

THE JOURNAL OF THE  AMERICAN SAILING ASSOCIATION

# AMERICAN SAILING

## FEATURE STORY: ASA

The ASA's British Virgin Islands December Flotilla was a great success, with fourteen boats and a total of 67 individuals participating. A special thanks to all the ASA schools that joined us for the ride.

ASA's BVI flotilla marked what the association believes will be the first of many such events. This event was in addition to the ASA's annual member event in June, which will be held for the third year in a row at Sunsail's Club Colonna in Antigua in June 2007.

Teaching people to sail confidently and safely has been ASA core mission for over 20 years.



*'Welcome to Bitter End' reads the sign, but this location is really only the middle of a*

*continued on page 3*

## ADVENTURES IN CRUISING • BY JOHN CONNOLLY

Dawn breaks over the many South Pacific islands like nowhere else in the world. The explosion of colors and the deepening of the extraordinary turquoise that highlights shallow water is a breathtaking experience.

For these and many other reasons, our sailing school has been offering ASA courses every year for the past nine years in the beautiful and unique setting that is French Polynesia.

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SPRING 2007





## ASA TEAMS WITH COAST GUARD TO QUALIFY INSTRUCTORS WITH EASE

**S**ailing students interested in becoming sailing instructors have access to a fantastic new benefit ASA has recently put into place.

Working with the US Coast Guard, ASA made it possible for sailing instructor candidates to qualify for a limited USCG license upon successful completion of their ASA 201 clinic without having to attend a separate maritime prep class or take a written exam through the USCG.

This is a valuable benefit since, in many areas, a USCG license is required in order to do any work for “consideration” (money) involving an auxiliary powered boat or sailing vessel in USCG jurisdiction waters. So unless you plan to teach for free, on a small boat without an engine or on a very small inland lake, you’ll probably need a USCG license.

A full, non-limited license requires substantially more documented sea time and the passing of several rigorous exams, so a limited license is a great way to start for those with less sea time or experience.

Candidates must request this option through the Instructor Evaluator holding the clinic, and do so at least two months prior to taking the IQC. This is because your examiner must file special paperwork at least six weeks prior to the clinic date with a USCG Regional Exam Center.

In order to obtain the limited license, you will also need to follow up with the Coast Guard to provide them with an application for a limited license. The application requires evidence of 90 days of sea time, a medical exam, and a drug screen, among other things. Contact ASA for more details.

# The Charley Noble

**I**t’s hard to believe, but the third annual ASA Members Week is only three months away! Given the tremendous success of the event in both 2005 and 2006, ASA will once again be holding this year’s event in Antigua at Sunsail’s all-inclusive resort, Club Colonna.



This year’s event, which takes place from June 15 through June 22, will be bigger and better. We expect over 100 members to attend, and we are including a free Basic Keelboat course (ASA 101) or Small Boat course (ASA 110) to anyone wishing to use the opportunity to gain certification. And, of course, all the great meals, rum parties, live bands, Kids Club and ASA welcome gift bags are included.

ASA, in conjunction with Sunsail and the Summer Sailstice event, will also be giving away a trip for two, including airfare, to our event. Visit ASA.com for details and to see photos from the last two years’ trips or sign up for this year’s fun. Don’t wait though. Limited space is available.

You may also call the ASA office and speak with Kathy Christensen, our membership coordinator, to hear more about all the great sailing and fun we have planned!

See you in Antigua!

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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## FEATURE STORY

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But our association wants to expand this mission by helping our certified sailors to continue to build on these skills. So we will be adding events that allow sailors to gain confidence in an enjoyable environment.

For example, although a student recently certified at the Bareboat Chartering level has mastered the sailing skills to charter far from home, he or she may lack the confidence or local knowledge to skipper their first bareboat charter. By attending an ASA charter in the BVI, students learn the ropes of working with a charter operation in a new location, and will gain the confidence to do so on their own in the future.

Continue to check future editions of the American Sailing Journal and on our website at ASA.com for upcoming ASA sailing events where you can learn from others and continue to explore the joys of the sailing lifestyle. For details on the flotilla, see the article below for daily events.



*ASA sailors enjoy the sparkling waters of the British Virgin Islands aboard the SV Perseverance registered in Idaho City. No doubt the weather was a bit nicer than that of Idaho in December.*

### MY FLOTILLA LOG • BY PATRICK SHUSS

**O**n the first week of December in 2006, the American Sailing Association hosted a flotilla in the British Virgin Islands. This event was intended to encourage members to take the plunge into bareboat chartering. Eager sailors from all over the country met in Road Town to begin their adventures.

Though most boats were standard sloop-rigged monohulls, they were joined by a catamaran and even a trawler. Fourteen boats from The Moorings charter fleet left Road Town on the second of December and returned on the ninth. On board these boats were the full spectrum of longtime friends, complete strangers, old salts and new sailors. To come were challenges to be met, friends to be made and memories that would last a lifetime.

#### *Arriving, Hotel and Checkout*

Most of the crews stayed at the Mariner Hotel at the Moorings base the night before boarding. As you walked among the boats, the professionalism of the operation was apparent. The maintenance crews were a whirlwind of activity, and there was the smell of fresh wax in the air. The boats gleamed in the bright sun while the crews loaded their vessels and anticipated their imminent departure.

#### *Day 1, Leaves in the Wind*

The first day was blustery with a fresh breeze from the northeast. Those who chose to sail did so with a reef in the main and a partial headsail. Most boats headed out of Road Town and turned east for Marina Cay where they

spent an evening visiting one of the most beautiful anchorages on Tortola. A couple of boats crossed the channel and discovered moorings at Peter and Norman Islands. It was as if the islands were welcoming these sailors with a challenge that they would gladly accept.

#### *Day 2, Anchorage at Cooper Island*

The first gathering of boats took place in Manchioneel Bay at Cooper Island. This was a very popular stop, and the moorings were all occupied by noon. Boats from the Spinnaker Sailing School, led by Bob Diamond, joined the ASA group there. The overflow anchorage was Carvel Bay, on the other side of some great snorkeling. After a lunch of conch fritters at the Cooper Island Beach Club, ASA instructor and organizer Brenda Wempner hosted a rum punch party on the beach that started before sundown and continued until well after the last rays of light were gone.

#### *Day 3, Uphill to Virgin Gorda*

Early in the morning, the flotilla departed for the island of Virgin Gorda. The northeast wind meant that everyone had to tack up the channel or use the "iron sail." While some boats stopped at the famous Baths or The Dogs, others continued on to Gorda Sound to pick up moorings at The Bitter End Yacht Club. Gorda Sound is a huge protected bay that is ringed with bars, restaurants, and all sorts of entertaining goings-on. This was also the first opportunity to re-provision or take on fuel and water.

*continued on next page*



*ASA events provide time to relax as well as learn.*

## FEATURE STORY

*continued from page 3*

### *Day 4, Big Dinner at the Bitter End*

With a full day to explore the sound, flotilla members were able to rent a small catamaran, explore the yacht club and its surroundings, or just enjoy the serenity of a calm anchorage. The free ferry service made it easy to explore such treasures as Gun Creek.

That night, the Bitter End Yacht Club hosted a fantastic buffet dinner that featured island specialties. The live entertainment got the crowd dancing under a bright moon.

### *Day 5, Race to Anegada Island*

A parade of boats left the sound early in the morning amid perfect sailing weather on the 005° magnetic course to Anegada Island, 11 miles away. It was a fast reach under scudding clouds, but the island wasn't visible until it was within a few miles because the highest point is no more than 26 feet above sea level. Once the boats threaded the needle into the anchorage, they were greeted by a pond-smooth bay with great holding for anchors. On the idyllic island beach were bars and restaurants serving the lobster dinner specialty for which the island is famous.

### *Day 6, Downhill Run to Jost Van Dyke*

The "Christmas Winds" gave the fleet a sleigh ride run amid intermittent rain showers to the next island, Jost

Van Dyke. A spinnaker would have been handy to have here. The anchorage at Great Harbor slowly filled throughout the day. Since no moorings were available, anchoring skills were put to the test on a hard bottom. Many boats took more than one try to set the hook securely. Fortunately, after the sun went down, the wind also quieted. Ali Baba's and Foxy's restaurants on the beach served fine food with Foxy's providing live music until midnight.

### *Day 7, Threading the Needle to Norman Island*

Careful navigation was required to safely pass through the Thatch Island Cut between Tortola Island and the Thatch Islands. Currents of up to a knot and a half are common. Once through, however, a day stop at Soper's Hole afforded the opportunity for some shopping at the Pusser's Store and the last opportunity to re-provision.

Another easy ride led to The Bight at Norman Island. The bay was filled with moorings that provided enough room for everyone. Adventurous snorkelers explored the nearby caves at Treasure Point. The last ASA sponsored event was a treasure hunt on the beach that featured a buried pirate's chest containing the prizes. Dinner at the beach bar was followed by drinks and dancing on the William Thorton (or Willie T) bar/restaurant boat.

*continued on page 10*



## START BAREBOATING THIS SEASON!!

### Private Live-Aboard Sailing Programs

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

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

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

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

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

email: [sailing@SDSA.com](mailto:sailing@SDSA.com)



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## FEATURED FACILITY • PANAMA SAILING SCHOOL



*Panama Sailing School offers the amenities of U.S.-based schools while giving sailing students the opportunity to explore the waters of another country.*

**P**anama Sailing School (PSS) is proud to announce its opening celebration in sailing education! PSS is an ASA member and is the only accredited school in Panama, and only the second ASA accredited school in Central America. PSS offers two-, three-, four- and six-day accredited courses, sailing into the Las Perlas Archipelago (Pearl Islands) in the warm Pacific waters of the Gulf of Panama.

In addition to offering sailing education to the public, Panama Sailing School is also involved with local schools to provide junior high and high school students an introduction to the thrills of sailing and proper sailing education. The facility is located on the beautiful Pacific at Las Brisas De Amador on the causeway, encompassed by deep blue ocean in all directions. Under construction here is a 400-slip marina, with multiple fine-dining restaurants, entertainment and shopping facilities already in operation. The Panama Canal Channel parallels the causeway with the Miraflores Locks just a couple of miles down the road. The beauty of sailing this pristine location is a dream come true. One should not miss the opportunity to experience this paradise and the quality of instruction given.

### *The Country of Panama*

For those unfamiliar with the country, Panama is located in Central America, between the Caribbean Sea and the Pacific Ocean along with its neighboring country Costa Rica. It has a wide range of tropical landscapes including beautiful beaches, rain forests and cloud forests, containing 1500 species of trees and over 10,000

### *On the Web*

*For more information, go to [www.panamasailingschool.com](http://www.panamasailingschool.com).*

species of plants. It is the only Latin American capital surrounded by rainforest less than ten minutes away from its center and with easy access to three national parks.

There are no hurricanes or earthquakes to worry about in Panama. With a mean average temperature of 80 degrees Fahrenheit, the official currency being the US dollar and the fact that many Panamanians are bilingual, it is becoming a "hot-spot" destination for many travelers.

The Panama Canal is an engineering marvel and one of the most significant waterways in the world. Seeing a huge ship nudge its way through the narrow canal, with the vast tracts of virgin jungle on both sides, is truly an unforgettable sight. As impressive as it is now, an ambitious expansion plan will completely transform the face of the canal beginning in 2007 with an expected completion of 2014.

On the Pacific side, you will find 50 miles of Pacific Beaches stretching from Punta Chame to Farallon offering sailing enthusiasts a wide variety of sailing adventures, including the flower-island of Taboga or the enchanting Las Perlas Archipelago. The Pearl Islands are over 200 islands sprinkled throughout the Gulf of Panama. Most of the pearls in the world were collected in these waters. It was featured in three seasons of the reality TV program Survivor.

*continued on next page*



## FEATURED FACILITY

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The waters of Las Perlas abound in tropical game fish, and are considered among the best fishing grounds in the world. Sixteen world-record black marlins have been conquered in these waters. Sportfishing, marine wildlife, and coral reefs have made this a paradise for fishermen, divers, and a dream location for sailors! One can see why Panama Sailing School has chosen these islands as one of their locations for sailing education. Without a doubt, Panama is a tropical paradise for nature lovers and outdoor adventurers.

### *The Owners*

Panama Sailing School is owned by Sahika Riley and Christopher Bell. Chris, who comes from the United Kingdom, has over 20 years of sailing experience and has been a sailboat owner for more than 10 years. Being a career professional pilot with a master's in aviation, he is no foreigner to navigation. He has been a boat delivery skipper for monohulls and catamarans throughout Mexico and the United States, and has been an ASA Instructor for the past four years, teaching Coastal Cruising, Ocean Cruising, Basic Keelboat, Navigation, and Bareboat Charter. Chris has participated and taught for two years in "Sailing for the Blind." He was vice commodore for the Voyagers Yacht Club in Newport Beach, Calif. While there, he participated in numerous racing activities. As a cruiser, Chris has sailed the warm waters of the Pacific, North America, Mexico and all through Central America.

Sahika, who is the founder and managing partner, also has an extensive sailing background. She spent many of her college years racing in Southern California. She spent a year sailing in Mexico from Ensenada to the Sea of Cortez, and throughout the rest of Mexico. She continued her sailing adventures as captain to sail across the challenging Gulf of Tehuantepec and into Guatemalan

waters. Afterwards, she continued on to El Salvador, Costa Rica and then found a home in Panama. She also is no stranger to navigation; her military career was as a navigation specialist. Sahika continues to work with both children and adults in sailing education. She is a certified physician assistant who has an extensive medical background and is working with Panama Sailing School to bring the fun, thrill and accomplishment of the sailing experience to those with disabilities in the near future.

### *Leading Sailing Education*

PSS is a 100 percent sailing school dedicated to providing a concrete sailing education for aspiring sailors. The student/instructor ratio ranges from private one-on-one courses to the highest ratio of four-to-one. The curriculum includes Introduction to Sailing, and ASA-accredited courses: Basic Keelboat, Coastal Cruising, and Bareboat Chartering, along with combinations of these courses customized to meet any and all of each sailor's needs. Family packages are offered for those with children.

PSS takes pride in its main vessel for instruction, "Comfort Zone," a 37 Island Packet in pristine condition. Rated as an Ocean class boat, education on this vessel is exceptional.

As Panama Sailing School leads sailing education in Panama, its staff extends a warm welcome to those of different cultures. Sahika said, "We love teaching and have always been in the forefront of education. It is very exciting for us to know that we can help many people reach their dreams. This school has grown out of our love and respect for this wonderful country and we can't wait to share it with everyone."



### 2008 Trip

*1st leg - March 8 to March 18 in and around the Marquesas Islands including Nuku Hiva, Hiva Oah, etc.*

*2nd leg - March 21 to March 31 around the Marquesas and then an ocean passage to the Tuamotou Islands ending in Rangiroa.*

*3rd leg - April 3 to April 13 from Rangiroa in the Tuamotu Islands to Raiatea, Bora Bora, and the rest of the Society Islands.*

*For more information go to [www.modernsailing.com/advent.html](http://www.modernsailing.com/advent.html).*

## ADVENTURES IN CRUISING

*continued from page 1*

My first trip there began in March of 1998 when I left Acapulco for a 26-day ASA ocean passage-making class to the Marquesas that was as epic as any sailing adventure I have ever had. The boat was a 53-foot sloop, and the crew consisted of me as the instructor and six students.

It was to that date, the strongest El Nino year on record and we had all kinds of rough weather including at least four full-on, 35-knot squalls per day the last 10 days. Also, there was the lightening that hit our mast on the way to the Tuamotous. Fortunately there was no damage.

Then, anchored in the lagoon at Bora Bora, in the middle of an ASA Bareboat Charter and Advanced Coastal Cruising class, we got notice that a cyclone was coming our way and would hit the next morning. This gets your attention. The full story of this storm is too long for this article, but suffice it to say that when the winds got to 120 knots, we were pleased that our multiple large anchors and all chain rodes held. Many other boats were not as well equipped.

In the fall of 2006, I went back again to French Polynesia around the area of Tahiti, Raiatea and out to the distant atolls some two hundred plus miles away, the Tuamotou. We offered two twelve-day ASA ocean passage-making courses, and in both of these trips we went back to that same anchorage in Bora Bora where we experienced that cyclone (called a hurricane in the northern hemisphere).

On the first of these twelve-day legs, we struck out from the island of Huahine for the Tuamotou island Tekahau. The winds were strong and on our nose for a relatively rough passage. But we had beautiful skies where



*(Top) Tahaa Louisa's tropical splendor is well worth the trip to see it. (Below) The different shades of colors in the water are the hallmark of South Pacific sailing.*

celestial navigation became part of our routine.

Just before we arrived at the pass in Tekahau some 72 hours later, the engine on this four-cabin Beneteau 47 started to overheat. We got out the tools and replaced the impeller, and everything was fine after that.

It is very difficult to describe these atolls in the Pacific because they are so large that the curvature of the earth is such that you can often not see the other side. They are simply rings of coral a few hundred yards wide but some twenty to forty miles across and with elevations no higher than the tallest palm trees, it is little wonder that these islands used to be called "the dangerous archipelago."

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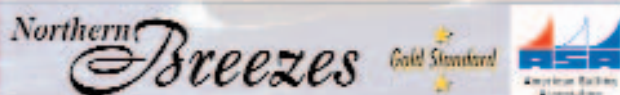
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## FEATURE STORY

*continued from page 4*

### *Day 8, A Short Ride Back to Civilization*

The next morning was to be the last on the boats. After some preparation and tidying-up, it was a short ride back to base in Road Town. Once at the docks, the check-in procedure went quickly. Most of the day was left to explore the city.

### *One Last Night and So Long*

Since this was the Christmas season, decorations were everywhere. Those who stayed near the downtown area got to see the Governor of the British Virgin Islands ceremonially light the city's Christmas tree. After a relaxing night in a hotel room, everybody boarded flights back to the states.

### *In Conclusion ...*

In addition to being an excellent introduction to bareboating and sailing the BVIs, this flotilla also provided the opportunity to practice sailing skills. Everyone gets to handle the boats, navigate and experience living aboard. These skills can be applied to any cruising area and will give skippers the confidence to cast off the lines and sail into the sunset.



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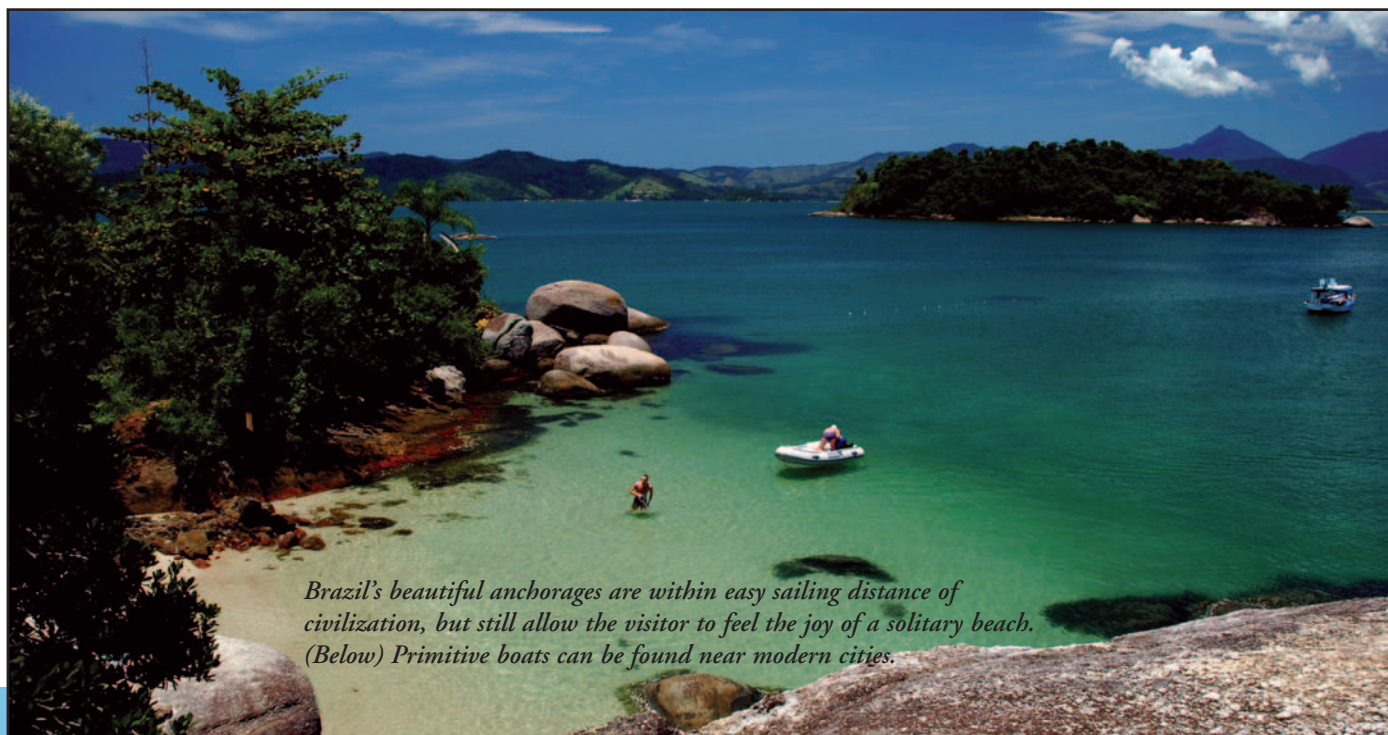
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# SAILING DESTINATION

*Rediscovering Brazil • By Roque dos*



*Brazil's beautiful anchorages are within easy sailing distance of civilization, but still allow the visitor to feel the joy of a solitary beach. (Below) Primitive boats can be found near modern cities.*

*Photos courtesy of Helio Magalhães*

**B**razil is a huge and sprawling country with a coastline some five-thousand-miles long. In area, it is ten percent bigger than the continental United States. Yet, Brazil has only about half the population. It is an uncluttered giant ready to be discovered.

Just to give you an idea of this country's enormity, take Angra dos Reis Bay, just South of Rio de Janeiro: within a 15-mile radius, there are over 365 beaches and coves. That means if you decided to visit only one beach per day, it would take a whole year to get to know this region, a very tiny part of the Brazilian Coast.

As a native Californian, Shawn Blore, writes in his Frommer's Brazil Guide: "Brazil as a nation is unusually blessed. Rain forests and wetlands team with exotic critters ... Restaurants match the snobbiest standards, with regional cuisines that have yet to be discovered in culinary



# Reis and Helio Magalhães

## What to know before you go

### Getting there ...

For less than \$900 and an eight-hour flight, you can fly from Miami to Rio de Janeiro. It is faster and less expensive than going to Greece, for instance. Or, for that matter, from L.A. to Tahiti. If you choose to come sailing, it is a piece of cake: follow the currents and Atlantic Ocean Winds, just like the Portuguese did five centuries ago when they got here for the first time, and the Spanish, Dutch and French after them. Or like Joshua Slocum around 1900. The most known routes have been used for hundreds of years by sail.

### Permits ...

Due to diplomacy reciprocity, North Americans are required to have a visa, the same way Brazilians need them to get into the US. You can stay up to six months each time you enter the country. However, your boat is allowed to remain here for as long as two and a half years without incurring duties or taxes.

### Cruising Guides ...

Most of the anchorages along the Brazilian Coast are covered by good cruising guides. The best sellers are three written by Hélio Magalhães, a seasoned sailor with over 120,000 miles under the keel and photographer for this article, Bahia de Todos os Santos; Morro de São Paulo and Santos-Rio de Janeiro. They describe in detail these fantastic cruising areas.

For a general view of the complete Brazilian Coast, you can use Guia Náutico da Costa Brasileira, by Marçal Ceccon, a two-time circumnavigator. The Guia Mar by Aloísio Carneiro, albeit outdated, can be useful for those cruising Sao Paulo and Rio de Janeiro coast.

If you have any question about Brazil as a sailing destination, feel free to ask the authors at [contato@latitudecharter.com.br](mailto:contato@latitudecharter.com.br). Or visit [www.latitudecharter.com.br/en](http://www.latitudecharter.com.br/en).



*Famous for Carnival, Brazil certainly knows how to throw a party.*

sea and emerald green on the shore. The water temperature is rarely under 72 F. On the northeast coast, the sea water can reach over 80 degrees!

Golden beaches, pristine, virgin tropical forest, with crystal clear brooks cascading down to the sea, are standard scenery where you can find the greatest variety of fauna and flora

per square foot on the planet. And you can always decide if you want to stay on a beach with lots of beautiful people or anchor in a completely isolated island.

Even on those bays that provide the spectacular sights where many of Brazil's big cities are located, like Salvador, Bahia, you only have to sail 15 or 20 miles to find a deserted anchorage. In addition, almost all Brazil's tourist attractions are within easy and close reach of safe anchorages.

### Modern Times

The country that stands out as the 12th largest economy in the world, and holds the second largest helicopter fleet on the planet, has been stimulating the nautical market and tourism infrastructure.

*continued on next page*

capitals like New York and L.A. Music lovers could make Brazil a lifetime study. And let's not forget a little thing called Carnival. And about the Brazilians: the goal is above all, harmony. Harmony can mean an entire Sunday spent watching soccer or an afternoon off for quality time with your buddies at the beach."

### Climate of Calm

Washed by the South Atlantic Ocean, this giant trapped in a little boy's soul, has a mainly tropical climate and is perfect for nautical sports. The temperature is mild in the winter and hot during summer. The wind blows steadily and whispers from the sea with remarkable regularity. The joke around here is that when the wind is over 20 knots we are having a "storm." The sea presents small waves, blue in the deep-

## SAILING DESTINATION

*continued from page 13*

This is reflected in new marinas, yacht clubs, shipyards, and charter companies that have sprung up everywhere. You can dock or have maintenance performed for virtually any boat size. And the costs of labor are incredible low, compared to the US, Caribbean, Asia and Europe.

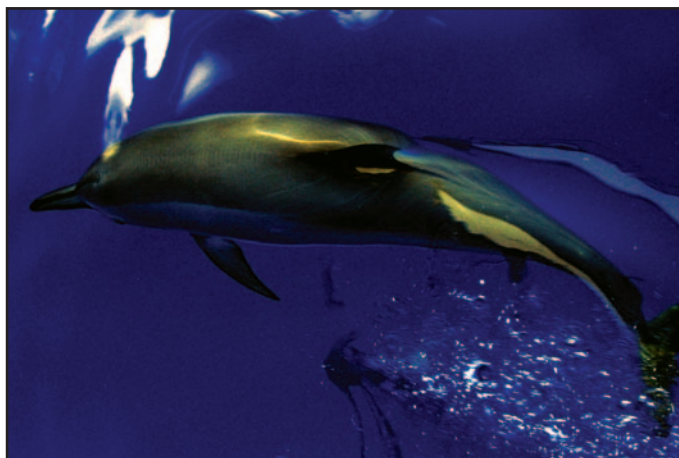
European sailors have already surrendered to this paradise and keep coming. They come for the sun and the joy, whether on their own boats or chartering a crewed or bareboat yacht. Important international Regattas such as Transat Jacques Vabre, the Mini Transat, Volvo Ocean Race and the Around Alone have chosen to make stops in Brazilian waters.

All the Brazilian Coast is watched by the “Marinha do Brasil” (Brazilian Coast Guard), which provides search and rescue operations. Besides that, almost all of the coast is covered by cell phone service. Big cities are rarely over 100 miles apart. That means safety to the sailor, since he can find hospitals, airports and modern urban centers close at hand. And keep this in mind: There are no hurricanes, tsunamis, volcanoes, earthquakes or terrorism in Brazil. All year round!

Last, but not least, you have the Brazilian people. Cheerful and warm, they welcome every visitor, regardless of where he or she is coming from. Here, each and every foreign flag can be hoisted and saluted. Every race, color, religion or port of origin enjoy the same “joie de vivre,” and the same rhythm: the Samba. To Brazilian people, everyone not Brazilian is a “gringo” and is treated with respect if they like the sun, the beaches, nice people and “caipirinha,” the typical drink made of cachaça (distilled from sugar cane), lemon and sugar.

This is not an ordinary occidental country. And even though it is a Latin culture, any North American will feel at home. Portuguese is the official language, but English is spoken where you most need it: at boat charter and rental car companies, airports, restaurants, marinas and yacht clubs. A simple walk down a street will show you everything from McDonald's, Outback, WalMart and Starbucks right up to Tiffany's.

Come to discover this country of warm waters and paradisiacal beaches. Choose to go off the beaten path



*With its pristine waters, Brazil is famous for its abundant and diverse sealife.*

and return home with stories to tell. Visit a nation where peace rules above all human differences, a place where you will always be welcome and where your flag can be proudly spread out on the stern. Ready for some “caipirinha,” amigo?

*Helio Magalhães, 44, is a sailor, photographer and writer. He learned to sail on a “jangada” (a very primitive sailing craft) when he was eight. He currently lives aboard Mantra, his classic Hallberg-Rassy 31 and works for Latitude Charter.*

*Roque dos Reis, 50, is an engineer and management consultant. Following an early retirement, he has spent the last eight years sailing along the Brazilian Coast, the U.S. and the Caribbean. He also works for Latitude Charter.*



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## FUTURE SAILORS • KIDS CONTINUE THE TRADITION

*By Capt. Stacey Brooks, Sea Dog Sailing*



*Ten kids from the Wakefield School in Virginia learned aboard Sea Dog Sailing's two 46-foot Beneteaus in the beautiful British Virgin Islands for a week.*

When we were first contacted by Wakefield School in Virginia about a potential sailing trip for their "Discovery Program" we were really excited. We wanted to put together a fun, adventurous, yet extremely safe program for 10 kids and two chaperones who would be joining us for a week of sailing in the British Virgin Islands. Little did we know what a great group of kids would eventually board our boats!

Wakefield is a small, private K-12 school located not far from Washington, D.C. We had two chaperones and 10 kids with ages ranging between 10 and 14. We split them up between two Beneteau 46 yachts. They were fortunate to be accompanied by their lead chaperone and teacher, Seth Obed. Seth inspires them and leads them on exciting extra-curricular adventures each year. He had placed his trust in us to come up with a learning experience for the kids that would help them build their team and leadership skills. Developing a week-long program for the kids that would incorporate fun sailing drills, beach and swim time but keep the focus on safety and seamanship was a great challenge for us. We really wanted to show the kids a great time and share with them the beauty of the islands, but our main goal was to make sure they walked away with some important life skills and a sense of the importance of safety at sea.

When the kids walked down the dock for the first time, the whole marina lit up with energy and laughter. They were excited and ready to jump on board. Being used to teaching adults for eight years, it was like a breath of fresh air to see these kids get on board wide-eyed and ready for adventure. While adults tend to want to tell you about everything they already know about sailing, these kids instead bombarded us with questions – and more questions. Everything seemed bright, new and exciting to them.

After a lengthy welcome-aboard orientation and our safety boat walk-through, we walked with the kids to a near-by restaurant and introduced them to some local cuisine. Proud and surprised, I watched as they gulped down local specialties without too many complaints about "no cheeseburgers" on the menu. We discussed the upcoming week and went over procedures that were necessary to follow throughout our week of sailing. We take pride in our safety preparation on the boats, but it was clear that with this group of kids we had to be extra diligent in making sure that we constantly reinforced it.

We had some fun things planned for our enthusiastic group throughout the week. Our first morning was spent going over our "crew duty roster" which we do every week for both adults and children. We have six major positions on the crew duty roster. They range from safety officer to helmsman to galley duty and so on.

*continued on next page*

*(Right) What kid wouldn't appreciate this kind of view for a school day? (Below) A 46-foot Benetueau makes a pretty great classroom.*



## FUTURE SAILORS

*continued from page 18*

It's a great way to ensure that students and passengers on board are responsible for at least one major position on board each day. Each day they rotate positions. The position holder the day before becomes mentor for the student the following day who is taking over that new position. The rest of the day was spent getting everyone acclimated to the boat. That included ensuring that all the kids got their sea legs. Some struggled more than others, but overall, these kids are troopers and could probably show some adults a thing or two.

My biggest surprise of the trip was how much these kids absolutely loved learning knots. Most got on board with knowledge of at least four solid sailing knots. Every day, I would find them either huddled in the cockpit discussing knots or throwing their own knot contests on the foredeck. Our big knot contest day was a lot of fun and the two boats competed fiercely to find and name the best knot expert of the week. They not only demonstrated a thorough knowledge of seven different sailing knots, but more importantly they could tie them under pressure in any given situation thrown at them. The ability to tie a knot does not mean much if you cannot do it quickly and use the correct knot in the right situation. By the end of the week, these kids were effectively and safely tying up fenders with clove hitches, tying up our dinghy with round turns two and a half hitches and demonstrating how many things you can do

with a bowline and a sheet bend.

Toward the end of the week, we had organized a race day between our two boats. We prepped the kids with important sail trim and helm tips as well as strategy for beating up Sir Francis Drake Channel. They lit up with excitement and literally took over the boat. Our safety officer had the boat prepped before we even had finished breakfast that day! They took their duties seriously and jumped in with both feet.

Our week wrapped up with a fun trip to the Baths on Virgin Gorda and an awards ceremony for the group at "The Flying Iguana." Rewards were given for the "Most Improved Sailor" as well as "Best Team Player," "Best Knot Expert" and "Safety at Sea."

I was amazed and incredibly proud of how seriously this group of kids took their new-found responsibilities on board. They were enthusiastic and genuinely happy. I awoke to their smiles and laughter each morning, and it made me stop to think that somewhere along the way, adults somehow lose their spark and forget the magic. They forget that life is not just about email or telephones or the next "deal" they are going to strike at work. These kids breathed life back into me as an instructor and showed me the beauty of seeing things for the first time. They walked away from this trip with new knowledge on safety, sailing and seamanship. What they may not realize though is that they also left something behind - a fulfilled and proud teacher who learned a thing or two that week as well.

*For more information, contact Capt. Stacey Brooks of Sea Dog Sailing, Inc., by e-mail at [captstacey@seadogsailing.com](mailto:captstacey@seadogsailing.com), telephone at 404.228.0858 or go online to [www.seadogsailing.com](http://www.seadogsailing.com).*

## ASA MEMBER PROFILE • KYLE & NANCY WILFONG'S WEDDING

**L**ittle did Nancy Mastrian know when she first met Kyle Wilfong that she would not only be married to him but to boats! Kyle had been a sailor for over 35 years. He learned how to sail when he was a child in Michigan, sailing Sunfish on local lakes. Later, his dad bought a boat on Lake St. Claire, outside of Detroit. He skipped a few years of sailing in his teens and took up flying, receiving his glider rating at the age of 16.



Flying planes is a lot like sailing. In 1986, he purchased a 21-foot powerboat. He used that boat for cruising and did a lot of fishing with it.

Wilfong got back into sailing actively when he moved to Monterey, Calif. The winds in this area are always blowing and foul weather gear is the norm, even in summer. Kyle later moved to Southern California and calmer seas.

In 1999, he purchased Banana Wind, a 27-foot Newport. Kyle is also a partner on a Chris Craft Corinthian 33. He volunteers many hours doing maintenance and helping to support racing out of King Harbor, Redondo Beach with the powerboat. Yes, he is a two-boat owner.

Kyle and Nancy met at the Mermaid (a Redondo Beach seaside restaurant and bar). Nancy loves to sail. She enjoys the cruising aspects and leaves the racing to Kyle. In October of 2005 they rented a houseboat in Burgundy, France, and motored the canals for five days. It was a wonderful trip with great weather. The unique thing about the trip was going through the locks. Most of them are self-operated. They would tie up to shore every night and go into the local town. There was always good wine and good food!

It seemed only right that Kyle and Nancy should have a nautical-themed wedding. They were recently married in Melbourne, Fla. Many of their sailing and boating friends flew to the occasion. They exchanged vows overlooking the water at Eau Claire Yacht Club and the flower girls wore sailor dresses. The cake and cupcakes were decorated with nautical flags that the couple made themselves by downloading the flags from a web site, printing out on a color printer and patiently folding and attaching to string and sticks. It was a truly beautiful wedding exemplifying the spirit of Kyle and Nancy and their chosen lifestyle.



*Sailing brought Kyle and Nancy together. So it seemed only right to bring sailing to the wedding.*

**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:**

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With all of this experience and technical know-how it is not surprising that all Broadblue Catamarans are built using Lloyds-approved materials and rated to the very highest level of the European Craft Directive, Category A - Ocean. The quality of build and hull design are exemplary, but how does this relate to comfort and good looks? The Broadblue company have an ace up their sleeve here too, owning a multi-million-dollar furniture manufacturing business which also provides much of the interior fittings of the Broadblue Cat. Each yacht has a luxurious feel to the accommodations with the use of light timbers, large windows and hatches throughout the vessel.

The first of the line was the internationally acclaimed Broadblue 42, a spacious yacht with a host of new, innovative design features, which captured the imagination of the world's press. It was, therefore, a big task to match the performance and style of this popular yacht in one a little shorter in length, but the Broadblue team showed its class by producing the new Broadblue 385, an exceptional catamaran in every way, which is quickly becoming the company's top selling design.

The Broadblue 385 is an ideal family cruiser, offering exceptional stability and extremely easy sailing with its aptly named "Easy Sail Rig." This has a small mainsail stepped aft with a large furling genoa. An alternative "Sport" option takes the rig further forward with a large roached, fully battened main and smaller genoa. The sport rig is designed for fast passage making and for those who enjoy even more exhilarating sailing.

The accommodations provide exceptional space and amenity for the length of the yacht. The large salon has an oak dining table, luxurious seating and a chart table with swing-out seat, while a well-fitted galley is also



*Broadblue Catamarans blend the highest quality materials and technical know-how with comfort and amazing amenities.*

located on the main bridge deck area providing a superb working area with sink, stove and oven, plus refrigeration.

Stepping down into the hulls gives access to the main sleeping accommodations and heads/shower facilities.

There are two layout options for the hulls. The standard specification has three double cabins and two pilot berths, and a large head/shower compartment with the option of an additional walk through head/shower in the starboard hull. The Twin Stateroom layout has two double berth cabins and two pilot berths. There is a head and shower in each forward hull area.

On deck, the traditional Broadblue entertaining areas offer enormous space for relaxation, with a spacious cockpit and superb boarding and diving steps off the stern of each hull. Moving around the boat is safe and easy with wide side decks. When it's time to take the sails down, the 385 has two 20 hp diesels with sail drive units to make maneuverability in tight marinas a pleasure.



*For more information on Broadblue Catamarans, go online to [www.broadblueusa.com](http://www.broadblueusa.com).*



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# INSTRUCTOR TIP

By *Duntan Hood*

## A Tricky Slip ... Maneuvering at the dock

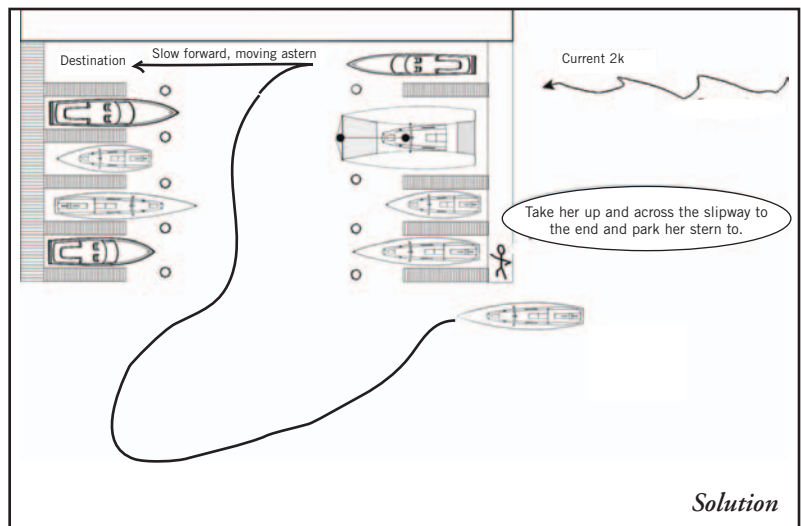
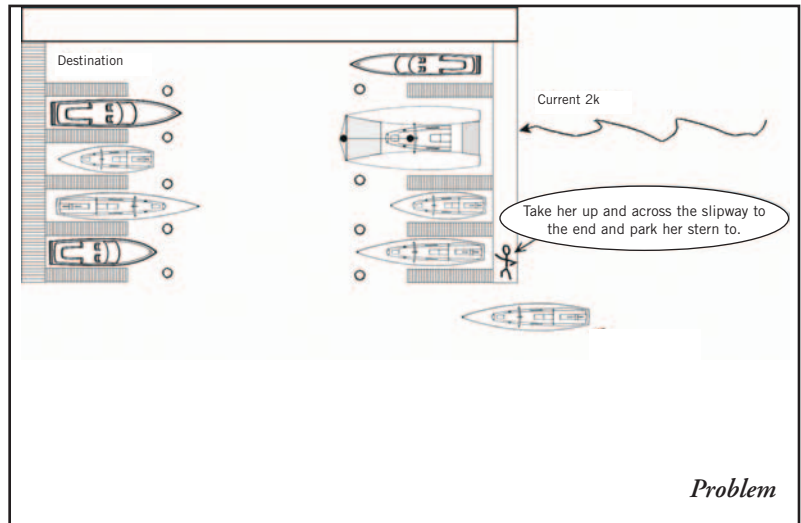
**W**henever you approach a strange docking situation there is a bit of trepidation: "How do I approach? How do I maintain control? How fast should I go? How stupid will I look?" Your success hinges on awareness of what is happening around you, and the physics of steering.

In the following problem, you are presented with a docking situation that is less than optimal. At the same time it is surprisingly easy if you work with the current instead of against it. Try not to look at the second diagram until you have done the exercise. In the first diagram, try to draw the path that you would use to put your boat to bed.

### Answer:

Your solution will be to use the current by heading into it enough so that you won't get swept onto the down-current slips while moving in the direction that you want. This is sometimes called "crabbing."

Once you are up-current from your destination, instead of putting the boat in reverse, simply decrease your engine speed and the boat will drift back, under control, into your intended slip amid the cheering and admiration of your significant other/s and all bystanders.



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