

THE JOURNAL OF THE  **AMERICAN SAILING ASSOCIATION**

# AMERICAN SAILING

## ANTIGUA EVENT OFFERS GREAT SAILING AND CLASSIC VESSEL VIEWS

**O**n a breezy, April afternoon, American Sailing Association members Lana Mullis-Bly and Sonia McKenzie found themselves on board a catamaran on the Atlantic Ocean. The women had signed up for a day on this cat during the first morning of the ASA's 2009 Member Event and knew to expect time at the helm, great sailing instruction and the opportunity to trim sails. What they had not anticipated was the joy of relaxing at the front of the vessel, sea spray flying over them, the warm sun beating down, laughing like children every time the boat splashed through the waves. For many, this was what the event was all about – sailing, sun, time with new friends and old ones, and numerous new adventures.

*continued on page 3*



*ASA members were thrilled with the opportunity to see some of the beautiful, classic vessels on the water with the start of the Antigua Classic Yacht Regatta. Photos by Jo Anne Richardson.*

## LIVING THE DREAM • FINDING YOUR UNIQUE PATH TO THE CRUISING LIFE

**A**n American academic, Joseph Campbell, declared that the secret to life is to “follow your bliss.”

By this, he meant to pursue your passions - with passion. “Living The Dream” evokes a like sentiment in sailors. The “dream” or sailing lifestyle is our passion. It stands in contrast to the lives we lead shore side ... you know, while we are preparing to cast off.

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*Author Earl Morrow and wife, Patti in pirate garb*

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AUTUMN 2009

# The Charley Noble

**A**SA met and honored Zac Sunderland on July 16, when the 17 year-old returned to Marina del Rey, Calif., to become the youngest person to have sailed around the world by himself. Zac's circumnavigation aboard his 36-foot sloop Intrepid took one year, one month and two days. He overcame sleep deprivation, extreme wind and seas, suspected pirates, major equipment failure and loneliness to complete his 28,000 nautical mile journey.

On behalf of the American Sailing Association, its affiliated schools, instructors and students, I presented Zac with a trophy and plaque. The trophy, which featured a blue glass globe, celebrated the completion of his circumnavigation. The plaque certified his two world records: Having become the youngest solo circumnavigator by sailboat and also the first person to complete such a trip before turning 18. While a younger sailor will undoubtedly break Zac's youngest circumnavigator record, he will remain the first sailor under 18 to have done so.

What makes Zac's accomplishment resonate particularly well with the ASA is that he accomplished his goal with modest means. Zac saved and used \$6,000 of his own money to buy a relatively inexpensive, older model boat not designed for passage-making. He and his father then personally modified the boat to withstand the demands of blue water sailing.

Zac's accomplishment, in terms of his age and his financial means, demonstrates that the sailing dream and lifestyle are indeed within most everyone's reach. ASA applauds Zac and all those who follow their dreams!

*"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](http://www.american-sailing.com)    [info@american-sailing.com](mailto:info@american-sailing.com)

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## FEATURE STORY

*continued from page 1*

That the week also brought a glimpse into world famous sailing events such as the Antigua Classic Yacht Regatta and Sail Week; great food; a beautiful island with hospitable people; and numerous non-sailing activities was simply a bonus.

Held during the week of April 17, the 2009 member event was an unqualified success. For the fifth straight year, ASA chose the Sunsail Club Colonna resort in Antigua, as their base for the week. With its beautiful Caribbean architecture, friendly staff, extensive sailing instruction and long activities list, Club Colonna was an ideal vacation spot for both sailors and non-sailors alike.

Many members had never visited Antigua, the largest of the English-speaking Leeward Islands, and were glad for the opportunity to explore it. The island, located in the middle of the Leewards in the Eastern Caribbean, is an ideal spot for a nautical-based vacation. With its generally mild temperatures, low humidity and consistent trade winds, it is a wonderful place to sail or just enjoy a leisurely day at the beach.

### Extra Events

The 2009 ASA event coincided with the Antigua Classic Yacht Regatta and was followed by the Rolex Antigua Sailing Week, one of the most highly anticipated events in sailing. The Regatta and Sailing Weeks gave members an opportunity to see some of the fastest, most beautiful boats in the world including classic ketches, sloops, schooners, yawls, Spirit of Tradition yachts, J Class yachts, and Tall Ships. During an ASA-provided tour of the island, members had an opportunity to stop at Nelson's Dockyard, a fifteen square mile national park, to watch the Classic Yacht parade as it passed through the harbor. Other members, out for a day sail, were able to participate in the parade.

Among the many activities available were day or overnight sails aboard large boats (two catamarans and a monohull); sailing aboard small boats; windsurfing; or enjoying such land-based activities as biking, tennis, sightseeing, shopping or island touring.

When out on the big boats, members had the opportunity to socialize and enjoy being on the water. They also had the opportunity to polish their sailing skills with outstanding ASA captains Earl Morrow, John Leggett, Jean Levine, Jeff Grossman, Bruce Royce, Dave Lumian and Brenda Wempner. For members interested in additional sailing certifications, there was an opportunity to study and test for their ASA Small Boat Certification. Other educational events provided during the week included a knot tying course, crew overboard training,



*Small boat sailing and wind surfing were offered to ASA members at the year's member event at Club Colonna in Antigua.*

### For more information

*For opportunities to connect with other ASA members, log in to the members only area at [www.asa.com](http://www.asa.com) using your last name for user name and your membership number for your password. Once in, take a look at BoatDOC, ASA's new Digital Online Community. Here you can share videos, audio, photos and stories. BoatDOC also has community email, blogs, real-time instant messaging (IM) and web video. Create your user profile and start enjoying unlimited uploads at BoatDOC. You can find someone in your area to go sailing with or to get answers to your sailing questions.*

nautical trivia and chart plotting with special paralock plotters donated by Weems & Plath.

### Land-Based Tours

For those seeking non-water activities, the club provided a long list of options. John's Garden Tour was a popular selection, but members also signed up to ride bikes and play tennis. On the event's third afternoon, members took a tour around the island with a guide from the ministry of tourism. The tour described the island's history, and took members to such spots as the Devil's Bridge. The day ended with a stop at Shirley Heights, arguably the island's best spot to watch the sunsets and view a harbor full of racing and pleasure boats. At Shirley Heights, members danced, ate barbecue and enjoyed the view.

Not all of the fun took place during the day. Evenings brought delicious dinners including a barbecue dinner that ended with a fire eating dancer and lots of limbo dancing under a starry sky. On another evening, there was post-dinner dancing to the island music of a local band. But the highlight of the evening activities had to be the annual pirate party.

*continued on page 20*



*Photos by Kathy Christensen*

## LIVING THE DREAM

*continued from page 1*

If you are preparing, here is your profile; you've taken various American Sailing Association courses and you are proud of your credentials! Those credentials are a part of preparation, a testimony to your competency - and they got you to short periods of chartering in exotic waters!

Another characteristic of the profile is that you subscribe to at least three sailing magazines, and at least one of those has regular articles about cruising or the cruising lifestyle. Almost all of them speak glowingly of living the dream. You read those magazines the day they arrive; no putting that pleasure aside for the appropriate time. You have your priorities!

### *Routes to the Sailing Dream*

That preparing phase takes different routes. We all don't use the same heading. At least two theories about casting off to pursue the dream exist. One advocates doing it while you are very young, finding a hulk of a boat you can afford, refitting it yourself and equipping it as best you can. But do it now before careers, children and responsibilities take over that part of your life that will keep you committed shore side.

Another theory is that you should prepare, hone your skills; study lots of boats; choose the exact one that supports your needs and is blue water; have it professionally fitted and rigged; outfit with electronics for weather, navigation, satellite communications, radar, chart plotters and the like. Accumulate a "cruising kitty" so you need not worry about finances when you cast off. Yet, you must always be careful not to spend unnecessarily, but you also need to see to some staples of existence, healthcare, insurance, adequate maintenance, various fees and charges and the like.

Occasionally, we read an account in one of our magazines about young people who both work jobs, live parsimoniously, find a hulk and refit it; save a few thousand dollars and cast off, confident that when they run out of funds, they'll just put in somewhere and take jobs in a boat yard or as a domestic employee or sales clerk and accumulate the funds to cast off again in a few months.

However, most of us choose the other course, the course more committed to preparation and security. We work very hard and save very carefully to acquire a cruising fund. We acquire all the gear, the right boat, electronics, sail inventory, life raft, etc. A few can tailor their career so that they can continue their career while they are cruising. Meanwhile, life gets in the way; children; homes; civic obligations; commitments shore side.

However, as we make lives and honor our obligations, we are just doing those things we must so that, someday, we can go cruising! Whatever approach to preparation we choose, we seek freedom to cast our lives afloat, to explore, and to embrace the challenges and pleasures of life aboard.

### *Finding the Right Path for You*

Plato pronounced that necessity is the mother of invention. Sailors know this well when water borne. We know how to drag long lines when the rudder is gone. We can also implement that same inventive spirit to force the circumstances of our life into living the dream.

I am a Certified Public Accountant in my shore side life. I'm pushing sixty so I've waited for the "empty nest," and for the rest of the life stuff to get out of our way. I now realize I'll never accumulate that trove sufficient enough that I can feel absolutely comfortable to cast off and leave my day job, abandoning my career.

My wife and I are working on a different approach. We're grooming a staff of employees who can operate our practice during the not-tax-season period of the year. We have recruited them specifically; first, to serve our clients well; and secondly, to allow us to be out of the office May through November so we can spend that seven months crossing an ocean.

Our plans are to cross one ocean per year and coastal cruise at that destination until the winter months. Then the boat goes up on the hard, gets maintenance, and is splashed again at end of April in time for another ocean.

Yes, I know that this plan is not the usual carefree cast off "living the dream" but it is our accommodation to the reality of our lives.

Until we get our staff trained, tested and ready, we continue to sail in various locations. I've twice had the privilege of skippering a yacht for the annual Antigua event for the American Sailing Association. We sail the Caribbean. We sailed in Greece this spring. I continue to teach as an ASA sailing instructor and keep my skills as sharp as I can. Lastly, we read, a most important element of preparation.

We know that our solution is like everybody's solution - unique to us. And that is the hope: that a solution exists for everybody to pursue their dream. We never guessed that hiring and training office staff could be a part of preparing to go sailing, but it has worked out that way.

Watch for our reports in the ASJ when we cross our first ocean in a couple years, and look for your solution now. Above all, pursue your passion - with passion!



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## START BAREBOATING THIS SEASON!! Private Live-Aboard Sailing Programs

Do you dream of chartering a new beautiful sailing yacht in the Caribbean or reaching 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 international company such as The Moorings or Sunsail; 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 Lindberg 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 Stackpac 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 sailing schools, 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 Glorrietta Bay is located. You'll learn new skills like piloting, and sailing a yacht using a chart, the buoys, and the hand-bearing compass. You'll get practice at steering in waves, and gybing in the ocean. Heaving to, reefing, man overboard recovery, docking under sail and power are all taught in this class. Students will practice planning a sailing trip on the spot with various wind and tide conditions and pick the best locations for the day. Late in the afternoon, students will dock and the instructor departs the boat.

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

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



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103/104 BCC/BB	\$2,150	\$2,650	\$3,150
104/105/106 BB/CN/ACC	\$2,900	\$3,400	\$3,900
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## FEATURED FACILITY • SAN JUAN SAILING SCHOOL

By Kathryn Ritter

From humble beginnings on a San Juan 24 sailboat, grew one of the largest sailing schools in the United States. Thirty years ago, Roger Van Dyken began instructing others in the art of sailing. As a busy family man and representative in the state legislature, one wondered why he filled his plate even fuller with sailing instruction.

"I did it for the sheer joy of seeing other people enjoy sailing as much as I did. I was so enthusiastic about sailing, you would have hated me," laughs Van Dyken. "I was annoying!"

Van Dyken's passion pushed him onward, and these early days would lead to the establishment of a successful charter company, sailing school and yacht brokerage. "The port built a beautiful structure overlooking the marina. One side of the building looked out to the San Juan Islands, and snowcapped Mt. Baker could be seen from the other side. I knew we needed to come up with a business to fill that space," recalls Van Dyken. He figured he might as well go with his passion, so San Juan Sailing, named after the amazing islands outside the new office window, was born in 1982.

Ideally situated between Seattle and Vancouver, San Juan Sailing's docks, in Bellingham, Wa., are the perfect spot to cast off for a cruise into the San Juan archipelago. The San Juans also offer easy access to the nearby Canadian Gulf Islands and more great cruising areas such as Desolation Sound and the Broughton Islands. The Pacific Northwest, often associated with rainfall in the winter, boasts beautiful, mild summer days filled with sunshine and every sailor's favorite addiction: wind.

### Learning with a View

"A one-hour sail across six-and-a-half mile Bellingham Bay in a 15-knot wind, and you arrive in the San Juan Islands to experience secluded coves, beaches, forest trails, eagles, whales, porpoises and seals along with island villages and marine resorts. It's wonderful!" reports Rick Sale, San Juan Sailing's general manager. In 1983, when the American Sailing Association was created, San Juan Sailing became one of its first teaching certification facilities. Today, the school certifies hundreds of Bareboat Charter graduates each year. San Juan Sailing offers Basic Keelboat, Basic Coastal Cruising, and Bareboat Charter over three weekends or customers can participate in their popular "Learn-n-Cruise," combining learning with a vacation in the San Juan Islands. The school prides itself on the philosophy that sailing is learned by doing, and all of the



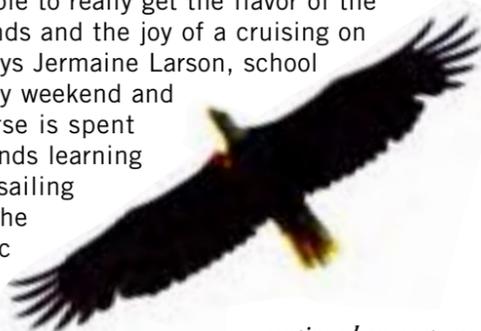
*Pristine wildlife surrounded by lush forest make sailing in the San Juan Islands a trip to remember.*

### For more information

Go to [www.sanjuansailing.com](http://www.sanjuansailing.com) or phone San Juan Sailing at 800-677-7245. Email [school@sanjuansailing.com](mailto:school@sanjuansailing.com).

courses are 100 percent on the water. There is no classroom time and every course is liveboard.

"We want people to really get the flavor of the San Juan Islands and the joy of a cruising on a sailboat," says Jermaine Larson, school director. "Every weekend and weeklong course is spent out in the islands learning the beauty of sailing and enjoying the amazing scenic cruising grounds."



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## FEATURED FACILITY

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New this year, San Juan Sailing is giving an inflatable PFD, valued at \$139, to every weeklong Learn-n-Cruise student. Larson notes, "Safety is of utmost importance, and we want to encourage our students to practice safe boating. The inflatable PFD is a non-cumbersome, comfortable way to do that."

### Popular Programs

San Juan Sailing has also expanded to offer advanced courses including Coastal Navigation and Advanced Coastal Cruising, catamaran training, a docking clinic and several all-women options.

San Juan Sailing's All Women program began three years ago with the creation of the All Women's Weekend Sail-Away, a two-day trip of indulgence. The ladies spend the days sailing the waters of the beautiful San Juan Islands with top-notch, ASA certified, female instructors. Saturday evening is a time of exploring the cafés and shops of the quaint town of Friday Harbor on San Juan Island and enjoying a five-course meal at a fine restaurant. The women are treated to wine, great food and decadent deserts. They also have the option of pampering themselves with a spa appointment.

"These weekends were so popular that we had to schedule more of them to accommodate our waitlist!" says Larson.

Both beginners and "old salts" alike have taken advantage of this unique weekend, and, after the first weekend, they began asking for ways to pursue their training in an all female environment.

Larson continues, "We now offer weeklong Learn-n-Cruises for women only. These learning vacations are more structured than the All Women's Sail-Away weekends and provide women the opportunity to become ASA certified bareboat charter skippers." Many women who are already ASA grads come along to enjoy additional time on the water and camaraderie.

### Building Confidence

The crew at San Juan Sailing knows that confidence can be one of the biggest hindrances for a new sailor, so the school has a heavy focus on getting students out on the



*(Top) The wildlife in the San Juan area is an attraction for nature lovers. (Below) The staff of San Juan Sailing does their best to provide great experiences, including all-women classes.*

water as soon as possible once their training has been completed.

It isn't just the beautiful location and great value that make San Juan Sailing a great choice, it's the quality of the fleet and caliber of the instructors.

"Students learn on the most rigorously maintained sailing vessels in the charter industry, worldwide!" says Sale. San Juan Sailing is home to the largest fleet of cruising sailboats on either coast of the United States.

"If you think the fleet is impressive, you should meet our instructors" chimes in Larson.

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## ASA MEMBER BOOK REVIEW • BY ROGER BUENZOW

**Title:** *Coastal Navigation Using GPS For Sail and Power*  
**Author:** Frank J Larkin  
**Publisher:** Sheridan House Inc.  
**Pages:** 290; Hardback \$29.95

So you want to throw away the parallel bars, paper charts and dividers and replace them with a global positioning system? Why not you say? Isn't GPS supposed to take all the mystery out of navigation and do away with all of those tedious calculations? You may have just bought your first GPS unit and found the instruction manual a bit daunting. Before you leave the dock armed only with that little black box, you might want to read Frank J. Larkin's book *Coastal Navigation Using GPS For Sail and Power*.

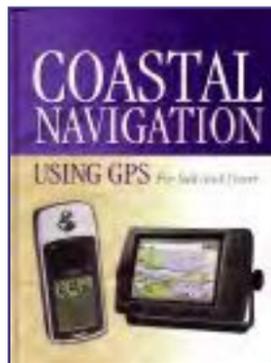
The author brings to the table over 30 years of boating experience as well as being a boating safety and navigation instructor. Larkin is also the author of a previous book on the topic of navigation – *Basic Coastal Navigation – An Introduction to Piloting*, which is in its second edition.

So, is this new book just a rewrite of the two previous books? Having read them I would have to say his new book takes the essential basic coastal navigation topics and joins them with the electronic technology of GPS navigation. He is quick to point out that having a thorough understanding of basic navigation skills is an essential element to using GPS navigation. "The importance of nautical charts is explained so that you can use the wealth of information that they contain to enhance your GPS experience."

Recall when you first started to learn coastal navigation, all the rules and formulas were hard to remember. Larkin likes to use little memory aids such as "lat is flat" for Latitude or "Red on Right, Returning from the Sea" in reference to navigation aids. The beauty of his style of presenting the material is that he doesn't just mention something one time, all of the important elements are repeated again to make sure you didn't miss anything. He also uses a "text box" method of enclosing instructions or notation in a box containing "Navigation Notes" or "GPS Notes" to get your attention.

The author thoroughly covers all the essentials from nautical charts, navigation publications, aids to navigation, dead reckoning, taking and plotting bearings to height of tide and compensating for current and wind. As you gain the full understanding of the basic navigation skills through chapter exercises and questions, he skillfully applies each topic to GPS navigation as you progress. When it comes time to plot, he breaks the process down into simple, easy-to-follow steps.

Have you wondered which GPS will work best for your boating situation or how accurate a GPS set really is? After spending the first 11 chapters covering basic navigation skills, Larkin covers what to consider when buying a GPS for your boat. You will be able to answer the questions: do I want a hand held unit or a chart plotter; and what size screen should I get?



Because it would be virtually impossible to explain how every manufacturer's GPS operates, Larkin devised a suggested procedure to walk you through the phase of getting a GPS operating correctly and then using it to navigate your boat. If you follow all five phases and complete the tasks outlined, you will be well schooled on the operation of your GPS. He takes you through a series of tables that help both a new or seasoned GPS operator plot a course through the mystery of GPS units and what are the best settings to use.

Just as GPS is influencing our navigation world, the internet is taking over our information world. The author provides websites for numerous, free resources of information applicable to each subject, such as where to find nautical charts along with all the various navigational reference publications and almanacs.

Appendices describe detailed procedures for installing a compass, how to check your compass for built-in error and how to develop a deviation table along with developing a speed curve. He has also developed a number of excellent forms, based on his many years of experience, which facilitate a navigator's work. I particularly liked the Navigation Worksheet and Trip Log.

*Coastal Navigation Using GPS* is a comprehensive and thoroughly accessible guide to piloting small sail and powerboats. The book can be used in a self-instruction format or as a text for an "introductory navigation" class. If you are new to GPS navigation or navigation in general, this book was written for you. Once you have the basics down, you will be ready to move on to the next step. I highly recommend the book to new sailors as well as old-salts. I know I picked up some good tips and reminders after reading it.

*Roger Buenzow, ASA Instructor and Instructor Evaluator, is also a USCG Master Mariner with a 100-ton license and sailing and towing endorsements. He is the founder and owner of North Star Sailing Charters and Academy, in Biloxi, Miss., - the first and only ASA sailing school in the state of Mississippi.*

## FEATURED FACILITY

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"They are 25 of the best instructors in the business and beyond being USCG captains and ASA certified, they are some of the nicest, most patient and down-to-earth people you will ever meet."

Van Dyken obviously did something right with all that "annoying passion." Readers of *Cruising World Magazine* rated San Juan Sailing the "Best Charter Value for Money" and "Best Customer Service" in the world.

Looking back on three decades of sailing instruction, Van Dyken smiles upon those beginning days on his San Juan 24 that started it all. "Sailing school is the very foundation of our entire business. It's the way people are introduced to sailing and, out of that, our graduates have not only become charter guests and boat owners, but we have cast their lines off to cruise the blue waters of the globe."

When asked about the secret to successful sailing instruction, Van Dyken cites three main reasons "One, we preview, do, and review. Two, we respect the time invested by the student by maximizing their education,



*Orcas play in the coastal waters sailed by San Juan Sailing's students and charterers.*

by making our classes hands-on, and on the water. And three, we never forget that what we are really imparting is the joy and magic of sail." Amen to that.

*"Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover." - Mark Twain*

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## ASA MEMBER PRODUCT REVIEW

by Todd Cicchi

I can't count the number of times I've heard from beginning and experienced sailors alike: "Where's the wind?" "Which sail should we use?" "Should we reef?" "Can we get off the dock?" The WindMate 200 from Speedtech puts the answers right in your pocket.

The WindMate 200 is a compact, lightweight hand-held instrument for measuring wind speed and direction, compass heading and temperature. I got to test drive the WindMate 200, and I put it through its paces, trying all of the modes and features. Here's what I found:

### General Impressions

We all know how easily things can get dropped, thrown, banged, sat on or stepped on onboard a boat. The pocket-knife case design of the WindMate 200 is not only cool looking, it is functional, both for holding the unit while making readings and for protecting it when not in use. The display characters are large and easy to read even in bright sun, and, with the backlight, in total darkness as well.

My ease-of-use test for a gadget is "Can you make it work without reading the manual?" The WindMate 200, for the most part, passes this test with flying colors.

The WindMate 200 is surprisingly feature rich for such a small unit and would be an excellent tool for sailors of dinghies, small cats and daysailors. It would also work for anyone who doesn't want to pay the high price of installed instrumentation.

### Wind Speed

The wind impeller is surprisingly sensitive at low wind speeds. I found that I could walk with the unit in 'average wind speed' mode on a calm day and get a fairly accurate reading of my walking speed. It does a great job with 'sailing range' winds of five to 15 knots, and though the manual cautions against prolonged operation at high wind speeds due to potential impeller bearing damage (the impeller is replaceable), I held it out the car window at 75 miles per hour and the reading agreed with my speedometer. As sailors we're mainly concerned with wind readings in knots, but it was fun to play with the other options, including the Beaufort wind scale.

### Wind Direction/Compass:

I find that it is always good to have a sanity check against the ship's compass, especially on a charter. The fluxgate compass on the WindMate 2000 appeared to be



Hold up the WindMate 200 to check temperature, wind speed, heading and more.

well-calibrated out of the box. I could get accurate hand bearings by sighting on the wind vane shaft.

The wind vane requires at least five knots of wind to provide precise wind direction. I found that obtaining good readings of wind direction in shifty/gusty winds was a bit of a practiced art. I scanned the unit back and forth through 40 degrees a few times and stopped at the position that most consistently had the vane pointing directly toward me. This, by the way, would be an excellent way to teach students to feel the wind direction.

### Cross, Head or Tail Wind:

This was the only feature for which I had to consult the manual, but, once learned, it is a straightforward procedure. You point the unit at the bow in compass mode and press the 'mode' button until the 'mark' indication on the display stops blinking.

continued on page 19

## WHERE AM I?



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# SAILING DESTINATION

*The Magical Challenge of San Francisco Bay • By Paul V. Oliva*



*Sailors enjoy the gorgeous views of the Golden Gate Bridge surrounded by rolling hills sheltering San Francisco Bay. Photo by Phil Coblenz*

If you can sail here, you can sail anywhere. San Francisco Bay has a somewhat fierce reputation for strong winds and heavy tides, yet a bevy of ASA affiliates and over a dozen yacht clubs make it a magical place for a daysail or weekend charter.

## *A Magical Sail*

Disneyland bills itself as the most magical place on earth, but San Francisco Bay may top the list for anyone with a sailing passion. The view from the water alone can take your breath away.

San Francisco and its famous skyline perch on the edge of a peninsula stretching south past San Francisco International Airport to San Jose and the Silicon Valley. Looking east, you take in Yerba Buena Island and Treasure Island, a former Navy base and the site of the 1935 Pan-Pacific

International Exposition. The east bay hills and flatlands feature UC Berkeley's distinctive "campanile" bell tower and the white cranes of the Port of Oakland, inspiration for George Lucas' all-terrain walkers in *The Empire Strikes Back*. Continuing your gaze north sweeps across Angel Island, infamous Alcatraz Island, Sausalito, and the green Marin Headlands, all crowned by the Golden Gate Bridge.

It is so downright magical that a weekend charter can have you pinching yourself to be sure you aren't dreaming.

After provisioning and casting off from San Francisco on a summer Friday afternoon, you have a short 40-minute sail to Treasure Island's Clipper Cove. At anchor or at the marina's guest dock, you can view the sunset and lights coming on in San Francisco while sipping wine and enjoying your

dinner aboard.

The next day, you can sail to Angel Island, which is a California State Park of tremendous beauty and great interest for historians and naturalists alike. Docks are available at Ayala Cove to enjoy lunch ashore. You can rent a bike, take a tram or simply walk the four-mile loop around the island for amazing vistas, a Civil War era army base, a Nike missile silo, and a Chinese immigration station known as the Ellis Island of the West. Mooring balls are available for overnight, with lights from stunning waterfront homes across Raccoon Strait creating a multi-million-dollar glow over the scene.

In the morning, you can dock at Sam's Anchor Café in Tiburon or at Horizons Restaurant in Sausalito for breakfast. A blast reach along the Golden Gate Bridge brings you back to San Francisco, where

you can anchor in Aquatic Park near Ghirardelli Square for a late lunch (watch out for the swimmers!) or get a guest berth at Pier 39 near Fisherman's Wharf. You won't soon forget flying along past the San Francisco waterfront on a broad reach, with the sun over your shoulder, Coit Tower gleaming atop Nob Hill, and tourists on ferries snapping photos of you for their scrapbooks. Just avoid an accidental jibe!

Over 1,600 square miles of bay and delta waterways stretching east to Sacramento and Stockton offer dozens of destinations for weeklong cruising or return trips.

## *Putting ASA Skills to the Test*

It's a dream destination, to be sure. But is it feasible as a charter location? The answer centers on your sailing skills. The biggest concern of the Bay's ASA clubs is a skipper's ability to deal with stronger winds and to anticipate varying wind conditions. From March to September, a strong sea breeze kicks in after mid-day. The Golden Gate - and many of the valleys of the San Francisco and Marin peninsulas - funnel the westerly wind like a giant blow dryer and can create gusts well above 25 knots. Concurrently, wind shadows elsewhere create near-calm conditions.

You'll need to be proficient at reefing, using a traveler and sheeting to control power in gusts, and docking and casting off in a cross-wind. Even experienced sailors can get caught in a round-up or broach. Anchoring requires proper setting technique, using maximum scope, judging swing, and monitoring holding.

The bay's tides require the ability to interpret tide and current tables, and to plan accordingly. During spring tides, the currents can exceed five knots in parts of the bay, which can massively affect passage times and thereby subject your



*(Above by Jerry Lee Hayes) While many visitors enjoy trying out San Francisco's famous trolleys and, better still, the great food, others (below by Paul Oliva) are sailing on sea breezes.*

vessel to stronger wind or waves than you or your crew may find comfortable.

Finally, your chart reading, lookout, and low visibility skills will be tested. The bay is a major shipping hub, with literally dozens of commercial vessels transiting daily. Larger ships may steam at 20 knots or more. Large steel buoys dot the bay, and there are a variety of other hazards including mud flats and the two-mile ruins of a pier near Berkeley. All this takes on an added dimension if fog rolls in from the Golden Gate (remember those low visibility sailing procedures from your coastal cruising and bareboat charter classes).

Any skipper with ASA certifications at bareboat charter or advanced coastal cruising and with a fair amount of experience with winds at 20 knots or above should be able to manage. Anyone wanting to brush up on skills or hire a skipper can do so with any of the local ASA affiliates.

*continued on next page*



## SAILING DESTINATION

*continued from previous page*

### Local ASA Affiliates

There are many ASA affiliates in the bay area, including in Oakland (Afterguard Sailing Associates), Point Richmond (Tradewinds Sailing Club), Redwood City (Spinnaker Sailing), San Francisco (Spinnaker Sailing San Francisco), Sausalito (Modern Sailing Academy) and Alameda (Live and Learn Sailing).

Not all ASA locations provide linens or provisioning programs, so you may need to consider sleeping bags, towels and a visit to a local grocery store. You may also want to check the boat's galley equipment and eating utensils along with your other ASA-recommended checks for a bareboat charter. However, all the clubs provide deeply discounted charters to ASA members and further discounts for multi-day charters.

If you're looking to put some magic in your sailing resume, look no further than San Francisco Bay. Besides,



*Alcatraz, which housed many famous, or infamous, names, is now a tourist destination in San Francisco Bay, featuring audio tours of the old prison.*

*Photo by Jeff Greenberg*

as they say, if you can sail here, you can sail anywhere.

*Paul Oliva is an international business consultant, writer, and ASA Instructor living in San Francisco and serving as the on-the-water columnist for the San Francisco Chronicle. He sails his Catalina 310 Time & Tide from South Beach Harbor.*

### Top 10 Things Not to Miss in San Francisco

1. The Golden Gate Bridge, the most famous bridge in the world, manages to impress even the most experienced travelers with its stunning 1.7-mile span. ([www.goldengatebridge.org](http://www.goldengatebridge.org))

2. Cable cars have been transporting people around San Francisco since the late 19th century. Each one-way ride will provide spectacular views of the city's celebrated hills as well as exhilarating transportation. ([www.sfmta.org](http://www.sfmta.org))

3. Alcatraz, the notorious former prison, is located on an island of the same name in the middle of San Francisco Bay. The prison was closed in the 1960s, and stories about Alcatraz are legendary. Recorded cell house tours are available. Take an Alcatraz Cruises ferry from Pier 33. ([www.alcatrazcruises.com](http://www.alcatrazcruises.com))

4. Fisherman's Wharf is home to Pier 39, a waterfront marketplace that is one of the city's most popular attractions. A community of California sea lions has taken up residence on the floats to the west of the pier. From there it's a short walk to other attractions.

5. Union Square is the place for serious shoppers. Major department stores and the most exclusive designer boutiques line streets like Post, Sutter, Geary, Grant, Stockton and Powell.

6. North Beach is a neighborhood of romantic European-style sidewalk cafes, restaurants and shops. Coit Tower atop Telegraph Hill offers a splendid vantage point for photos of the Bay.

7. The entrance to Chinatown is called the "Dragon's Gate." This city within a city is best explored on foot; exotic shops, restaurants, food markets, temples and small museums comprise its boundaries.

8. Dining in San Francisco is an attraction in itself. Visit TasteSF at [www.onlyinsanfrancisco.com/taste](http://www.onlyinsanfrancisco.com/taste) for a list of San Francisco's hottest restaurants and more.

9. Nightlife in San Francisco is a constantly changing scene. The "hottest" clubs currently are in the South of Market and Mission districts. Jazz, blues, swing and "oldies" music can be found all over town. For a complete list of nightlife options, see the Visitors Bureau website.

10. A visit to San Francisco would not be complete without a cultural experience. The city is home to internationally recognized symphony, opera and ballet companies. For a complete museum guide, go to the web site below.

Visit [www.onlyinsanfrancisco.com](http://www.onlyinsanfrancisco.com) to request visitor information from the San Francisco Convention & Visitors Bureau.

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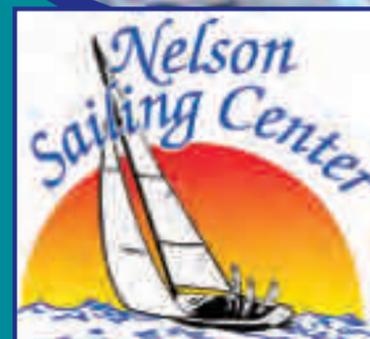
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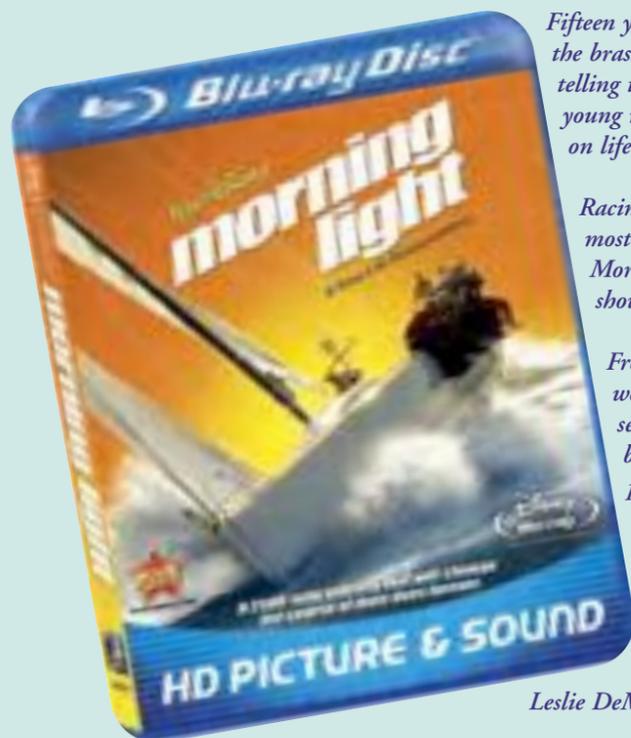
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Directed and edited by two of the key filmmakers responsible for the recent rock documentary Amazing Journey: The Story of the Who, Morning Light will appeal to the sense of adventure in everyone. Morning Light was conceived, produced and executive produced by Roy E. Disney and Leslie DeMeuse. It is rated PG and was released in DVD/BD, June 16.



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## SAFETY AT SEA • FITNESS TIPS EVERY SAILOR SHOULD KNOW

By Dr. Robert S. Bray, Jr.

Like many other sports, sailing runs the risk of injury due to misuse of the body, or repetitive motions. The following are areas you may want to consider and exercises you can do to help avoid problems.

### The Neck

The typical cause of pain during a regatta is from prolonged looking upward. This is common when trimming a spinnaker or observing sail shape and can be avoided by frequent repositioning of the neck. To avoid this, frequently tuck the chin and gently roll the neck back and forth to avoid prolonged compression. Anti-inflammatory medications such as ibuprofen help alleviate the symptoms. Stretch the neck and change the position frequently to reduce the risk.



Dr. Robert Bray

### Low Back Injuries

Low back injuries result from "bent over lifting." Do not lift with your arms extended and bent forward as this results in excessive stresses placed upon the discs in the low back and can result in a disc rupture. All lifting should be done with proper posture, which means knees bent and holding the weight in close to the body.

In addition, stretching of the hips and hamstrings helps avoid injuries to the low back and proper flexibility here avoids the excess stress in the low back. Stretch the hamstrings by bending over and touching the toes. Stretch the hips by pulling the knees to the chest and stretching the groin before you start in the morning. Repeat this stretch between races when possible.

### Hydration

Dehydration and fatigue dramatically increase the rates of injuries. Hydration should be maintained frequently in small amounts rather than waiting until extreme thirst sets in and guzzling fluids. Remember to use a mix of electrolyte and water or alternate their use to keep the proper balance of salt and water.

### Core Strengthening

Proper core, trunk muscle conditioning is vital for sailors. The stresses of a dynamic surface in those boats that require hiking out, can cause injury to the back when it is not properly conditioned. Consider a formal evaluation and training recommendations for your back and neck to avoid these injuries throughout the season. Additionally, the following stretches may help.

### Simple Stretching Exercises

Approach stretching as a mini vacation for your body, not a punishment. It is best to start with the largest body parts first and work down. For example: legs, back, chest, shoulders, etc. When approaching stretching, remember that you should flow and there never should be pain.

Start with a brisk walk, you should always get blood in the muscles before stretching. Stretch to your limits and never let anyone push you past your point of comfort.

Keep the stretches to about a 30 second hold and then stretch the opposing muscle group. Injuries start with imbalances and inflexibility. Take 10 minutes to stretch and center yourself before you start your nautical journey. Each of the following stretches should be repeated three times and on each side where applicable.

**Neck Tilt:** Stand or sit and tilt your head to the right so your ear is over your shoulder. Hold for five seconds and return to the center.

**Neck Turn:** Stand or sit and turn your head to the right as far as you can. Hold for five seconds and return to the center.

**Knee Drop:** Lie on your back with your knees bent and your feet flat on the floor. Keeping your knees together, drop them to the left as far as possible. Keep both your shoulders on the floor (your right hip and buttock will come up off the floor a bit). Hold for five seconds.

**Knee-to-Chest:** Lie on your back with your knees bent and your feet flat on the floor. Raise your right knee toward your chest and hold your thigh behind the knee. Slowly and gently pull your right knee to your chest. Hold for five seconds and then lower your leg to the floor.

**Shoulder Squeeze:** Stand or sit and bring your hands level with your ears. Squeeze your shoulder blades together. Hold for three seconds.

**Shoulder Shrug:** Stand or sit with your arms at your sides. Raise your shoulders up toward your ears. Hold for five seconds and lower your shoulders.

Dr. Robert S. Bray, Jr. is the CEO and founding director of D.I.S.C. Sports and Spine Center in Marina del Rey, Calif. With more than 30 years of experience, he has performed more than 9,500 microsurgical procedures. For more information, go to [www.discmdgroup.com](http://www.discmdgroup.com)

## PRODUCT REVIEW

continued from page 10

Next, you point the unit into the wind using the wind vane and perform the same procedure. The display then indicates cross wind, and if you press 'units' you get head or tail wind (a tail wind is indicated by a negative value). The display is not real time in this mode, you only get a snapshot, but still this would be a very useful feature for maneuvering high-freeboard vessels in close quarters and for mooring, anchoring, etc.

### Temperature/Windchill

The temperature reading takes a few seconds to stabilize after turn-on, but reads air temp accurately (same value in sun or shade). I couldn't produce conditions with significant wind chill, but I noted that the temperature reading in wind chill mode decreased as wind speed increased, which makes sense.

### Miscellaneous

The website indicates that the unit comes with an adjustable lanyard. The lanyard is not adjustable. However, it is sturdy and removable with a quick-disconnect device, and it is long enough to enable tucking the unit into your pocket or belt while around your neck.

There is no mention of water resistance or buoyancy in

For more information

Visit Speedtech's website at [www.speedtech.com](http://www.speedtech.com).

the manual, but the website states that the unit is water resistant and floats. I tossed the unit into my hot tub and the unit does, in fact, float on the surface, not below it, and survived the test. The instruction manual gives no indication of the backlight feature or how to use it; the backlight is enabled by pressing the 'set/el' button, and stays on for about five seconds.

### Summary

Overall, I found the WindMate 200 to be a very useful and versatile instrument, and I plan on having it my sailing bag. Being a racer, I am concerned with boat speed and true vs. apparent wind, and the one enhancement that I think would really add value is a GPS receiver. This would allow not only position and speed indication, making the unit a complete hand-held instrumentation system, but would allow the calculation of true wind from apparent wind. Maybe the WindMate 400 will have this addition? The Speedtech WindMate 200 retails for \$130.50.

Todd Cicchi is an ASA certified sailing instructor and has been racing and cruising for over 15 years on all manner of sailing craft from dinghies to IACC.

southcoast@southcoastsailing.com', and 'www.southcoastsailing.com'."/&gt;

## FEATURE STORY

*continued from page 3*

Some folks turned up in full regalia – hat, eye patch, pants, boots, and shirts while some made do with an eye patch or a hat. Captain Bruce, using only his courage and the makeup skills of event organizer Kathy Christensen, managed to transform himself into a lovely pirate wench. Sponsored by local rum maker Cavalier, the party took place on a breezy evening, the sun setting as members, talked, laughed and munched on appetizers.

A week billed as an opportunity to sail turned into something much more. It became an opportunity to explore a beautiful island, and it became a way to form long-term friendships with other members who share a passion for sailing, travel and adventure. As ASA member George Dam put it, “What I liked the best about the sailing was that it felt like I was out there with old friends even though I had just met these people. I am grateful for all the new friends I made, and I am sure I will be keeping in touch with them. Before Sailing Week in Antigua I was interested in sailing, now I am hooked.”

Members can go online to [www.asa.com](http://www.asa.com) to find out more about upcoming events.



ASA's Kathy Christensen applies the finishing touches to a pirate wench costume for Capt. Bruce.

Jo Anne Richardson is a Seattle-based writer and photographer. Learn more or contact her at [www.joannerichardson.com](http://www.joannerichardson.com).

# NAUTICAL HISTORY

## CAPTAIN PHILIP VAN HORN WEEMS

**C**aptain Philip Van Horn Weems was a man who exuded greatness. Inventor, explorer, teacher, author, farmer ... all just begin to define a man who gravitated to opportunity and relished a challenge.

But of all the subjects in which he excelled, it was navigation that would shape the course of everything Captain Weems would do in his life.



His entrance onto the stage of navigation began at a time when a revolution was about to occur. Navigation techniques of the 19th century were status quo. History was about to undergo a major transformation, and Captain Weems was at the forefront of this movement.

A graduate of the United States Naval Academy, class of 1912, Weems had already developed a passion for navigation. But it may have been on board a station tracking ship, in 1919, when Lt. Commander, Philip Van Horn Weems, U.S. Navy, considered the amount of time, cost and efficiency that was being spent to follow three planes, making the first trans-Atlantic flight, to their destination. He knew there had to be a better way, a philosophy he would attach to everything he encountered in life.

In 1927, the publication of his *Line of Position Book*, was a first step in his reputation as a navigation expert. Another venture was his invention of the Second-Setting Watch, which would easily facilitate finding Greenwich time from a watch face and eliminate critical time errors for pilots. A modification of a sextant was next ... and so was the perfect match of the book, watch and sextant to become a brand new method of navigation known as the Weems System of Navigation.

It didn't take long for Charles Lindbergh to come calling. After a fortuitous meeting on an airfield in California, the two were reunited a year later by orders from President Calvin Coolidge. Weems subsequently trained “Lindy,” who not only corresponded with him for years, but also endorsed the Weems System of Navigation, which became the company Weems ran with his wife, Margaret. During this time, Weems was also courted by such well-

known aviators and navigators as Fredrick J. Noonan, Chief Navigator for Pan Am, Amelia Earhart, “Wrong-Way” Corrigan, Harold Gatty, Wiley Post and Ed Link, among others.

Weems continued to invent and consider all possible ways to make navigation follow “the short method.” He authorized schools to teach his method, and he created a correspondence course. In 1931, his *Air Navigation* book was published and won the Gold Medal from the Aero Club of France.

After 25 years in the Navy, Weems retired at 44, and moved to historic Randall House in Annapolis, Md., with his wife Margaret and their three children. By 1939, his Weems System of Navigation was being used around the world. Weems continued to invent and publish. He authored over 15 books on navigation and was known for his designs such as the Weems Plotter, a straight edge, parallel rule and protractor in one device. In the 1950s, Weems was contracted to become a sextant distributor in the United States for the famous German navigation instrument company, C. Plath.

Over the years, his accomplishments only grew. In the 1960s he participated in a cutting edge underwater archeology project in the search for the Sunken City of Port Royal, Jamaica. His map of the sunken city was published in National Geographic. Also, he was presented with a lifetime membership to the National Geographic Society and the gold John Oliver la Gorce Medal.

At the age of 71, he was called back to active duty with the U.S. Navy to teach space navigation. At the time, he was the oldest U.S. Naval Officer ever called back to active duty. With four midshipmen, he conducted a seminar which led to the publication of “Pilot Class in Space Navigation: Final Report.” His concept for manual space navigation for reentry to the earth's atmosphere was demonstrated in the movie *Apollo 13*. A true adventurer, he flew to the North Pole in 1948 and around the world in 1950 with his son, Bee. Captain Weems was recently inducted into the Annapolis Maritime Museum Hall of Fame.

*Weems & Plath is located in the Chesapeake Bay town of Annapolis where it began so many years ago. They can be visited at [www.weems-plath.com](http://www.weems-plath.com).*

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PREPARE TO TAKE THE HELM

## ASA MEMBER PROFILE • ANGELIQUE BOUTHOUT

I'm a power boater. For as long as I can remember, my Dad's had a powerboat, from a 21 footer to a 43, and I've always loved being on the water. Whether lounging about or doing 30 knots and watching the water churn behind us, I couldn't get enough of it. So when he announced that he wanted to retire on sailboat, I thought that the idea wouldn't last. We loved the speed and thrill of having an engine beneath us, and he'd always been a gear head, so I kind of figured that it was a phase. I had always liked the idea of sailing myself, with the fuel efficiency, eco-friendliness, and a more thrifty approach to boating, but I wasn't so much into the heavy labor. I envisioned hoisting heavy sails and sweating in the sun, or going so pirate-y as to swab the poop deck. Little did I know what was really in store for us.



Angelique (second from left) enjoys a sunset in the tropics with new friends and fellow sailors.

My Dad, my stepmother and I decided to try sailing in the best way I can think of; we spent a week in the Virgin Islands. While preparing for the trip, I was excited for the destination, but not so much for the activities. I barely read the textbooks, and what I did get through left me very confused. Was a tack a maneuver, or a part of a sail? What was all this about tacking and jibing, when it just looked like zigzagging in the diagrams. Nonetheless, I decided to enjoy myself and to learn what I could.

While it wasn't exactly a week at the spa, with tests and review sessions and endless learning, it was amazing. Captain Clyde and Fair Winds Sailing School gave us the perfect environment to learn, have fun and relax, all at once. I got to experience The Baths on Virgin Gorda, snorkel off Monkey Point, and go to funky little restaurants and meet the locals. And, while having all of this fun, I was getting certified?

I had no urge to leave the islands or the boat, and ran to the water the second we got to our hotel. I was an addict, and I wanted to get back as soon as I could. I had always loved being on the water, but this was an entirely new experience. There was just something about that moment when I could feel the wind in my hair and still hear myself think, without an engine drowning me out. Or when I looked back and we were slowly gliding through the water, without a huge, white trail of wake, and everything was still peaceful. Or the immense pride I felt when the captain congratulated me for executing the best man overboard maneuvers. It was starting to dawn on me that maybe there wasn't so much hard labor, and that the whole sailing thing wasn't so bad.

I had a great experience on a monohull, and what an experience it was. We had the rails in the water and the wind in our hair as we tacked and crawled under the swinging boom. I got to meet more ASA instructors; some of whom I would love to go and get additional certifications with. I also got to spend the night on a catamaran with some of the friends we made through the week. Sailing a small boat was something that I had never done before, and taking a tiller in my hand and feeling every small movement affect the boat was thrilling, as was the capsizing.

I would go by a shelf that had shells on it, or look at my bulletin board with pictures and memories of that trip, and I would want to go straight back to the blue water and the friendly people. So the three of us decided to go on an ASA trip, but to try something different. Sail Week in Antigua seemed to be a great idea, since we could meet other members of ASA and get in more sail time.

As the trip neared, I, again, didn't want to go. I was just recovering from a long illness, and, at 16, what girl would want to leave behind her horses, her boyfriend and her cell phone? However, I was going to try it, remembering how pleasantly surprised I was the last time. I was not disappointed.

Would I say that I'm a great sailor? No. Would I say that I'll ever be an expert? No. But I can say that I'm no longer just a power boater.

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## INSTRUCTOR TIP

*By Jeff and Jean at Antigua Marine*

### Pumps can be a valuable tool for plumbing or engine

**W**e were just told the story of a woman on charter in the BVIs who put dried rice down the galley sink. POOF, one very clogged sink drain! We have personal experience with a charter couple who kept putting bacon grease down the drain in cold weather. GLORP, one drain clogged with lard.

Tip Appetizer: Bio foods either go into the wastebasket, or if appropriate, overboard, but not down the sink drain. If it isn't essentially clear liquid, don't put it down the drain.

Modern boats often do not have galley sink drains that go in a straight line. Most have at least two 90-degree elbow bends, and we've seen up to four bends. These bends can easily become clogged with bits of food and grease. One way to clear these is to completely disassemble the sink drain hoses. This is much easier said than done, especially if you are on a charter boat that has few tools and the drain hasn't been apart since the boat was built.

Our Main Course Tip: Use an air pump run down the drain to use air pressure to force the clog out. With the lard clog we inserted the dingy foot pump hose into the drain, used rags to seal the edges and in just a few pumps POW! The clog was blown out. We used a bicycle pump (no dingy aboard) recently when the engine intake on a Vagabond 47 became clogged with debris in the Erie Canal. Really glad the pump worked since snorkeling in the Erie Canal was not on our bucket list.

Dessert Tip: And the rice clog? The skipper held an air



*Clogged sinks should be avoided when possible by only putting appropriate materials in them. However, when the wrong thing goes down, that air pump might be your onboard solution.*

#### *For more information*

*Contact the authors through their website at [www.antiguamarinesurvey.com](http://www.antiguamarinesurvey.com).*

horn against the drain and with a couple "sound signals" blasted that rice right out!

*Jeff & Jean are captains and ASA Instructors specializing in Couples Cruising Consulting. They work couple to couple in all phases of sailing from ASA 101 to offshore work, boat selection and surveying. They also do couples advanced teaching on their Skye 51 or on the clients' boat.*