

THE JOURNAL OF THE  AMERICAN SAILING ASSOCIATION

AMERICAN SAILING

FEATURE STORY: ASA SAILING WEEK IN ANTIGUA 2008

During the chill of winter, just before Easter, the ASA hosted sailing week in warm and sunny Antigua. The island is surrounded by crystalline turquoise blue water and white sand beaches. Best of all, a constant easterly breeze makes for a sailors' paradise. Antigua is known worldwide for Classic Week where beautiful yachts of historical design race in elegant style. Antigua Race Week is a favorite of sailors from around the world, and there is no finer location to introduce new sailors to the sport and the life style.

ASA's week-long event includes small-boat sailing and certification, plus the opportunity to sail bigger charter boats.

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Aargh, matesy! ASA members and staff got into the piratey swing of things with costumes and tropical drinks at this year's ASA Sailing Week at Club Colonna in Antigua.

LIVING THE DREAM • LANDLUBBERS OUT OF CONTROL

How does it all get started? It is a Sunday morning in March, 2004. The *Albuquerque Journal* has a 22-foot MacGregor for sale. Shari, my wife, who it appears reads every classified ad, reads the ad aloud. I grunt. She moves on. That afternoon, I ask: "Aren't we going to call about the boat?" We become the owners of "Marisol." Four months later we are traveling across Arizona's desert to L.A. where we will launch our boat for a week of sailing around Catalina to celebrate 20-years of "wedded bliss."

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Rio Grande Sailing Club member, Al Sharp

SUMMER 2008




The Charley Noble

ASA continues to provide students with new educational opportunities and will be adding an "Introduction to Celestial Navigation Endorsement" this spring. As most of you know, we recently added three new endorsements: radar, weather and docking. Our schools are just beginning to schedule classes for these across the country. Since these are entirely new courses, existing ASA instructors must attend an Instructor Qualification Clinic specific to one of these endorsements.



We are currently in the process of finalizing our Introduction to Celestial Navigation Endorsement. This course will focus on providing students the basic knowledge needed to estimate their position at sea without requiring them to master the more cumbersome calculations needed to fix their location with greater accuracy. Students will get hands-on experience with the sextant and learn the fascinating concepts that make celestial navigation work. I highly recommend this course as a fun learning exercise that will allow you to better understand everyday occurrences such as the changing length of the day throughout the year and why the sun never sets in the summer in most of Greenland.

If you have an interest in taking one of these courses, please contact ASA directly. We will provide you with information on the nearest school that offers it. 

"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.

ASA has negotiated a new benefit just for you! ASA has teamed up with Sail America, the trade association for the U.S. sailing industry, to provide ASA members with an exclusive discount. As an ASA member, you are now eligible for a two-for-one discount at NMMA-owned Strictly Sail shows and SailFests.

Boat shows are a fantastic opportunity to see new sailboats and sailing-related gear. Vendors at the shows often offer deep discounts on their merchandise. At a recent show, I saw special offers for items like boat shoes, foul weather gear, boat equipment and even new sailboats.

The new discount enables ASA members to enjoy the best discount offered in the sailing industry: purchase one ticket and get a second ticket free, which applies to all ticket types (including weekday, weekend, two-day and five-day passes) to the Strictly Sail and SailFest shows.

This is a fantastic benefit that can save you and your friends and family a significant amount of money, and we encourage you to take advantage of it by attending one of these upcoming shows. ASA will have a booth at many of these events, so please stop by and introduce yourself!

Approximately 90 days before each event we will send an e-mail blast to all ASA members providing the direct link to the ASA two for one ticket promotion. We will also have it posted at ASA.com in the upcoming members-only section.

Here are the dates for the upcoming shows:

Virginia In-Water Boat Expo and SailFest:
September 12-14, 2008

Strictly Sail St. Petersburg:
November of 2008 (exact dates to be confirmed)

Baltimore Boat Show (featuring SailFest):
January 21-25, 2009

Strictly Sail Chicago: January 29-February 1,
2009

Strictly Sail Miami: February 12-16,
2009

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FEATURE STORY

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Additional educational seminars were provided on various topics, some just pure fun and some with more content. On the fun side; the first ever America's Cup Regatta with specially designed boats made of plastic were floated in a kiddie pool on the beach, competitors were given a straw to blow the boats around the race course made of fishing bobbers with sinkers. Teams were assigned countries to represent, and the crowd cheered as the sand was flying in the heat of the competition. On the more serious side, Weems & Plath sponsored a navigation course demonstrating new navigation tools, for example, lit dividers with red light for night vision. Prizes were awarded for answering quiz questions.

Club Colonna, a sailing resort, offers a combination of hotel rooms and villas that are surrounded by tropical gardens, a sparkling pool, the beach and unlimited water sports. The dining room and bar are open to the trade wind breezes with views of the clear aqua blue water of the Caribbean. A fleet of seventy-five small sailboats; Lasers, Topaz, Hobie Cats and Sport 16s await you on the beach rigged and ready to go. About twenty-five people attended the small boat certification class and by the end of the week jumped right in to Club Colonna's fun races. (How about who does the most laps in the allotted time? Or use the wrist band GPS to see who can go the fastest on a laser?)

On the big boat front, you had to choose between big cat sailing or mono-hull. Two forty-foot mono-hulls and two forty-one-foot catamarans were available, complete with captains who provided tips and instruction on big boat sailing. Sign-up sheets filled up fast but no one who wanted to sail was ever disappointed. The big boat sailing was divided into half days or the full day sail from nine to five. The overnight sails departed at 9 a.m. and returned the following afternoon by 4 p.m. What a great way to sample sailing on different kinds of boats with the bonus of trying out an overnight trip.

My husband Jeff and I own a Skye 51 ketch and have sailed extensively in the Gulf of Mexico and the Caribbean. We look forward to returning to Antigua every year to introduce new sailors to the cruising life style and especially enjoy hosting the overnight. This year, we skippered one of the Lagoon 41 Catamarans and shared



Photo by Dan Dirkse

"Mr. Moves" does the lowest flaming limbo of them all for ASA members. (Below) Small boats were available to members for cruising around the blue island waters.



Photo by Lisa Batchelor Frailey

exploring the sunken wreck in Deep Bay, Geo caching at Fort Barrington, shelling on the private beach at Heritage Bay and our favorite overnight spot docked at Jolly Harbor Marina and Resort. Our crew got lucky and won big at the casino after finishing a delightful dinner. It's the grown up way to camp out - on a yacht.

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LIVING THE DREAM

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I had never sailed. I didn't know a rope from a sheet, a clutch from a clam cleat, how to raise the mast, or how to launch the boat or work the rigging. Thanks to a friend who had a sailboat, Marisol was on Cochiti Lake the next weekend, just north of Albuquerque. Shari and I loved it. A few days later, we decided to take her out ourselves. Hum! Only this time, for some reason – surely not “operator error,” Marisol would only go in circles.

Frustrated, and apparently lucky, a stranger who happened to be a member of the Rio Grande Sailing Club, hopped onboard. Four hours of sailing lessons and I knew it was time to get serious and join the Rio Grande Sailing Club – a sizable group of some 70 to 80 desert sailors.

The Catalina Trip

The club planned a trek to Catalina Island, off the coast of LA in July. My wife insisted that the trip would be a great wedding anniversary present to each other. I agreed. Twelve families would tow our boats on trailers, across the Arizona high desert, all the way to Los Angeles. From there we would launch our boats from the Cabrillo Beach Yacht Club for Catalina Island.

I became immersed in reading and the study of GPS usage, charts, Coast Guard regulations and numerous materials to prepare us for the trip. My greatest fear was that we would miss Catalina and end up some 20 or 30 days later in Hawaii. No problem! Hawaii is a super place. We had sufficient provisions for the trip.

We were up early the morning of our departure. We were a sight as 12 sailboats caravanned across the Arizona desert – other cars beeped their horns and passengers waved as they passed us. What an adventure!

We reached Cabrillo Beach Yacht Club mid-morning the next day. It was beautiful. We were surrounded by sailboats – really huge sailboats. Marisol seemed dwarfed by the other vessels, but Shari and I knew she was happy and probably felt like a “big girl” in blue water for the first time. We knew Marisol had the capability of sailing the 22-miles to Catalina Island, even though she was the smallest in the group.

It was now Monday morning and time for departure for



The marina at Two Harbors has a restaurant, clean showers, a convenience store and even a beachfront for serious relaxation in the middle of a cruise.

Catalina. We were one of the last to leave the harbor. We were barely able to make out the outline of Catalina but we knew we would make it.

We were finally in this huge body of water. My trusty GPS pointed the way to Avalon. The swells varied during the afternoon. Shari loved taking the helm and positioning the boat for the maximum spray with each swell. I was soaked. We were on our adventure and “life was good.”

Six hours later, almost to the minute, we were at Avalon prepared to moor our vessel. At Descanso Cove, we went ashore.

Sailing Decisions

By Wednesday, we were ready to sail again, but this time we planned to head down the southern tip and up the Pacific side of Catalina Island. As we rounded the southern tip, we were hit by strong Pacific winds and swells that made it difficult to control Marisol. Looking down at my GPS, we were approaching 8 knots and swells of 8 to 10 feet.

It was decision time – send Shari out to the bow to take down the jib as I reefed the main sail, or turn back and sail up the east side of the island where the boat would be controllable. Shari was prepared and eager to crawl out to the bow and douse the jib down, but I decided to take the safer course, given our experience.

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

The seven-day 103/104 ASA Basic Coastal Cruising/Bareboat Chartering certification is our most popular program. A typical day might include a 15-mile close reach in the ocean to Mission Bay, or you may set sail for South San Diego Bay where 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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ASA MEMBER PRODUCT REVIEW

by Doug McLean

Too often, it isn't until the rigging parts or the engine won't start that we discover we don't have the right tool on board. That alone, and low unit price, are reasons enough to have at least a basic tool kit intended for boating consigned to a locker. The marine catalogues and outdoor outfitters offer a dozen or so such kits ranging from \$25 to \$100. I recently checked one out, a 125-piece set made by Great Neck Saw, while building a galley cabinet on my Com-Pac 23.

Great Neck Saw, based in Mineola, N.Y., began as a family-owned business in 1919 and continues as such today. It has production and distribution facilities here and abroad, and has created other brands for national distribution, including Sheffield and OEM tools. The Great Neck Saw products are held out as good quality, basic hand tools offered at a competitive price, and their four marine tool kits come in 36-, 65-, 125- and 300-piece sets having suggested retail prices of \$40 to \$70.

At the outset, when it comes to marine tool kits in general, it's important to recognize the term doesn't really mean "marine grade" as that term is commonly used to designate alloys and hardware intended for the marine environment. With one or two pricey exceptions, stainless steel isn't used in these tools. The "marine" designation is really meant more to describe kits having tools appropriate for boats (no levels), kit containers appropriate for a wet environment and tools having some degree of corrosion resistance, usually chrome plating.

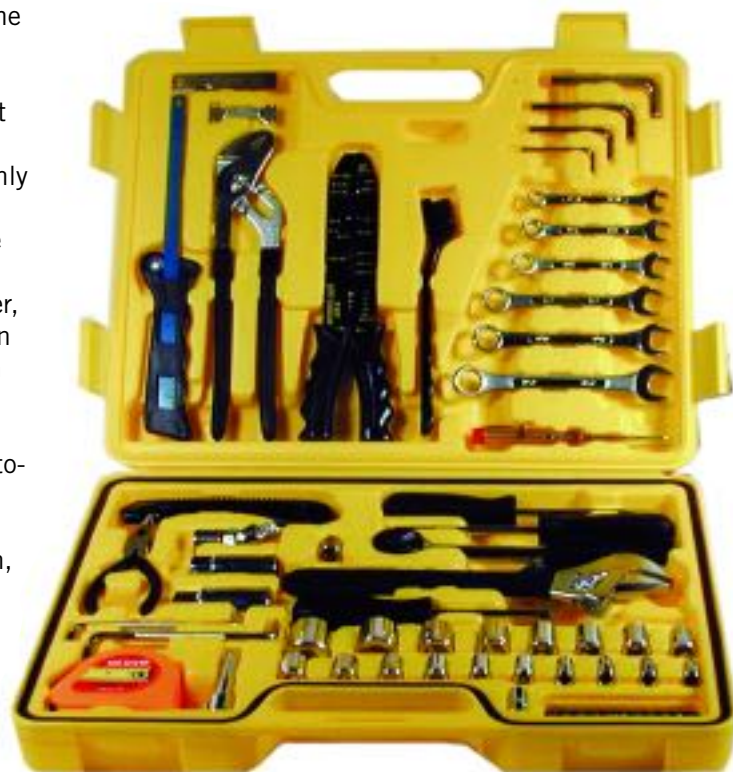
The 125-piece kit I worked with had a good assortment of wrenches and adapters. The 10-inch adjustable wrench is a good size for a kit wrench, adjusted smoothly and, like the other tools with cushion grips, has a good rubber grip. Twenty-two of the pieces in this 125-piece kit are bits: Phillips, slotted, Pozi, hex and star. The other basic tools are a slotted and a Phillips screwdriver, small needle nose pliers, good size adjustable pliers, an extendible blade utility knife and a hacksaw blade with one of those half-blade handles. (The blade snapped while I was using it.) The 16-inch tape measure has easy-to-read unit increments and a bright orange easy-to-find case, but the tape lock allowed the tape to creep, requiring that I hold it with my thumb. For electric systems troubleshooting, there is a copper-bristle brush, basic wire stripper/crimping tool, 12-volt test light (the bulb didn't work) and a handful of tin ring terminals. There's a feeler gauge and a gap gauge for engine adjustments. All in all, a good kit for basic repairs with one notable exception: no square nose pliers, an indispensable tool on a boat, as far as I'm concerned.

This kit has an excellent case for a boat tool kit: bright yellow, tough molded plastic in an attaché configuration to fit easily under a seat or on a low shelf. With one exception, the tools snapped snugly into their holders and stayed there when the box was bounced around. Six sound plastic perimeter snaps and a rubber gasket kept the case tightly closed and contents dry when I dropped it six feet off a pier three times, and kept it afloat.

A company spokesperson said the tools in this kit are made of high carbon steel with chrome plating for corrosion resistance. I immersed one of the combination wrenches and the slotted screwdriver in a saltwater bath for 48 hours. Each showed some corrosion, especially the screwdriver. However, if the tools aren't put away wet and are kept in the watertight case, I expect they'll be in good shape when you dig the kit out of its locker.

Great Neck Saw provides a free replacement, lifetime warranty with this tool kit "if it ever fails to give you complete satisfaction." One nation-wide outdoor outfitter lists it on its website at \$54.99, and another retailer of outdoor recreational products lists it at \$69.99. For more information, go to www.greatnecksaw.com.

Doug McLean lives in Madison, Wis., has been a member of the American Sailing Association since 2000, and intends to begin extended bluewater sailing next year.



FEATURED FACILITY • EMERALD COAST YACHTS

By Captain Rick Van Sleen

Rather unhappily working on data warehouse software in a cubicle at a client's site, I decided to take a break and surf the net to see if there were opportunities for careers in sailing. Reading the ASA website, I found an ad for an instructor/partner for a sailing school in Northwest Florida. Having fallen in love with Pensacola during my time in the U.S. Navy, I felt I had to respond. At home that evening, I told my wife, Peggy, that I'd sent an email to the sailing school in Florida. Her response: "Yeah, right."

Apparently, some things are just meant to be, because we are now the happy owners of Emerald Coast Yachts. ECY is a small school that specializes in "private" lessons for couples and friends who wish to charter or purchase their own boat. We teach Basic Keelboat (101), Basic Coastal Cruising (103), Bareboat Charter Certification (104), Coastal Navigation (105), and Advanced Coastal Cruising (106) classes aboard 28- to 40-foot fully equipped yachts. We also teach Cruising Catamaran (114) aboard a 2007 40-foot Fountaine Pajot. Our students live aboard their teaching vessels, and we stress working together as a team. We encourage students who plan to sail together to take their classes together, and they are usually here with their closest friends or family. "Ride alongs" are welcome with certifying students.

With a typical class size of two, our instructors are able to focus their attention fully on conveying the sailing knowledge and skills contained in the curriculum of ASA courses. Anyone who has taken an ASA course knows very well that there is a lot to learn in a very short amount of time. To this end, after teaching for a year, we extended the length of our classes.

Business Realities

Envisioning owning a sailing school, we had not foreseen many of the realities of such an endeavor. A sailing school is a small business and entails all of the good and not-so-good requirements that come with it – marketing, accounting, customer relations, sales, scheduling ... just to name a few. Fortunately, this is where Peggy stepped in and is thriving. She calls herself the "little office girl" and makes it possible for our instructors to do what we do best – teach. It must be working because we were selected as an "Outstanding School" for 2006, and I have been fortunate enough to be named an Outstanding Instructor for the past two years. As you may be aware, these awards are based on the feedback of our students, and this gives us tremendous satisfaction.

Captains Fred Leedy and Bob Kriegel round out our



Captain Rick and his fellow captains at Emerald Coast Yachts offer students the opportunity to learn to sail near the snow-white beaches of Pensacola, Fla.

team, and we could not have been luckier to find them. Captain Fred has been with us from the start and has provided his wisdom and wit in helping to manage our school. Fred's specialty is navigation – he also teaches navigation classes at the local junior college. Captain Bob brings a wealth of cruising and racing experience to our team. Our instructors pride themselves on being talented, dedicated teaching professionals who possess patience and a good sense of humor.

Ideal Training Grounds

Our training is provided aboard our boats from Sabine Marina on Pensacola Beach and in our classrooms just across the bridge in Gulf Breeze. The marina is located on Santa Rosa Island, a beautiful barrier island of sugar white sand, which separates Santa Rosa Sound from the Gulf of Mexico. Pensacola Beach is bordered on the east and west by two expanses of the Gulf Islands National Seashore. Santa Rosa Sound, Pensacola Bay, the Gulf Intracoastal Waterway, and the Gulf of Mexico offer exceptional sailing and cruising. Our area could not be better suited for teaching sailing. We have access to a variety of challenges – a variety that helps students gain knowledge, experience and confidence to set out and explore on their own. The sheltered waters of Santa Rosa Sound, Pensacola Bay, and the Gulf Intracoastal Waterway combined with easy access to the Gulf of Mexico provide an ideal training environment.

Our marina is walking distance from restaurants, shops, beaches, fishing piers and a quaint grocery store that has everything – including a fuel dock and pump out.

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LIVING THE DREAM

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The winds along the eastern side were calm. For the first time, we had to motor much of the way to Two Harbors, where we decided to moor for the night. Indeed, this was the most relaxing and beautiful part of the trip with its little convenience store, restaurant, beachfront and clean showers. It was like that far-away, secluded place that you read about in sailing magazines and Sunday travel sections. A few more days of sailing up and down the island and it was time to head back to Cabrillo Beach Yacht Club.

Departure was uneventful. The winds were calm. We had to use our motor about six miles of the 22-plus mile passage. We disliked motoring. After all, we didn't buy a sailboat to motor. We bought it to sail! Late morning and early afternoon winds rose and we were on our way as sprays of Pacific Ocean anointed our faces. The passage back took just under four hours.

What an adventure and celebration of our 20th wedding anniversary! We were stoked! Sailing was now in our blood! But more was to come!

The first day back in the office, I received a call from an acquaintance. He casually mentioned that he was retiring to a new 44-foot Catamaran outside of Clearwater, Fla. He had a 2001 26X MacGregor for sale. It had only been in the water six times.

"Why don't you come down to Ruidoso and check out the boat?" he asked. "I'm not in the market" was my response; but he insisted.

The boat looked spanking new and loaded with all the cruising comforts of home. It had upgrades galore. But I wasn't ready. Desperately, the owner urged: "Just take it home with you and let her sit in your yard while you decide. If you buy her, great! If you don't, I can pick her up on my way to Denver and leave her with my son."

Well, you guessed it! We now had two boats. We placed Marisol in the Sunday classifieds, the same place she had been advertised five months earlier.

The first couple to look at Marisol made a great offer. But, there was no way we would sell, regardless of the offer. Personalities didn't seem right. Marisol was loved; and, in a peculiar sort of way, she was now part of our family. She would be a possession with this couple, not a family member. No way! I wouldn't sell her to them.



The adventure of sailing has its peaceful moments like this one at anchor amongst the other cruisers.

The second couple had two teenage children. We could tell they really loved her on first sight. It was a match, and they were so excited to be the owners, just as we had been five months earlier.

Little did we know that the next summer we would trailer our 26X 2,300 miles to Florida and then sail to the Bahamas. Nor did we realize that our retirement plans of RVing around the U.S. and Mexico – just four years away – would change dramatically. But, that's another adventure!

It is indeed a "good life."

Art Bouffard, a landlubber locked in the high desert outside of Santa Fe, N.M., is a newcomer to sailing. Last summer he, his wife Shari, and their 15-year-old granddaughter, Dana, earned ASA certifications in basic keelboat, coastal and bareboat sailing from Pacific Sailing School in Santa Cruz, Calif. He is a past board member of the Rio Grande Sailing Club and a member of the New Mexico Sailing Club. Currently president of the New Mexico Lodging Association in Santa Fe, he and his wife, a teacher with Albuquerque public schools, plan on retiring soon, getting a larger boat, and sailing to destinations around the globe.

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FEATURE

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For those who want to introduce the family or spouse to sailing, this is a no stress vacation. Sail as much or as little as you want. There is always someone to join you. When asked of the one hundred or so new and old ASA members this year who attended "What did you think?" Everyone said, "It's like summer sailing camp."

There are so many activities to choose from, it's hard to decide. Join in on the sailing or stay at the beautiful resort and enjoy tennis, mountain biking and the spa.

Sunday night included a trip to Shirley Heights to join the celebration of sunset and the BBQ at one of the highest points on the island. Everyone on Antigua, locals and tourists, all attend and dance the night away to the sounds of a steel drum band. Monday, an island tour was arranged to visit Nelson's dockyard, the Devil's Bridge and a shopping trip to St. Johns. Evening activities included "Mr. Moves," the how-low-can-you-go limbo dancer complete with flames and unlimited rum punch! The ASA hosted the Pirate Party with rum tasting, and Club Colonna held the beach BBQ with island lobster and a favorite island band, Dread and the Bald Head. So much to do and you can do it all.

After a great week, sailors of all levels from all over the country departed, quite proud of the bruises they got while having the most fun a grown up could have at summer sailing camp. Besides the great friendships made with the other sailors, the staff at Club Colonna was outstanding, always a friendly greeting, and the on-

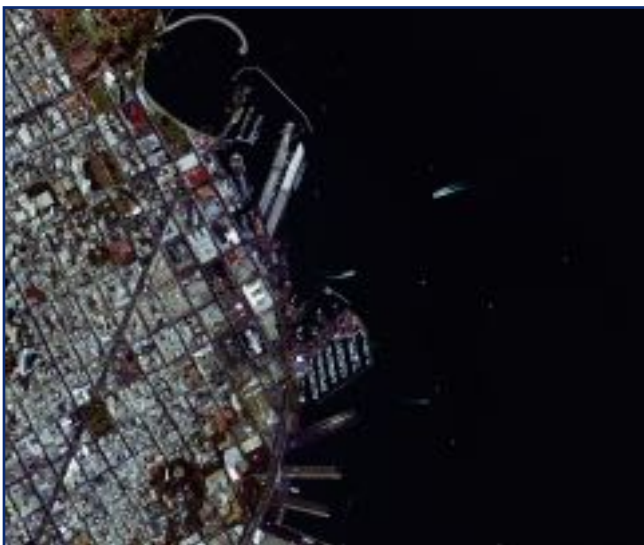


ASA members enjoy listening to Instructor Dave Lumian in a tropical setting while participating in the Small Boat course.

the-water staff was standing by with chase boats ready to assist. The food was excellent, a true all-inclusive vacation. We cannot wait to do it again.

Jean Levine holds a 100 GT USCG Master license and has been sailing in the Caribbean since the late 1970s. With husband Jeff she runs Antigua Marine Survey & Consulting. In addition, they both actively teach sailing at Flagship Sailing School in Clearwater Fla.

WHERE AM I?



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SAILING DESTINATION

Marina del Rey, California • Pat Reynolds



Fisherman's Village Marina offers beautiful sailing with quaint sights. Photos courtesy of Marina del Rey Convention and Visitors Bureau

Beyond the Kodak Theater where Hollywood's hottest stars walk the red carpet under the rapid-fire flash of a thousand cameras on Oscar night and past the opulence of Beverly Hills' Rodeo Drive, there is another face of Los Angeles far less famous and far more tranquil. It's Marina del Rey, something of a secret to many travelers, but a jewel for those who discover this quaint little seaside village.

Nestled in L.A.'s West Side, Marina del Rey boasts being "America's largest man-made harbor," but beyond the moniker is a tight-knit boating community with a small town charm, pride and personality. Known simply as "The Marina" to boaters all down the

Southern California coast, Marina del Rey is a great destination or charter-origination spot with endless opportunities to stay stimulated on both water and land.

If the plan is to fly in and do a little bare-boat chartering, Marina del Rey has a good number of options. Blue Water Sailing, Marina Sailing and Blue Pacific Boating all have fleets with a range of shapes and sizes to choose from. These companies and another, Golden West Yachts International, also offer private skippers, if learning the local waterways isn't in the vacation plan.

If the idea is to sail into Marina del Rey, most pull into the guest docks of

Burton Chace Park to get acclimated. It's a lush, handsome seaside park with a cafe, showers and bathroom facilities. After a long day on the Pacific, the green lawn of Burton Chace Park is an inviting place to be. Once the boat is docked, people are showered and everything's put away – it's time to check out the town.

Food and drinks

There are few places in the country where you'll find so many restaurants in such a small area. There are 60 full-service restaurants packed into less than a two-mile radius. The town is legendary for the quality of its eateries and weekend waterfront brunches, but if you choose to venture past the boundaries of Marina del Rey, the next

towns to the north are Venice and Santa Monica, famous for their nightlife and character. From Muscle Beach in Venice to the Ferris wheel at the Santa Monica Pier, these beach towns are packed with attractions and things to see and do.

Many boaters who pull into Burton Chace Park head over to The Warehouse, a uniquely decorated, reasonably priced establishment with a full bar that's a short walk from the park or Tony P. Dockside Grill, both with great waterfront views. There are quite a few spots to patronize within walking distance of the park. Finding a place to eat is never a problem in Marina del Rey.

As for local cruising, Los Angeles is a deep-water paradise. As you head out past the breakwater limit, it's all just straight down. There are very few reefs or rocks to consider once you're a few miles out to sea; and, in the summer, you're all but guaranteed a mild breeze and 75-degree day. Obviously, there are exceptions, but it is an amazingly consistent environment from July through September.

Where to sail

As you head out past Marina del Rey's breakwater, you can see Malibu's Point Dume towards the north. For a short daytrip where you can drop the hook, Paradise Cove is just a little north of the point. Paradise Cove is a popular, but not usually too crowded, nearby destination that's a great spot to have a little lunch and relax. Most anchor about a half-mile off the pier. Along the way, you can see the Hollywood sign nestled in the Hollywood Hills, the Santa Monica Pier - a landmark that's been in countless movies, and, as you head up Malibu's coastline, the spectacularly lavish homes of Tinseltown's elite.



This aerial view of Marina del Rey shows the many high-end vessels in the area. Photo by Robert Landau (Below) A kayaker glances back at the vessel under sail following.

In the other direction, south, sailing towards the Palos Verdes peninsula can also be a beautiful sail. There are towering brown cliffs and the area is often a great place to spot whales depending on the time of year. This past summer, endangered blue whales, the largest animal on the planet, were seen constantly off of the L.A. coast.

Things to do ...

Beyond sailing, keeping busy in The Marina isn't hard to do. Party boats like Hornblower Cruises & Events offer regularly scheduled dinner-dance harbor cruises, Sunday champagne brunches and sunset cruises, as well as specially themed cruises for holidays. There is windsurfing, kayaking, surfing, scuba diving, and rowing from UCLA Marina Aquatic Center, hourly kayak, sail, power and electric boat rentals from Marina del Rey Boat Rentals, and regularly scheduled seasonal ferry service to Catalina Island.

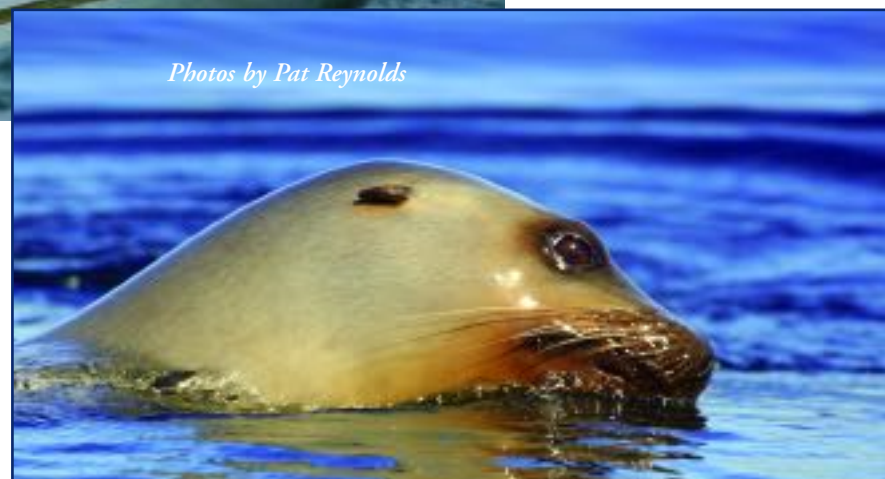
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Photos by Pat Reynolds

Not only does Marina del Rey offer spectacular sailing, the diversity of wildlife will delight visitors from other areas the same way it enthralls locals.



SAILING DESTINATION

continued from previous page

There are also scheduled, guided kayaking trips, surf kayaking and bird watching tours hosted by the Los Angeles County Department of Beaches and Harbors that get in all the little nooks and crannies of Marina del Rey.

For an evening of romance, *Gondola D'Amore* offers one- and two-hour marina excursions for up to six people in a 32-foot, hand-oared authentic Italian gondola, complete with gondolier, Italian pillows, flickering oil lamps and soft music. A fresh rose, ice bucket packed with ice and bottle opener come with the ride, as does a spread of Italian cured meats, cheese, fruit, bread, crackers and chocolate.

Like any quality seaside village, Marina del Rey has an ample number of hotels and inns to host any breed of traveler. The Best Western Jamaica Bay Inn, Marina del Rey Hotel, Foghorn Harbor Inn and The Ritz-Carlton, Marina del Rey, all sit directly on the water offering amazing views of the harbor. Across the street, Marina del Rey Marriott and the Marina International Hotel are convenient options, and offer sea and mountain views in many of the rooms.

For more information

Visit www.visitmarina.com or call 310.305.9545 to speak with the Marina del Rey Convention & Visitors Bureau.

In the summer, there are free concerts in Burton Chace Park where some top names in the music industry play to a lawn full of people sprawled out on blankets, snacking as they listen to jazz, classical or pop tunes. Many boaters pull into the guest slips at the park to take in the show while enjoying the amenities of their boats.

Since this is Los Angeles, one of the largest and most diverse cities in the world, the list of ways to occupy your time and entertain yourself could go on and on. But suffice to say, as a sailing destination or jumping-off point, Marina del Rey, Calif., is a destination with great food, lots to do, consistently sunny weather and a pretty regular eight-to-ten knot breeze to latch onto and enjoy the day.

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FEATURED SAILBOAT • CATALINA 375

Catalina Yachts has just launched the Catalina 375, a fresh new design, characteristic of the successful Catalina 36, and incorporating the best features found on all of Catalina's latest models.

As successor to the Catalina 36, introduced twenty-five years ago, the 375 had big shoes to fill. Thoughtful ideas and suggestions from the active Catalina 36 Owners' Association and Catalina dealers guided the development process.

"Virtually every system in this yacht has been reviewed and optimized for improved performance, efficiency and owner maintenance," explained Gerry Douglas, vice president and chief engineer for Catalina.



The Catalina 375 offers the amenities of home, along with the security and reliability of a tried and true sailing vessel.

The new 375 has a sculpted, contemporary and functional low profile deck and a stable performance hull form. High quality hardware and offshore-capable rigging complement a powerful sail plan with in-mast furling main and vertical battens. Twin backstays balance the powerful rig, creating an unobstructed "California size" cockpit.

A single side control traveler and inboard sheeting for overlapping genoas makes sail handling easier. Wide weather decks allow easy access forward and aft, and there is enough room in the anchor locker for two rodes and gear.

Deep lockers aft leave plenty of space for optional a/c and generator. The transom extends seamlessly to the waterline for increased structural integrity. Catalina's classic stern seats are integrated into the stern pulpit, along with an easy-access outboard motor bracket. A standard 6'10" fin keel is lead (not cast iron), and an optional 4'8" shoal draft wing keel allows gunkholing just about anywhere.

Enter the 375's spacious open interior through hinged bi-fold companionway doors. There's solid teak trim in the classically symmetrical main cabin with traditional port and starboard cabinets. The Lonseal non-skid sole keeps maintenance underfoot to a minimum. There are plenty of drawers with storage under the seats, a large hanging locker, plus shelved lockers throughout. A game table converts to a settee or berth, and the functional, well-designed galley has a self-contained stainless refrigerator, large dry locker, insulated compartment for optional refrigeration and solid surface counters.

For more information

Visit www.catalinayachts.com.

An extra large head adjacent to the owner's cabin has a big circular shower and a gravity drain waste system. Inner spring mattresses are fitted in both cabins, fore and aft.

Owners will find generous tankage for water, fuel and waste, and the 40-hp. Yanmar diesel sips fuel at a mere .6 gal./hr. at 2000 RPM.

The Catalina 375 comes at an attractive base price of approximately \$178,000, FOB Largo, Fla., and will be on display at select winter '08 boat shows, starting with Boston in January.

"Catalinas do well in a very competitive market because they are the result of listening carefully to our owners and dealers," said Frank Butler, founder and president of Catalina Yachts. "When we introduce a new boat, we don't try to reinvent the wheel each time. We incorporate proven features with new ideas and a lot of boat owners' suggestions. This gives the line continuity, helps us avoid overly trendy styling, and insures good resale value," he said.

For almost 40 years, Catalina's unwavering dedication to building well-designed, durable, family-oriented boats has resulted in long production runs where each model is improved and refined. A commitment to owner satisfaction has enhanced customer confidence and loyalty.

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FACILITY PROFILE

continued from page 7

For students who choose to fly in, Pensacola Airport is an easy 15-minute drive from the marina. We pick up our students and take them right to the marina – usually the night before class. Everything is so close it is not necessary for students to have a vehicle.

We also offer charters, and, as many of our students will tell you, we strongly encourage an overnight charter upon completion of the Bareboat Charter Certification. This is our “Captain’s Special” and is offered at a deeply discounted charter rate. We feel that this truly completes our students training for bareboating – no instructor to ask: “Should I anchor here?” or “Is that good water over there?”

For chartering, the places to go along the Gulf Coast are so varied that it is easy to alternate between beautiful private anchorages and funky or upscale dining each night. We have been sailing here for a few years now, and there just doesn’t seem to be an end to the new places to discover. We enjoy pointing out new places for our regular charterers to try, and our area definitely “seals the deal” on sailing for beginners.

For more information

Contact Emerald Coast Yachts at info@ecsailing.com or 888.204.0241. Visit their website at www.ecsailing.com.

The Emerald Coast introduces itself slowly by sailing through it, opening up to, as photojournalist David Liscio so aptly stated, “such natural splendors that docking seems absurd.”

But then, it is awfully fun to confidently sail up to a crowded restaurant, neatly tie up to a spot at the dock and enjoy the knowing nods from the locals on a job well done. The friendly and courteous people we found here truly helped us to know that this is the right place to be.

Looking back, we are convinced that sailing in the Florida Panhandle is the best kept secret in the world and have never regretted choosing this location or our change in careers. Yes, we have experienced some bumps in the road along the way – Hurricane Ivan for one.

Overall, it has been a marvelous experience. We welcome you to come join us in paradise for a class or charter.

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INSTRUCTOR TIP

Know your currents when cruising inland waterways

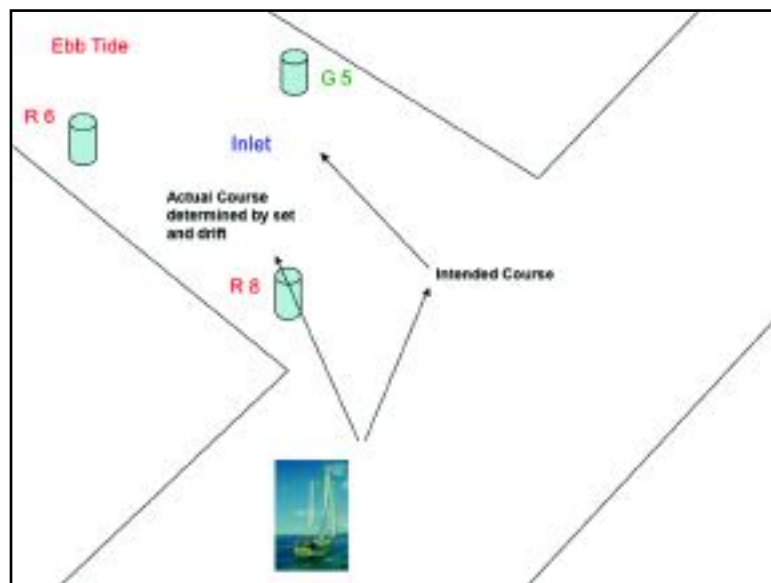
When sailing near buoys be aware of the effects the current will have on your vessel's position. When sailing in narrow channels or near coastal areas such as ocean inlets, be aware of the current's direction (set) and speed (drift) and keep a good distance from fixed objects on the water. Tidal currents can alter your relative position to these objects and present the risk of collision when you least expect it.

Before leaving the dock you should know the tidal currents for your specific area. You can use a number of resources to determine this information such as a tide clock, tide/current tables or a chart plotter that can display tides and currents for your local area.

As you sail past buoys, you should be fully aware of the current's set and drift to avoid the chance of collision, running aground or being forced to tack unexpectedly near other boats in high traffic areas.

For example, you are sailing near an ocean inlet during an ebb (outgoing) tide with an inlet channel buoy on your port side. Since you are on a beam reach with good boat speed, you believe you are sailing a straight line clear of the buoy. You expect you will safely round the buoy to enter the inlet. However, as you get closer, it becomes obvious your vessel has drifted to port and may strike the buoy or be forced out of the inlet into shallow water.

If you are aware of the current's set and drift before your



departure, taking into account the effects of these forces on your vessel, you can safely plot a course to stay in safe water.

An inexpensive tide clock can be a valuable asset on board your vessel. Refer to your tide clock often.



As your vessel rounds a stationary object such as a buoy, being aware of currents can save time and trouble.

Paul Mirenda has been a USCG Licensed Captain since 1992 and ASA Certified Sailing Instructor since 1988.

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