the crew and having a great time. The entire concept of sailing was demystified and they were having a blast! There was an ASA group from Japan who attended the event, and a couple from England.

Eating up island life

Life ashore was easy and breezy. Club Colonna/Sunsail is a nice, relaxing venue for the entire family; and for those looking to escape - a romantic getaway. The staff is incredibly accommodating; from the local Antiguan who make their livelihoods there, to the U.K. staff having a good time in a new latitude, the welcome mat was in place for our arrival. An all-inclusive resort, there was little to think about when it came to dining. Buffets for breakfast, buffets for dinner; and lunch was prepared daily for those planning to extract every minute of sailing time. Yes, they had box lunches prepared to take aboard. For those with special dietary needs, the crew at Club Colonna were very considerate. Vegetarian? No problem, with the Rasta (dreadlock) population, there is an understanding (and respect) for the importance of nutritional diversity.

How was the cuisine? If the freshest seafood, fruits, meats, and incredible desserts (oh, that island ice cream is the best!), sound enticing, you’re in the right place! The AM highlight was the coffee machine, a push-button, serve-yourself espresso machine. Latte, Café au Lait, Café Mocha, Americano, Café Regular - it was all there, and refills were only limited to fortitude and effort. Evenings were spent rehashing the day on the water, hanging with a few of the characters (read locals) who add to the flair of Antigua, or just quiet time. One night was filled with a

continued on next page

FEATURE STORY

continued from page 3

soca-induced band (jump-up style band), with the dance floor coming alive - true down-island flavor!

Days were spent relaxing by the Caribbean sea, the pool, or for those looking for action, there were daysail opportunities aboard the Oceanis 473s, windsurfing, small boat sailing, snorkeling, hiking, sightseeing, shopping - whatever you wanted, it was there. An absolute delight for a spouse or partner looking for a break from sailing!

Those avid sailors looking for more time on the water were delighted even more when it was announced that an overnight sail was available - just add your name to the list - a true experience in the cruising lifestyle. The chance to navigate through those beautiful waters to a new destination, spend the night on the Oceanis, and sail back to Club Colonna the following day! Talk about time at the helm! Two Oceanis 473s set out for Jolly Harbor, located on the west coast of Antigua. Each boat had (up to) eight people onboard, and it was an exciting journey. (Amazingly, the ages ranged from late 20s to a couple in their early 70s). Charlie Nobles was the skipper/instructor of an Oceanis, and I was on the other. We had a "buddy boat" cruise. It was a hoot for each boat, watching each other under sail, and taking in the beauty of the Antigua coastline.

Enjoying the local flavor

Making landfall, (it was a relatively short sail - two hours), we motored up the Jolly Harbor channel, and pecked around for an anchorage. There wasn't much opportunity for a comfortable anchorage, so Charlie contacted the harbor master for options. We found our option: Tying up to the dock, we had access to restaurants, pubs, showers - even a pool! The general consensus amongst the crew: "This is cool, and I'm so happy to be here! If this is what the sailing lifestyle is like, I am definitely hooked!"

Friends and acquaintances were made at Jolly Harbor. Charlie made a friend at the pool and named her, "Jolly." She was one of the sweetest dogs you'll ever meet. He went as far as ordering a cheeseburger for her - talk about a dog's life. Had we not been set up with an incredible



The Beneteau Oceanis 473 provides a great ride for both new and experienced sailors.

array of foods from Club Colonna pre-cruise, I'm sure many of the crew would have jumped at that burger. In the case for us. They provisioned us with fresh meats, fish and vegetables; and meals were prepared by the crew and skippers. Why is it that food always tastes better while cruising? Is there a reasonable explanation? The same hunk of fish just wouldn't be as tasty at home!

After dinner, our boat had a special dessert for our buddy boat, accompanied with a special song and dance. "Dove Bar in Paradise." Sung to the tune of, well, you know. They were quite surprised, and I was quite proud of the crew's talent! Post-dessert found several of us at the casino. Talk about meeting great people; I met a man who could have been out of a Caribbean novel - a true "local" Antiguan. He has a friend in the import/export business and had many stories to tell about navigating at night, sans charts or running lights! (Not a class focus in the ASA curriculum!) He was very friendly and directed us toward the Dog Watch pub, a laid-back pub with a predominant English (U.K.) clientele.

Morning came once again, and it was time to get the coffee and the coffee going, and the boat ready for the trip back. First stop was the fuel dock. The trip back was true-spirited sailing; we sailed under a double-reefed main and a little jib rolled out, and still had plenty of power. Talk about getting your money's worth! The Oceanis 473s provided by Sunsail were fun! When visions of the Caribbean are conjured, we think of warm water, flat s

continued on page



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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 Glorietta Bay is located. You'll learn new skills like piloting, and sailing a yacht using a chart, the buoys, and the hand-bearing compass. You'll get practice at steering in waves, and gybing in the ocean. Heaving to, reefing, man overboard recovery, docking under sail and power are all taught in this class. Students will practice planning a sailing trip on the spot with various wind and tide conditions and pick the best locations for the day. Late in the afternoon, students will dock and the instructor departs the boat.

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FEATURED SAILBOAT • SP CRUISER

By Bob Johnson, N.A.

The design for the new Sail Power Cruiser is a response to my lifelong interest in the motorsailer type combined with the realization that an increasing number of cruising sailors would like to have trawler-like comforts and motoring qualities while retaining the ability to make passages under sail with simplified, easy-to-control systems. The new SP Cruiser delivers all this and more.

The 41.1-foot SP Cruiser is unique in many ways from the numerous motorsailer designs created since the 1920s. It features two cockpits (one aft, with a transom door to a large stern platform - similar to many trawlers), plus one forward (similar to many mid-cockpit sailboats), a large, enclosed helm station at the forward end of the deck house (with a large overhead hatch and opening central window adjoining the forward cockpit), a simplified roller furling sloop rig (with sail controls leading to the aft cockpit), a second (optional) roller furling headsail forward of the jib (allowing for use of a large reaching sail), and remarkable accommodations for a yacht of this size. As is now increasingly popular in the world of cruising trawlers, the single helm station may be supplemented with an auto pilot, providing the ability to steer the boat from virtually any location with a wireless handheld control.

One key difference in the SP Cruiser from our previous Island Packet designs is a new hull form, providing increased hull speed and virtually level running under power, even at full throttle. While the signature Island Packet Full Foil Keel has been retained for its many attributes (shoal draft, low ballast center of gravity, protected prop and rudder, integral structural attachment, superb seakeeping, double bottom protection, etc.), the SP's broader stern sections, with a flatter run and less deadrise (vee), provide improvements under power. The large fuel tank allows extended range under power with very economical fuel consumption. Of course, one can also augment powering performance with the sails, increasing speed and/or reducing fuel usage.

The SP Cruiser's sloop rig is also a departure from our usual Island Packet Hoyt Boom® cutter rig. With a self-



Island Packet's SP Cruiser provides sailors with the comforts of a trawler and the savings of a sailboat, all while maintaining traditional quality.

On the Web

For more on the SP Cruiser, go to www.ipy.com.

tending jib and a sail control console in the aft cockpit leading all sheet, furler, and outhaul lines to a single electric winch, sailing the SP has been made easier than ever before. This rig also allows the addition of an optional second roller furling headsail for reaching in light to moderate air with the working jib furled. While it's too early to describe in detail, we are also planning to offer optional self-stowing electric sheet controls that can be operated from the helm position. These have been used on large sailing craft for some time, but none have been developed for more "popular sized" yachts. We plan to make this available within the year, after thorough development and evaluation is completed, with the ability to retrofit these winches into any SP built prior to their introduction. I believe that these electric, self-stowing sheeting systems will have a big future in cruising yachts.



Exterior and interior trim materials have evolved as well on the new SP. In response to many owner comments, exterior teak is now used only on several small step surfaces. The molded deck cap rail with a black vinyl and stainless steel rubrail replaces our usual teak detail.

continued on page 16



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Sailors aboard small racing vessels step lively as the 242, along with the other craft, prepare to come about.

LIVING THE DREAM

continued from page 1

Consider that the dream was about a special boat, and our family and friends either had one of these boats or had the same passion for sailboat racing that we do. To compliment the dream, along with the passion, was the knowledge and business background in boats to actually make it happen.

Enter the Martin 242

Twenty-five years ago, Canadian boat designer and builder, Don Martin, introduced a lively, unique, and easy-to-sail, 24-foot day sailor race boat that was affordable and competitive by any standard. The Martin 242 soon became a hot commodity in the Pacific Northwest and eventually made its debut in Southern California, through efforts on my part.

Mike and Denise George got involved with ASA in Marina del Rey, Calif., and found a renewed, growing interest in the boat, but were challenged by the scarcity of good boats to bring into the area. After several trips to Canada to seek out suitable candidates, it became obvious that the expense of refurbishing a 1980s vintage 242 was approaching what it would cost to make a new one. Since the molds had been cut up some ten years prior, the only logical conclusion would be to make molds off some existing boats. I think I recall someone saying, “dream on,” about that time. We were going to do more than just dream, we wanted to continue to supply the

marketplace with the uniqueness of the 242 at a fair price, carry on the lifestyle that racing this boat provides and get people happily involved with a great sport.

I had just purchased my tenth 242 a year before we made the decision to attempt the “impossible.” The boat had been well taken care of, but it had always been wet sailed and had numerous blister jobs performed over its lifetime. It definitely needed the refurbishing treatment that Mike and I had been involved in on three previous customers’ boats. My dream was to have a perfect bottom, keel and rudder, which was an important element of fulfilling Mike’s dream of building new 242s. I’m not sure exactly how it happened, but I do remember a conversation that went something like: “Since you’re charring out the hull, why don’t we pull a mold off it?” It made sense at the time, and before you knew it, here was this bodacious monstrosity stuck to my hull, and then my deck. Oh, the deck. That was almost more work than the hull. Mind you, this was happening over a period of a year and a half. With delays at the boat yard and stressing financial resources, it was a dream just to get through each phase. Or was it a series of small nightmares? Either way, pressing forward from one challenge to the next was foremost in our minds.

Continuing challenges

Fortunately, we had the incredible support of the man himself, Don Martin, who was as enthusiastic about the project as we were, after he realized we were dead serious.

continued on page 1



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FEATURE STORY

continued from page 4

with wine and cheese served. Sometimes, but not always. It was a wet, windy sail back to the club - and we loved it!

The following night, it was summer solstice and a special time to be on Antigua with new friends. ASA threw a party in conjunction with the Summer Sailstice event happening around the planet, and Tom Varley (wait, that's me!), performed music for the event.

Time to go home

As the week drew to a close, it was obvious that expectations were met and exceeded. Many had the chance to experience big boat sailing; others were there to receive their various ASA certifications (and did - congratulations to all of you!) Some arrived not knowing what to expect, and found more than they dreamed of. Others found themselves with incredible prizes from the ASA giveaway on closing night! Suffice it to say, everybody had the time of their lives.

For many, this was the second time around; they attended last year, and plan to be there in 2007. And for those attending for the first time in 2006, they will be the veterans to the new attendees in 2007. See how this



ASA members enjoyed sailing Beneteau Oceanis 473s throughout the week at Club Colonna.

works? To quote Robert Evans, "There are three sides to every story: Your side, my side, and the truth. And no one is lying. Memories shared serve each differently." Memories shared. That was Members' Week.

As the turbo-twin leveled off, the bells chimed, indicating we passed 10,000 feet. On the horizon a squall has formed, creating a perfect rainbow from the rains. Reclining my seat, I press the play button and Chris Martin of Coldplay is singing, "We live in a beautiful world ..."

Wake me when we get to San Juan.

ANTIGUA 2006 SCHEDULE OF EVENTS

Friday: Most of the group arrives at Club Colonna with time to check out their fabulous goodie bags, kick off their shoes, walk barefoot in the sand and take a relaxing dip in the beautiful Caribbean waters or in the largest pool in Antigua! Before dinner, everyone meets up at the ASA Garden Villa for ASA's infamous welcome bash.

Saturday: Everyone gets the chance to sign-up for keel boat day-sails and over-nighters on the three beautiful Beneteau 470s skippered by ASA certified instructors. ASA instructor-led small boat clinics on the beach get underway and the keelboats head out to enjoy a day sail to Dickinson Bay. Others snorkel and take in the bar on nearby island, Prickly Pear. The day ends with ASA's rum punch barbeque, complete with all the lobster, steak and chicken you can eat and a fabulous steel drum band.

Sunday: Several ASA members experience Laser, Topaz, Optimist or Hobie small boats for the first time; participating in the continuation of the small boat clinics. That night, ASA heads to Shirley Heights in full force to watch the sunset over English Harbor, dance, eat and party 'til the cabs come home.

Monday: The first over-night trip aboard two of the Beneteau 470s gets underway. The plan was to head for Antigua's sister island, Barbuda and its famous pink sand beaches, but 30 knot winds had them heading for the shelter of Jolly Harbor. The trip to Jolly Harbor was exhilarating. Everyone had a great time exploring the area's beaches, restaurants and shops. The day ended with a festive bbq complete with amazing grilled chicken and steaks.

Tuesday: The two Beneteaus from Jolly Harbor return. The weather is better, but since the first group had so much fun in Jolly Harbor, the second group decides to save the pink sand beaches for another time and heads to Jolly Harbor as well. Some of the ASA group ventures out of the resort for diving, mountain biking or renting a car to see the island. ASA members at the resort continue taking out small boats or enjoying the sun and the beach.

Wednesday: Happy Summer Solstice! The ASA small boat student certification clinic takes place today with training and review in the morning and certification testing in the afternoon. Congrats to the group: Everyone who signed up passed and received their ASA 110 certification! The day ends with a magical Summer Solstice party under the stars, complete with (you guessed it!) rum punch and the music of Tom Varley.

Thursday: Since this is everyone's last full day, there is scrambling to try to fit in all the activities that haven't been tried or repeat favorites. Members enjoy snorkeling, sailing the small boats or just hanging out by the pool with the rest of the gang. Everyone gathers at sunset for a bittersweet farewell party. Yes, it will soon be time to go home, but the pain is lessened with almost everyone winning a great raffle prize from ASA's wonderful sponsors!

Friday: Everyone says their fond goodbyes to Antigua, vowing that they will be back next year as they head for home.




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We have very few spots left! Book now before it sells out. For more information, contact Brenda at 310-822-7171 ext# 24 or bw@american-sailing.com.

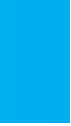
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SAILING DESTINATION

Aruba's Island Shores Beckon •

Aruba is an excellent destination for travelers of all types and at all times of the year, as it is strategically located outside the hurricane belt. The island boasts year-round, near-perfect weather with average temperatures of 82 degrees Fahrenheit and less than 20 inches of rainfall per year. The small island of Aruba (only six miles wide and 19 miles long) enjoys the highest repeat visitor rate of any Caribbean destination at 40 percent, as loyal visitors return year after year. Also, Aruba is currently investing over \$300 million in renovations and upgrades which are taking place throughout the tourism sector, and it will continue to work hard to offer the best hotels, activities, restaurants, spas, beaches and the warmest smiles of any destination in the Caribbean. Perfect for

wide variety of sun seekers, sailing fanatics and more, Aruba offers friends, honeymooning couples and families a great escape.

On the water

For sailing aficionados and watersport lovers, the view of the island's coast is an amazing spectacle from the sea. The smooth ocean and the steady trade winds are ideal for a great sailing trip. Guests of the tropical island may choose from one of the many sailing adventures that are available and offer the options of a sunny day trip or a nighttime excursion. In fact, as an added bonus, the 16th Annual International Catamaran Regatta is being held on the island from November 4 through 12 and offers magical views as vivid catamaran sails

decorate Aruba's turquoise waters with ships from Europe and North and South America.

Aruba offers other great watersport activities that include windsurfing, scuba diving, snuba, jet skiing, deep sea fishing, and more. Aruba is one of the most popular spots on earth for windsurfers, as the constant 15-knot trade winds, along with the variety of flat-water locations, are just what are looking for. Every June, Aruba hosts the Annual Hi-Winds Amateur World Challenge windsurfing tournament. A ten-day competition attracts the most competitive professional windsurfers and hundreds of amateurs to the island.

In addition to the adventurous watersports, visitors can enjoy the



On the Web

For more information on this tropical paradise, visit their web site at www.aruba.com.



Courtesy of Aruba Tourism Authority

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sights of the underwater world with views of Aruba's famed coral reefs. Guests have the opportunity to enjoy some of the most beautiful marine species, which include different types of fish and corals. Some of the aquatic life that you most frequently spot on Aruba's coral reefs are the blue parrot fish, female stoplight parrot fish, goat fish, several types of grunts, grouper, French angelfish, antenna butterfly fish, sergeant majors, squirrelfish, green moray eels, yellowtails, spotted eagle rays, turtles and octopi. Some of the coral types you may see include brain coral, fan coral, staghorn coral, pillar coral, fire coral, deep sea gorgonians and tube sponges.

This Caribbean oasis also offers a number of renowned beaches for swimming and people watching. The island's Palm Beach was recently ranked number five of the most family-friendly beaches by the Travel Channel, and the island is consistently recognized as one of the top honeymoon hot-spots. Aruba's pristine Eagle Beach was touted as the number one Caribbean beach by newspaper giant USA Today after they conducted a survey of travel writers, travel agents



Aruba's pristine seas offer a water-lover's paradise with the added bonus of its beautiful land based sights and fun activities.

and frequent travelers. Aruba's underwater marvels also received high praise from the experts. Sport Diver magazine honored Aruba with a spot on its top dive sport list, and the scuba experts at Scuba Diving magazine named the island the top wreck diving destination in the world.

Uncommon island appeal

However, Aruba is not your typical Caribbean island, as it offers desert-like terrain on the north part of the island, perfect for hiking and off-road adventures. Additionally, Aruba's Arikok National Park, which makes up approximately 18 percent of the island, has of miles of hiking trails and an abundance of unusual plants and wildlife. Aruba also offers appetite appeal uncommon for an island destination. Its burgeoning culinary scene blends international influences with local flavors, providing a welcome break from the bland and forgettable approach to food taken by many tourist-friendly tropical destinations.

Summer continues to be considered the best season on the island; however, this is only because of a rate change, as the hotels have seen high summer occupancies over the years. The airport is served by a variety of commercial airlines; JetBlue will be the latest to offer direct air service from New York's JFK. Aruba is also one of the only countries in the world to have U.S. customs in its airport, a perk that can spare vacationers the long lines stateside.

The island is also home to a variety of educational museums and tours. With over 44 nationalities living on island and with most locals fluent in four languages (English, Spanish, Dutch and Papiamentu), visitors have the opportunity to expand the Caribbean escape to more than just sand and sun.

The Aloe Museum, Numismatic Museum, several art museums and Butterfly Farm are some of the extraordinary places to visit while taking a little time away from your sailing and sunning vacation on beautiful Aruba.



ASA MEMBER PRODUCT REVIEWS

by Karen Axelrod



Karen checks her SeaCards on what to do in case of a man overboard drill before leaving the dock.

Imagine you are at a cocktail party next weekend and someone asks you what the heck those bars are that fasten aloft on a mast to increase the effective angle of the shrouds. Without missing a beat, you answer, “Spreaders, of course,”—because you have been studying your SeaCards.

SeaCards from Doyle Marine is a set of 450 color-coded flash cards that offer new or experienced sailors a fun way to learn nautical terms, concepts and theories. It is kind of like a marine version of Trivial Pursuit.

The current Certification Edition of SeaCards is American Sailing Association approved. The box set includes 125 cards covering material for the ASA 101 Basic Keelboat Sailing Standard, about 100 on the ASA 103 Basic Coastal Cruising Standard, and the rest covering a broad range of topics, including the '72 Collision Regulations, signals, sailing mnemonics, and more. The front of each card features a term, picture (including knots), or basic concept. Turn the card over, and the definition is on the back.

For someone like me who is new to sailing, SeaCards provide a great way to study basic sailing concepts quickly and easily. The SeaCards offer a helpful learning tool that I've been using in conjunction with my other materials. I have been pulling a small stack of cards each day and reviewing them throughout the day—which, quite frankly, is more manageable for me than trying to carve out an hour each day to sit down and re-read a book or manual.

At this point in my sailing career, many terms and theories outlined in SeaCards are over my head. Someday I'm sure I will understand what the red, yellow and green dots on those boat pictures mean. Also, I look forward finding out the answer to, “Can Dead Men Vote Twice at Elections?”

More experienced sailors will find this set helpful as they prepare for certification at varying levels. The green SeaCards covering Basic Keelboat Sailing will help those who plan to obtain their ASA 101, Basic Keelboat Certification. The orange cards on Basic Coastal Cruising (ASA 103) focus on a higher level of safe and proficient boating and are an ideal learning aid for anyone ready to skipper auxiliary powered sailboats up to 30 feet long in moderate conditions. If chartering, racing or cruising is on your agenda, the white SeaCards—along with the rest of the set—will help provide the extensive knowledge and proficiency needed to sail safely in all types of conditions.

SeaCards are the size of a standard business card, so the author keeps descriptions concise, yet thorough. This is one feature that makes SeaCards so user-friendly. I love the one describing Man Over Board Retrieval: “Use whatever method is best.” That's pretty straightforward. Then the author goes on to outline three key strategies for getting the person back on board and stresses the importance of discussing MOB procedures with all crew and passengers. SeaCards also include drawings and pictures when needed to illustrate a theory—another feature that visual learners will appreciate.

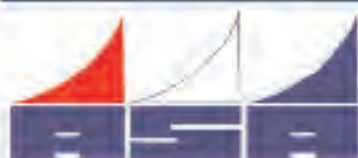
Children and teens just entering the world of sailing will enjoy SeaCards a lot. They can make a game out of reading a description and then having a friend or family member guess the term. Just imagine the fun kids will have in the back of your SUV on those long drives en route to the marina for a day of sailing. Because the descriptions are short and easy to understand, SeaCards should appeal to kids with short attention spans as well.

ASA members can purchase SeaCards through ASA at ASA.com for the discounted price of \$19.99. Regular price is \$24.95 for non-ASA members, and the set includes a special SeaCard that offers \$10 off a membership to ASA—but you have to find it in the stack.

Karen Axelrod of Redondo Beach, Calif., recently completed ASA course 110, part 1: Basic Small Boat Sailing. She did not have to implement any MOB procedures except as directed by the instructor.



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LIVING THE DREAM

continued from page 8

Denise emailed Don pictures of our progress, along with Mike flying to Vancouver, B.C., periodically, to hold meetings and discuss the details of the project as we got closer to having four complete molds; hull, deck, hull liner and deck liner, along with a keel mold, rudder mold and all the related pieces. Each mold had its own set of "challenges," which required the attention you would pay to a three-month-old child. At times we would ask ourselves out loud: "what were we thinking?" All three of us had the same vision and drive to keep going. We had weekly meetings, and still do, over scrumptious dinners, artfully prepared by Denise, planning out our next logical steps and shared thoughts on how to solve current dilemmas.

It has been a little over two years since we began the journey and have finally had the good fortune of witnessing, first hand, the rewards of our efforts. Don Martin came down to Southern California and helped build the first two boats with Mike and the crew at W.D. Schock Corp. The first two boats were purchased by the King Harbor Youth Foundation and have filled their needs beyond their expectations. The 242 was perfect for their programs, with its high-performance dinghy-like



The author witnesses the birth of a 242.

responsiveness while, at the same time, being gentle on beginners. The Marina del Rey fleet was eager to donate used sails so the Foundation didn't wear out the new sails that came with the boats.

Our next big dream is to see fleets grow in King Harbor, Long Beach, Newport Beach and San Diego, along with continuing growth locally and in Vancouver, where it all began 25 years ago. Who knows, in a few years, you might see a small fleet growing in your harbor. Go ahead, grab a ride, the next 242 may have your graphics on it.

FEATURED SAILBOAT

continued from page 6

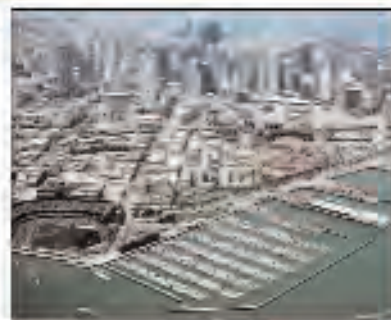
While it's possible for an owner to still add a teak cap, we feel the lower maintenance of this feature will be embraced. The cabin side "eyebrow" trim above the ports has also been replaced by black vinyl trim for an attractive low maintenance detail that harmonizes nicely with the rubrail.

Below decks, we're combining varnished hardwood surfaces in new ways with other interior surfaces to produce a bright and attractive décor. While the deckhouse will have a varnished sole, stateroom areas will be finished in a natural colored Berber-type marine grade carpet, and the galley, nav/office and head/shower area will be finished with our usual molded slip resistant soles.

Lastly, and perhaps most importantly, I think the SP Cruiser represents one of the best values in cruising that we have ever offered with a starting price of \$329,950. When one considers the amount of room this yacht offers above and below decks, the extensive list of standard equipment, along with Island Packet build quality and the high level of fit, finish, and onboard equipment, as well as the only three-year stem-to-stern warranty on the market, I hope you'll agree the new SP Cruiser is truly an exceptional offering.

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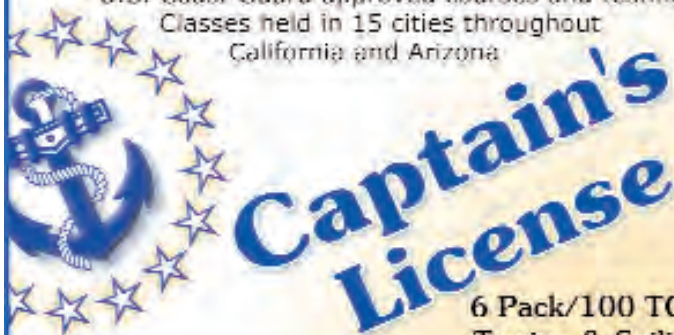
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SAFETY AT SEA - DIGITAL SELECTIVE CALLING RADIOS

By Robert Westcott, Coast Guard Auxiliary, Public Affairs Department

Digital Selective Calling Radio, a new advance in marine radio technology, gives recreational boaters with one of these VHF radios (along with a connected GPS and Maritime Mobile Service Identity (MMSI) number programmed into the radio) the ability to be identified in case of emergency.

The MMSI is a unique nine-digit number that is assigned to a DSC radio station free of charge. If the boater has a valid Federal Communications Commission (FCC) station license or plans to operate in international waters they should contact the FCC to get an MMSI. Otherwise, they can register with BoatU.S. by obtaining an MMSI assignment form.

Forms are available on the BoatU.S. Web site www.boatus.com/mmsi/ or by calling (800) 563-1536. Registration is also available from Seatow at www.seatow.com.

Some important points to consider are:

- * Each vessel you own needs to have its own MMSI to be properly identified.
- * The boater needs to keep his or her MMSI Assignment data current.

DSC technology makes a VHF radio function more like a telephone. It allows boaters to send a digital call directly to another DSC equipped vessel or shore station.

In an emergency, one push of a button and the DSC radio will send an automated digital distress alert consisting of your identification (MMSI), and position (if the radio is connected to a GPS) to other DSC equipped vessels and rescue facilities.

As an additional benefit to boaters, this technology enables you to privately hail another DSC equipped vessel or shore station if you know their MMSI. It is similar to having a VHF phone number which "rings" the radio called and then automatically switches you to a pre-determined working channel.

Rescue 21 is the Coast Guard system that will provide the May Day response capability described above. For more details on the Rescue 21 System and its availability in your area, visit www.uscg.mil/rescue21.

The United States Coast Guard Auxiliary was founded in 1939 by an Act of Congress as the U.S. Coast Guard Reserve and redesignated as the Auxiliary in 1941. Its over 31,000 members donate millions of hours annually in support of Coast Guard missions.



In addition to providing the Coast Guard with vessel coordinates in case of an emergency, DSC makes it easier for boaters to contact other vessels with the same system.

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

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THE
BRITISH
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NATURE'S LITTLE SECRETS

Some secrets are best shared at 8 knots.

"You know, racing the wind is the same feeling as being a success in business...it's pure freedom," he said looking out to sea. Here, on the water, conversations are faded, and bonds become solid, like the Islands and winds that surround you like old friends. You've arrived at one of Nature's secrets. They're all there, waiting for you.

ASA MEMBER PROFILE • DON LAVERTY & VALORIE McCLELLAND

Don Laverty, now an experienced cruiser and racer, began sailing at age 11. He currently owns an Excaliber 26 sailboat, which he keeps in San Diego Harbor at the Southwestern Yacht Club. The Excaliber 26, designed by W.I.B. Crealock, was built by Islander and Iona Yachts. Both were located in Orange County, Calif., during the golden age of California boat building in the 60s and 70s. It is designed to handle challenging seas and windy conditions, as well as being comfortable for pocket cruising, casual club racing, or a lazy day sail on a weekend afternoon.

Don met Valorie McClelland when they crewed together on a 42-foot Catalina during the 2002 Newport to Ensenada Race. Don, an engineer for Northrop Grumman; and Valorie, a communications and training manager with Goodrich Aerostructures, have been sailing together ever since.

While Don enjoys day sailing in the San Diego Harbor area, he has also sailed in Maine, the British Virgin Islands, Abacos and the North Channel Islands in Southern California.

In addition to sailing just for fun, Don also enjoys learning more complex techniques of sailing. He took an advanced spinnaker course at the ASA school, Marina Sailing Redondo Beach. For two days the class focused on spinnaker set up and take down, foredeck skills to jibe the pole and other techniques. One day was very windy, so the instructor put the boat downwind in the slip and the class practiced flying the spinnaker while the boat was still tied to the dock!

Valorie learned her sailing skills, including Basic Keelboat and Basic Coastal Cruising, with Marina Sailing's ASA School in San Diego. She earned her Bareboat Charter Certificate sailing the Newport to Ensenada race the year before she met Don. Doing a long, overnight race exposed her to a variety of weather conditions and mechanical issues which gave her the confidence to charter boats in San Diego for regular day sails with friends.

Don and Valorie are active members of ASA and encourage fellow sailors to continue to learn and sharpen their skills, as sailing provides a lifetime of learning experiences.



Don and Valorie enjoy a day on the water

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
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ASA MEMBER BOOK REVIEW • DEBBIE GRAHAM

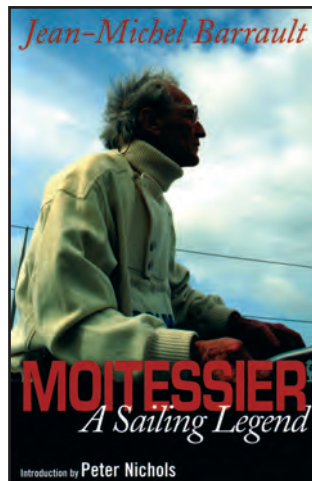
Title: Moitessier: A Sailing Legend
 Author: Jean-Michel Barrault
 Publisher: Sheridan House, 2005
 Price: Paperback \$19.95

Bernard Moitessier was preparing for a solo voyage around the world in 1968. He had sailed around the world on his honeymoon and wrote a book entitled Cape Horn: the Logical Route that he was unhappy with. In a rush to finish the book, he felt he'd not done justice to his experience in the southern ocean. Suffering from a shipwreck of the soul, he hoped for absolution with a new book to be written at sea when he was approached by a journalist from the British weekly, the Sunday Times.

The paper was organizing the Golden Globe, the first solo non-stop race around the world. Hoping Moitessier would participate, they tried to entice the French sailor with the prize money of 5,000 pounds and a golden globe. Moitessier was appalled and angered by the thought of his ultimate challenge being turned into a contest and the southern ocean a vacant lot on which to hold a circus. In a sailing article he wrote: "In a passage like this, a man must look into himself without facing a competitor. I disapprove of a race; it makes you lose sight of the essential: a voyage to your own utter limits, this search for a profound truth with as sole witness the sea, the wind, the infinitely big, the infinitely small."

Moitessier entered the race with the idea of winning, collecting the prize money without saying thank you, auctioning off the golden globe and leaving without a word for the Sunday Times as a public statement of his contempt for the paper's project.

Moitessier was the fastest and the most probable winner. When he was expected in the English Channel, he had already abandoned the race and showed up off Cape Town, South Africa. His only form of communication was a slingshot with which he flung a film canister with a note to the world onto the deck of a passing ship. The message read, "I am continuing non-stop toward the Pacific Islands because I am happy at sea and perhaps to save my soul." After spending seven months at sea he turned his back on what he called the "false gods" and kept going. Here was a man who sailed simply, using old telephone poles for masts, navigating with a sextant and seeing no need for a two-way radio. He found inner peace



at sea and wrote: "When I go on deck at dawn, I sometimes shout my joy at being alive, watching the turning white above the long streaks of foam on this colossally powerful, beautiful sea." The flip side of euphoria, for Moitessier, would be heartbreak. On those occasions, his beloved boats were shipwrecked on distant rocky shores. Through his epic sailing adventures, his philosophy and his writings, he became a spiritual leader and advisor for sailors everywhere.

Moitessier: A Sailing Legend, written by his good friend Jean-Michel Barrault, describes a complex man. Barrault gives insight to Moitessier's life as only a true and knowing friend can. Moitessier struggled with life on land. He wanted to save the world and could not understand why people were reluctant to change. Yet at the same time, he had his own personal dragons to slay. Moitessier was a sailor, writer, philosopher and ecologist. In awe of the beauty of creativity, he longed to help humanity to learn, to teach and to pass the gifts on.

Debbie Graham is a USCG Master Mariner and owner of Island Fever Sailing School, located in northeast Oklahoma on the beautiful Grand Lake. Sailing has been the adventure of her life and she continues to spread the word about the joy of sailing to all who'll listen in her own little corner of the world.

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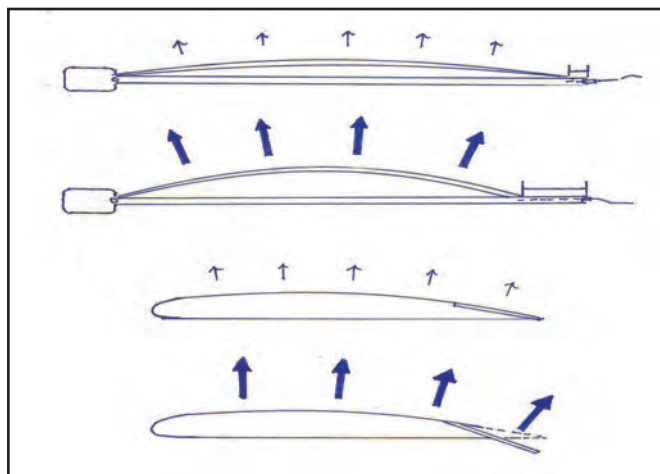
By Capt. Bill Brooker

Using the Outhaul to Enhance Mainsail Performance

The outhaul - it's that little gizmo at the end of the boom attached to the mainsail clew. It must be important because I've never seen a sailboat without one. Actually, next to the mainsheet, it's the most important gadget in main sail trim. The mechanics of the outhaul are pretty simple. It simply moves the clew back and forth a few inches. What that does to the sail is incredibly important. According to Bernoulli's Principle if air has to travel over a shape, like a wing, where the distance is farther on one side than the other, the longer side will experience a drop in pressure or lift. The lift increases as the curve increases.

The outhaul controls curve (draft) in the bottom of the main sail. The lower part of the main is where the largest sail area is located, thus controlling the draft here controls most of the power of the main. It's not called the mainsail for nothing. It's the main sail of the boat. Easing the outhaul increases draft and tightening it decreases it. If we compare the sail to the wing of an airplane, which is often done, easing the outhaul is like applying the flaps, those long panels at the back of the wing. Next time you fly, watch what happens to the wings before take off. That weird shaped wing now has a lot more lift. Now, how and when shall we increase or decrease sail draft?

Generally, in light air or when the seas are lumpy, this is when you want the main to have the most lift. Racers call it "shifting gears." Power up the main by easing the outhaul. When the seas flatten, decrease the draft by tightening the outhaul. This shifts the sail into high gear just as the plane, soon after takeoff, will retract the flaps.



(Top to bottom) Main with outhaul snug. Main with outhaul eased. Wing in normal configuration. Wing with flaps extended.

The high lift shape of wings and sails does have a lot of drag. When sailing off the wind, releasing the outhaul gives the sail a better shape to help "push" the boat along.

Most sailmakers like what's called the "loose foot" mainsail where the foot of the main is not inserted in the bolt rope slot of the boom. This allows the main to take on a smoother shape. They can convert any main to loose foot by cutting off the bolt rope and replacing it with sail tape. Also, the outhaul should be easy to use and convenient to operate. A small block and tackle at the end of the boom that's cleated at the gooseneck or leads back to the cockpit, makes sailing easier and more fun.

Capt. Bill Brooker is the owner and operator of Sara Bay Sailing School and Charter in Sarasota, Fla.

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