

THE JOURNAL OF THE  **AMERICAN SAILING ASSOCIATION**

# AMERICAN SAILING

## ASA INTRODUCES SOCIAL MEDIA - WE'RE GOING FULL SAIL ONLINE

**W**e can't control the behavior of the wind, but in order to sail, we must seek it. Perhaps it's daunting, but that's part of the fun. You put your sails up, and in doing so expose yourself to some risks — but the rewards are thrilling.

The spirit of social media reminds me of the sport of sailing. Like wind, social media has a life of its own — both its risk and its gift. It is a sphere of communication outside of our control, but for ASA, it also represents an undeniable and exciting opportunity for dialogue amongst members and new boaters. So, despite whatever uncertainties we may have exposed ourselves to, ASA's commitment to building a

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*ASA's new social media coordinator, Meghan Cleary, sails her boat Velella. Meghan will be introducing opportunities to network online in new formats for ASA members.*

## RELIVING THE DREAM • SAILING WITH CHALLENGES BY KEVIN ROBINSON



*Author Kevin Robinson*

**B**eing disabled means learning how to adapt, and for over 30 years, as a C6/C7 quadriplegic, with no grip in either hand, I've managed to find a way to do most things. I am 59 now, and I was recently run down by a Toyota Corolla. My titanium wheelchair saved my life, but my pelvis is forever shattered. In short, my ability to adapt isn't as good as it once was, and my spirit flailed accordingly, so what on earth made me think that I could go back to my childhood passion of sailing?

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SUMMER 2010

## The Charley Noble

American Sailing Week, ASA's weeklong sailing and vacation event for members, begins September 10 and runs through September 17. After five years in a row of holding the event in Antigua, it was time for a change.

We decided to look for a venue in the U.S. to reduce travel costs and time and allow more people to attend. Clearwater Beach, Florida, fit our needs perfectly.

The new location will feature all the events that made previous years' events great, including access to a variety of small boats for day sailing, members' welcome and goodbye parties and, of course, pirate costume night!



Other benefits include more comfortable accommodations, a greater variety of off-site adventure options, and better support for our sailing adventures from local ASA instructors and schools.

For newcomers, don't opt out if some in your travel party aren't sailors. We've intentionally designed the event so that someone attending can sail every day, or not at all — some past guests have experienced their "best vacation ever" by shopping, drinks by the pool, reading and day trips to explore the local area.

In short, there's no excuse not to come. The price and location are right. The fun is non-stop, and dozens of new friends await you! Visit ASA.com for more!

*"Charley Noble" is the old time nautical name for the smokestack over a galley ... So I'll try to keep any "hot air" in the American Sailing Journal confined to this column.*

### THE AMERICAN SAILING JOURNAL

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*Forming ASA Regional Sailing Clubs gives sailors the opportunity to get together on a local level to sail and enjoy some company.*

### ASA Launches Local Sailing Clubs

Do you love sailing, but don't go out as often as you'd like because either you don't own your own sailboat or don't know many sailors in your area? Are you interested in meeting other folks who not only share an interest in sailing, but also enjoy getting together for BBQs and other fun onshore events throughout the year? Would you like having access to free educational seminars on sailing-related topics, such as marine weather forecasting, spinnaker use or even an introduction to celestial navigation?

If you answered "yes," you'll definitely want to check out, or even help form, one of the American Sailing Association's new Regional Sailing Clubs. We'll be adding a new area on our website, [www.ASA.com](http://www.ASA.com), that will explain more about the clubs and show the locations of the clubs as they are formed.

To assure that each club has access to sailboats, ASA will identify schools that are willing to provide sailboat access from time to time for club events and, where available, a meeting location for the club. However, any motivated ASA member can start a regional club with or without a sponsoring ASA school.

ASA will provide each fledgling club a starter kit, suggesting possible events and describing the support ASA will be able to offer each club with custom web resources, ASA materials and promotion. Each RSC will be free to develop its own personality based on its location and membership. Participation in the clubs will not be limited to ASA members, but members will enjoy enhanced benefits within the club.

If interested, visit our website and fill out a "Regional Sailing Club Member Interest Form" telling us things like where you're located and whether you might be interested in setting up a club or just participating.



*ASA's new social media coordinator, Meghan Cleary, takes digital photos at an ASA gathering to upload onto the new online meeting places. The internet affords great opportunities to get together.*

### Come join the ASA party online

Blog: [www.asa.com/social\\_media](http://www.asa.com/social_media)

Facebook: [American Sailing Association fan page](#)

Twitter: @\_\_ASA\_\_

### FEATURE STORY

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community of sailors made joining the social media scene as natural as hauling the halyards.

### Twitter, blog and Facebook with us

First, we've flown the mainsail: a sleek new blog, which hosts up-to-date news about the ASA, charters and flotillas, legislation, and just some good old love-of-boats musings. We have an integrated photo stream from Flickr flashing colorful images from recent events and flotillas, as well as a rotating feature video embedded in the home page. You can comment, rate our posts, vote on polls, and sign up for our RSS feed. In short, we've created a dynamic blog that we hope you not only read, but also think about, respond to, and engage with.

Many of you may have noticed our big, 130 percent genoa: the American Sailing Association on Facebook, one of my personal favorite social media accounts. Our fan album is bursting with pictures of your co-members' vessels and adventures, and our wall is chock-full of friendly sailors exchanging stories and asking questions.

Plus, I post all of ASA's latest updates there, so you don't have to wait to get your next issue of the *American Sailing Journal* to hear what's going on today!

On Twitter, we are @\_\_ASA\_\_ (that's two underscores on either side) — perhaps our mizzen sail, to continue the metaphor. I sign in to the twittersphere daily to keep an ear out for retweetable boating trends and send you links to what ASA is up to — all delivered to you in succinct 140-character bits! I refuse to automate my communications, so you know that whatever you're getting from ASA is real and that we're reading what you have to say, too. Ah, glorious! Social media, full sail.

### Introductions

Now that we're underway, I wanted to introduce myself as the skipper, so you know who you're talking to when

you respond to "@\_\_ASA\_\_." I grew up day-sailing Minnesota lakes on my family's Boston Whaler Harpoon and chartering frequently in the Apostle Islands in Lake Superior. I moved to Washington state for college, enrolled in ASA's Basic Keelboat Standard with the Puget Sound Sailing Institute, and quickly fell in love with the largeness of cruising in saltwater. Through San Juan Sailing in Bellingham, I completed the rest of my ASA training through Advanced Coastal Cruising and simultaneously earned my 50-ton master's license from the Coast Guard.

A few years into my career in Seattle as a book editor, when peers were beginning to buy their first homes and condos, I decided to make my first home a 35-foot cutter-rigged Young Sun sailboat. With a heavy, stable boat built for offshore cruising, it wasn't long before I untied from Seattle permanently and sailed the Pacific coast with my co-captain, Prescott (also an ASA junkie). Having landed in Marina del Rey, I can't imagine a more exciting place to be than coordinating social media for the American Sailing Association.

You all are, quite literally, the wind for our social media sails. ASA has hired me to find that wind, trim our "sheets" to harness it, and make it a fun ride for everybody. My goal is to create relevant, educational, valuable, and entertaining social media content for the ASA. But we won't be going anywhere without the wind! So I invite you all to sign on, become our fan or friend, and find more like-minded boat-lovers on ASA's social media sites. And remember, it's social! Tell your friends, too!



## LIVING THE DREAM

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When I was about eight, my mother's favorite song was "Red Sails in The Sunset." She told my father that she wanted a sailboat with a red sail, and shortly thereafter, an eight-foot plywood pram appeared alongside our dock, complete with a red, gaff-rigged sail. As memory serves, she may have actually sailed it twice before the novelty wore off. My interest, however, was just winding up, and I asked my dad if I could learn to sail it. "When you can swim across the lake and back without stopping," he said, "you can sail her whenever you want."

"I can do that right now!" I said, trying to sound more confident than I felt. He stepped into the rowboat and said "Okay, let's go." It was a half-mile to the other side of the lake, and as he rowed and I stroked, he began to enumerate the basic parts of a sailboat, explain what they were for, and instruct me in their proper usage. I knew I could make it.

### Getting back to the sea

What a far cry from recent years. By 11 a.m., I was ready for a nap. By suppertime, I couldn't wait to hop out of my wheelchair for the night. I used to be relentless, filled with passion. My determined spirit repeatedly urged my broken body on when it had nothing left of its severely limited resources to give. Recently, however, my passion was slipping away.

A couple years back, I began wondering whether I could recapture those feelings, and after months of research and debate, I ordered a sailboat. I live in Florida's middle Keys, where, to the north, the gulf side "back country" runs right up into the Everglades. There are thousands of places to sail and explore, but it's shallow. Just south and east of my little island paradise, the Atlantic stretches across the reef and then the gulfstream to carry a sailor anywhere in the world. I dreamed of a boat that could sail safely in both directions, but everything I read, and everyone I spoke to, suggested that wasn't really possible. "Sailing is all about compromises," I was told repeatedly.

Thinking I'd choose the safer gulf side, I started out looking at cat boats. A sailor in Connecticut had a beautiful old Menger for sale. When I told him about my disability, and some of the modifications I had in mind, he shared with me that he'd had a mild stroke, and was now weaker on one side of his body. He gently pointed out a number of reasons why his boat might not be ideal for me, laughed at his own salesmanship technique, and told me that he was becoming interested in a designer/builder down near me, in Stuart, Fla. I took his advice, on both counts, and visited the web site for Seaward Yachts.



Kevin boards his specially outfitted Seaward 26RK with the boom hoist designed to lift him from the dock into the cockpit.

### For more information

Visit [www.seawardyachts.com](http://www.seawardyachts.com) <http://lyachtpals.com/blog/4530> or email [nobullproductions@comcast.net](mailto:nobullproductions@comcast.net).

### A Florida style boat

I was shocked. These guys claimed to have a sailboat with a 1200-pound, lead-filled torpedo mounted on the end of what's essentially a racing keel, that could be raised and lowered at will, electronically. It would sail with a draft ranging anywhere between 15 inches and six feet. I wanted to meet the designer, so I headed upstate.

Several other builders had backed away when I began discussing my disability, but Nick Hake, designer of the Seaward 26RK and 32RK yachts, didn't bat an eye. In fact, on day one, and throughout the build, he improved on my ideas, and came up with new ones.

My new Seaward 26RK was recently delivered, and although I have a great deal to learn, it's already clear that I will be able to single-hand it. With a remote control, I use my boom hoist to lift myself out of my wheelchair, and deposit myself either in the cabin, or in my Hake-designed helm seat that rides a track around the cockpit. I have fore and aft anchors on electric windlasses, my rudder's rigged to a block and tackle so I can adjust it with minimal effort, and my halyard and jib winches are electric. A bow thruster and a three-blade Gori prop give me exceptional docking maneuverability, and with a Fast Track on the mast, lead weights on the head of the mainsail, and an emergency quick-release on the halyard Spinlock, I can drop the sail in an instant if I get in over my head.

The list goes on and on, but the biggest deal to me is not being able to sleep. I used to run out of steam for no good reason, and could sleep like a dead thing given the slightest excuse. Now, I lie awake going over my "to-do list" for my next time out on my new Seaward 26RK. Who says you can never go back?



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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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101/103/104 BS/BCC/BB	CHALLENGE CLASS \$2,300	\$2,800	\$3,300
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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<b>YES! These prices are for two people, NOT per Person! There are no additional charges associated with our course!</b>			
***For the best learning experience, take the 7-day, 5 days of instruction, followed by two beautiful days of solo bareboat sailing.			

**NEW Now Available:** Bristol yachts for Bareboat Charter. No club to join. ASA 103 or Higher. Professional deckhands available. All yachts are equipped with furling, windlass, autopilot, GPS, RADAR, chartplotter, inverter, dinghy bbq grill and more. Go to Mexico or Catalina or just enjoy our new end tie at the Kona Kai Resort.

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## FEATURED FACILITY • THE SAILING ACADEMY, CHESAPEAKE BAY

by Capt. Jeff Bowen

It took a huge push broom to sweep up all the glass in the alley behind the row house in Washington D.C., but once cleared of trash, broken bottles and discarded syringes, the concrete field was ready for a soccer game. Although, with that particular crowd of gang members, drug dealers and street kids, coupled with the narrow chain link fence lined alley, it felt more like refereeing a cage fight than officiating a neighborhood soccer game! This has got to be the craziest way to begin a sailing school, but honestly, the seeds of The Sailing Academy were planted in the concrete of that alley.

No matter what was done, alley hockey, alley basketball or the weekly alley hot dog cookouts, there was always a crowd around that little row house. All kinds of activities were tried, but the young people were still in the middle of a busy city full of crime. If only these kids could experience the beauty of what lies outside the city limits. It was surprising how many of them had spent their whole lives within the ten square miles of Washington, D.C.

### The first sail

An old donated boat, a loaned out mooring and an abandoned dinghy, made it possible to plan the first sailing trip. The van was filled to overflow capacity for the 40-minute ride out to the Chesapeake Bay. As the first group rowed out in the rickety dinghy, you would have thought that the teens had died and gone to heaven. When the group set sail, that hard shell encasing many of them began to crack, smiles broke free as they clutched the gunnels for dear life! Their eyes lifted up and new horizons were seen for the first time.

Unfortunately, kids are chatterboxes and just can't keep anything to themselves. More boats were added, sailors recruited, donors solicited, and the young people kept coming. A dinghy fleet was purchased, summer sailing camps filled, cruising boats added. The heart of what had emerged was cruising on sailboats. From an afternoon sail to a week-long adventure, a couple of adults can have an amazing impact on a handful of young people. Away from cable TV, internet and cell



The Sailing Academy has been a way for Captain Jeff Bowen and his family to help give back. Planet Hope accepts donations of boats for programs to benefit inner-city youth.



### For more information

Visit [www.theSailingAcademy.com](http://www.theSailingAcademy.com) or call (410) 867-7177. To find out more about Planet Hope, visit [www.planethopedc.com](http://www.planethopedc.com).

phones (although it takes some doing to pry the cell phones away) people have time to actually interact, share, laugh and sometimes cry together. Sailing groups were formed to allow for this to happen naturally. In 2002, the organization became an ASA-affiliate school. The cruising-focused curriculum seemed to fit the organization. Instructors went through IQCs so that volunteers could be trained and certified.

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## ASA MEMBER PRODUCT REVIEW

by Jeff Grossman and Jean Levine @ TwoCanSail

Since 1928, Weems & Plath has taken great pride in building precision marine navigation products with the goal of providing the highest quality possible. Weems & Plath is a household name among professional navigators with at least one of their tools likely to be found on most vessels today. There are more than a few Weems & Plath tools on our own boat.

The LED LIGHTdividers are a new offering from Weems & Plath that has an innovative design for day and night use. We will look at the main feature, the LED lights embedded in the divider arms in the last paragraph of this review.

For those of you new to navigation, dividers are typically used for measuring the distance between two points on a chart, for plotting a known latitude/longitude, or determining the latitude/longitude of a point or fix on a chart. Another navigation tool is a drawing compass that can make arcs and circles. Drawing compasses are used to plot arcs of position that may be obtained through sources such as radar ranges. The LED LIGHTdividers can be quickly converted to a compass just by popping out one of the pins and replacing it with one of the pencil points. Dividers and compasses, along with parallels, are the most basic navigation tools and should be a part of every navigation station and kit. Weems & Plath does provide nice plastic "point guards" to make handling the dividers safer.

The LED LIGHTdividers come in a plastic case with spare divider and pencil tips for the compass mode and very specific instructions for replacing the battery. The dividers are opened and closed by a wheel that operates very smoothly. The legs move easily, and yet stay in position when taking readings. The dividers have the look and feel of the precision-crafted instrument that they are.

Now to the main feature of the LIGHTdividers – the LED lights! We are getting to the age where our eyes are not what they used to be, and we bet that many of you are in the same boat. For you younger folk, just wait! The usual red lights in a navigation station are no longer sufficiently bright enough for us to make out the fine detail on a chart so we have been resorting to turning on a bright light (and losing our night vision) or holding a red flash light in our teeth as we do our chart work. The LED LIGHTdividers have a red LED mounted at the bottom of each leg where they can shine directly on the chart, each LED precisely illuminating the position of



Weems & Plath's new LED LIGHTdividers provide sailors with needed light at night without the loss of night vision.

### For more information

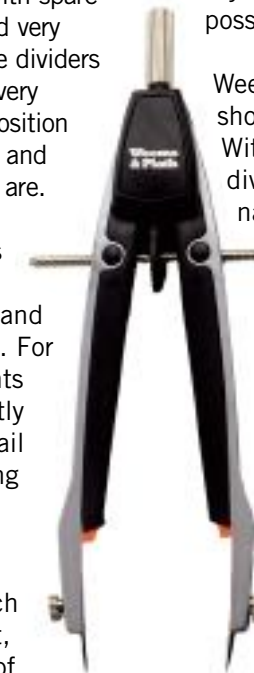
Please visit [www.weems-plath.com](http://www.weems-plath.com).

each divider point. With the red LEDs built into these dividers we are easily able to make out details and complete our chart work and navigation. The LEDs are nice and bright and yet do not impact our night vision. A small slide switch placed on the side of the dividers body makes turning on and off the LEDs easy and possible with one hand.

Weems & Plath states that the battery for the LEDs should last approximately 20 hours with the lights on. With careful use, turning the LEDs on only when the dividers are active, the 20 hours should yield many navigation fixes before a battery change will be needed.

These LED LIGHTdividers are now a part of our "Captain's bag," which we take on all of our voyages. In our humble opinion, this product is really cool!

Jeff Grossman and Jean Levine are 100GT Captains and ASA Instructors specializing in Couples Cruising Consulting. They work Couple to Couple in all phases of sailing from ASA 101 to offshore passage making, boat selection & Marine Surveying, and do advanced teaching on their Skye 51 or on the couple's boat. They can be contacted at [www.TwoCanSail.com](http://www.TwoCanSail.com).





## FEATURED SAILBOAT • THE TOPAZ SAILING DINGHY

The Topaz Sailing System is one of a line of 13 boats built by UK manufacturer Topper International. You may have sailed these boats in the Caribbean at Sunsail's Club Colonna. Now, for the first time they are available to the United States through Topaz Sailing, based in Annapolis, Maryland.

The Topaz Sailing System is the result of UK designers Ian Howlet and Rob White. As the name suggests the sailing system is a group of parts that form no less than four independent sailboats. Starting with one hull and an upgradable rig allows the Topaz to offer a variety of sailing options to meet the sailing needs of beginners and still offer room to grow.

The Topaz has a 12-foot 6-inch hull that comes with one of the four upgradable rig options. Sailors can select according to their skill level. The four rigs with their levels can be summarized as entry-level with the Topaz Uno Plus; exciting with the Uno Race and Race X; and downright exhilarating with the Topaz Tres.

The Uno is a simple entry-level catboat perfect for day sailing. Add a jib and you have the Uno Plus with 79 sq. ft. of sail. For more power, the Topaz Race has a larger sloop rig (93 square feet) and epoxy laminate rudder blade. The Race X version has a stayed mast, fully-battened Mylar main sail and asymmetric spinnaker. The Tres carries a single-spreader rig, a reefing main, a furling jib and a spinnaker on a sprit.

Also unique to the Topaz is its construction. The hull is precision molded and made through a three-layer system using polyethylene. This provides the perfect combination of stiffness, durability and moderate weight. The end result is a beautiful hull that has exceptional performance and is virtually maintenance free.

### Highlights of the Topaz:

- ◆ One hull with custom rig options, 4 boats-in-one
- ◆ Rota-molded in tri-lam polyethylene
- ◆ Virtually indestructible and low maintenance
- ◆ No gel coat or fiber glass to repair
- ◆ Three-year hull warranty



*With differing sail configurations, the Topaz Sailing System allows owners to change their boat as their sailing needs change.*

### For more information

*For more about the Topaz Sailing Dinghy, call 410-286-1960 or visit [www.topazsailing.com](http://www.topazsailing.com).*

- ◆ Spacious and comfortable open transom cockpit
- ◆ Quality hardware - Ronstan Orbit equipped
- ◆ Choice of rig options to suit almost any size, age or sailing ability
- ◆ Cartoppable
- ◆ Easy to transport
- ◆ Fun to sail and a great value

With its one hull and multiple rig options, the Topaz is one of the most versatile small sailboats on the market.

## SAFETY AT SEA • THERMAL IMAGING TECHNOLOGY

*By David Lee*

Affordable thermal night vision systems let sailors see clearly in total darkness, staying safer than ever before and navigating with confidence.

This may sound like high-speed, high-dollar, military technology, but thermal night vision systems are affordable enough for everyone.

From handheld cameras that run on batteries, to multi-sensor camera systems that operate over Ethernet networks, there's a thermal night vision system out there for every sailor. Here's an overview of the technology that's become a "must-have" for every safety-minded mariner.

### The beginning of thermal technology

Technologies using thermal energy have been around for quite a while. Thermal sensing technology was used over a hundred years ago as an automated tool for turning gas lighthouse and buoy lights on and off depending on the amount of daylight present.

The development of thermal imaging technology, also called Forward Looking Infrared (or "FLIR" – the terms are used interchangeably), began in the years after World War II. Scientists mounted a thermal imager inside a large plane, and pointed it (the imager) straight down. As the aircraft flew over its target area, the camera would scan back and forth, creating a mosaic of images that were stitched together later. Further developed for military applications, thermal imagers entered tactical use in the 1960s and never



*The M-Series cameras deliver up to four-times the resolution of other systems, giving you clear, sharp images for maritime navigation and collision avoidance.*



*Photos courtesy of FLIR*

*When sailing on a river at night, what you can see is shown on the left, versus what a thermal night vision camera enables you to see on the right.*

looked back. Today, FLIR cameras are mounted on airplanes, helicopters, ships, unmanned vehicles and cars to help people see at night.

### Benefits of thermal imaging

Thermal night vision cameras do things the human eye can't. They see heat, and are therefore not dependant on light and contrast to create an image. FLIRs work fine during the day, but they work even better at night.

Simply put, thermal night vision cameras greatly enhance boating safety, and provide benefits beyond what you may think.

### See In the Dark

The most obvious benefit of thermal cameras is that they let sailors see at night. They can see the heat signatures of people and vessels in total darkness, as well as through smoke, haze, and light fog.

This gives sailors an added margin of safety when operating at night, allowing them to navigate confidently while avoiding floating debris, outcroppings of land, docks, pilings, and other boats riding at anchor.

FLIRs are also perfect for boaters who don't spend much time on the water after dark, giving these sailors the added sense of security they need to feel comfortable when they stay out a little later than usual.

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## SAFETY AT SEA

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Also, it's there if they just want the added flexibility of being able to come back home after the sun goes down.

### Filling In the Blanks

FLIR thermal night vision systems augment other marine electronics perfectly. A GPS gives directions on how to get from Point A to Point B. Plotters give an overview of location and the known obstacles and landmasses in the area. Radar can point out that other vessels and large obstacles are in the way. But none of these actually gives sailors the power to see what's coming at them after dark.

Thermal night vision cameras do. They let sailors see other vessels, floating debris – especially smaller pieces that radars might miss, but are big enough to damage a vessel – exposed rocks, buoys, and many other hazards that radar, plotters, and GPS receivers simply can't help with.

It can be pretty tough to know exactly what a radar return signifies. Is it a small vessel drifting with the current? A channel marker? A pirate skiff? Something less ominous? Thermal night vision cameras let sailors identify that return visually, providing that extra shot of confidence that comes from knowing what is and isn't going on out there in the dark.

### Search and Rescue

The utility of thermal night vision cameras as search and rescue tools cannot be overstated.

The head of a person floating in the water can show up clearly on the thermal video display as a white ball against a black or dark gray background because the person's body heat makes them warmer than the water.

Once a person in the water is in sight, it is vital for crewmembers to keep them in sight. A thermal imager allows vessel crewmembers to keep a person in the water in sight while maneuvering their vessel to pick the victim up. This improved situational awareness increases the safety of all involved, and improves the chance of rescuing a victim at night and during the day, making FLIRs a crucial asset with true 24-hour utility.

### Imaging in rain and fog

FLIR cameras let sailors see clearly at night, and show you things you might be missing during the day, but they have their limitations.

Infrared energy doesn't travel as far through heavy atmospheric moisture as it does through drier air. When



*In nighttime search and rescue in particular, thermal imaging shows its value. Here, individuals in the water show up clearly, affording rescuers a much better chance of bringing them on board safely.*

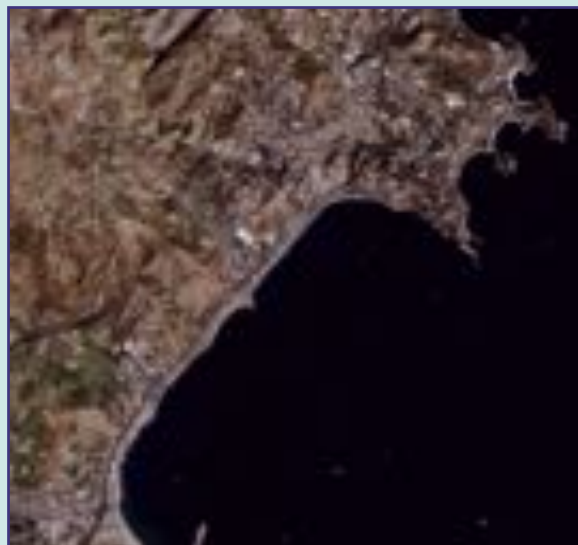
### For more information

For more information on thermal imaging, visit [www.flir.com](http://www.flir.com).

it's raining heavily, or when enveloped by heavy fog, a thermal imager won't see as far. It will still help sailors to see better at night, just not as far as when it's not raining.


Affordable, high-quality thermal night vision cameras are quite possibly the most important safety feature to come to the marine electronics industry in the last decade. Sailing enthusiasts can benefit from this safety revolution as much as any other mariners.

## WHERE AM I?



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# SAILING DESTINATION

*Croatia - Jewel of the Adriatic • By Captain Stacey Brooks, Sea Dog Sailing, Inc.*



*With a rich history and amazing sailing, Croatia provides a spectacular range of possibilities for sailors. Photo courtesy of the Croatian Tourist Board*

Croatia has come a long way since it broke out into full-blown war in the early 1990s. Within a mere 10-year period, this fierce nation experienced both the collapse of communism and a war of survival that would secure its independence.

Croatia is now a mighty and proud independent nation that has come an incredibly long way to rebuild itself in a very short period of time. Through aid, individual loans and financial backing from the World Bank and countries like Germany, Italy and partially the United States, Croatia has been able to quickly rebuild itself. There are still remnants of war scattered throughout mainland Croatia amongst homes and businesses that are still being rebuilt. However, the outlying islands and areas along the

Peninsula seem to have been saved some damage.

Choosing to cruise the coast of Croatia, the many tiny islands and the Croatian peninsula is one of the most amazing sailing choices you can make as a sailor. Plan to take an absolute minimum of two weeks ... the cruising area is massive! This article will concentrate on cruising out of Dubrovnik but you can also easily cruise out of the harbor city of Split further up the coast.

### *East meets West*

Croatia has a blend of Mediterranean and European flair that gives it a particular flavor. With nearly 2,000 km of dramatic shoreline and more than 1,000 islands in its waters, Croatia

boasts one of the most unique stretches of coastline in all of Europe. Croatia is also situated in the middle of where West meets East – the point where the Catholicism of Western Europe meets the Islam and Orthodox Christianity of the East. Getting to Croatia is fairly straightforward; there are many ways to do it. One way is the direct route by flying non-stop from the United States to Rome, then jumping on Croatia Air to Dubrovnik. Most major European cities have connections to Dubrovnik. Another choice would be to take a ferry from the eastern Italian coastline over to either Split or into Dubrovnik.

The approach to Dubrovnik by air is quite breathtaking. Dubrovnik is an ancient walled city scattered with brick and red-tiled roofs throughout. The

### *For more information*

*Members can contact the Croatia Tourist Center at [www.croatiatouristcenter.com](http://www.croatiatouristcenter.com) or the Croatia National Tourist Board at [www.croatia.hr](http://www.croatia.hr).*

drive from the Dubrovnik airport to the actual town takes only about 45 minutes and is a totally breath-taking drive. The hilly drive along the rocky coastline is absolutely stunning. The road twists and turns down the coastline following the azure and gold Adriatic.

### *Chartering Facilities*

The Sunsail charter base is a short distance from the old city center of Dubrovnik. The base itself is two miles up a river and incredibly well protected. Any sailor will be impressed upon arrival into the marina area. It is one of the most beautiful and well-equipped marina facilities in all of Europe! The marina itself has slip and dock space for over 1,000 boats. There are four good restaurants, laundry facilities, shower facilities, a huge provisioning store, a glistening lap pool, a large fuel dock and chandlery as well as several professionally run charter companies including Sunsail and The Moorings. This facility could rival marinas in France, Italy and Greece with no problem. In addition, the staff members working at the marina and charter offices are both friendly and helpful and lack the attitude that is often attached to marinas in France and other parts of the Mediterranean. It is like a breath of fresh air and a very pleasant surprise!

The marina has several great restaurants where you can enjoy local wines and wonderful Croatian seafood specialties. This part of the peninsula is famous for producing some quite amazing wines. You will have a lovely evening or two before you take off on



*(Above) Peaceful seaside villages like Mijet offer a new cultural perspective as you come into their docks. (Below) Walk the quaint streets of Dubrovnik with travelers and locals alike. Photos courtesy of Sea Dog Sailing.*

your sailing adventure up the two-mile river and then out to sea!

### *Where to sail*

One choice of itinerary is to sail north along the coastline and head for the island of Sipan and the tiny well-protected seaside village of Luka. Its is a small anchorage next to a small fishing village so don't be surprised to find yourself as one of only very few boats. This tiny place is like a small hidden paradise that time has forgotten. In fact, a lot of time has passed on this quiet island since Pompey's fleet is said to have evaded the ships of Julius Caesar here. With one small beautiful church, several quaint cafes and only a handful of houses, it is the perfect first-stop and introduction to this magnificent cruising ground. This place smells of lavender and the sea. Take a stroll around the horseshoe shaped harbor and search out the quaint restaurant simply named, "Marka."

*continued on next page*





## SAILING DESTINATION

*continued from previous page*

Marka has several window boxes filled with flowers and a couple of blue and white checkered tables resting right next to the water's edge. The owner will be your friendly waiter. He makes his own olive oil, fishes every morning with his family for the restaurant, and the menu is simply whatever is in season and whatever he happens to pull in on the end of his line that day. All wines are local – they come from an island or two away. You will have just found heaven.

The next day, wake early to watch the sun hit the harbor walls, reflect off the sea and bring this small settlement to life. After some strong coffee and a light breakfast aboard, set sail for the island of Mljet – pronounced "Meshed." This is a lush, green island and one of the few Croatian islands that is truly a national park. To read about it is one thing – to see it is quite another. The approach is a small entrance. Be prepared to snake your way through the high cliff walls. Also, prepare to be rendered speechless as you soak in the wild, rugged beauty of this place. Croatians describe Mljet as their green island, and you will most assuredly see why.

### The best of many things

Blessed with rich Mediterranean vegetation, a clear and clean sea, gentle sandy coves and rich underwater fauna, Mljet is breathtakingly beautiful. It is the island widely known for growing an assortment of white and red wines of very special bouquet and strength. It is also famous for goat milk cheese, honey that used to be offered at the imperial courts, and most of all for the kindness and openness with which the islanders greet visitors to their island. Make sure you take time to spend at least two or three days exploring this magnificent place.

Not only is the beauty of Mljet unbelievable, but also the rich and long history of this small island is hard to grasp. The island has endured centuries of occupation and whims of various leaders and dictators. Those include Ulysses and his nymph Calypso, the Roman Emperor Augustus, Napoleon's army, the English fleet, a hundred years of Austrian rule, the Italian occupation including the annexation of the island to Mussolini's Italy from 1941-1943 as well as the anti-fascist movement of Tito's Partisans.

Mljet has endured so much, and one can only think that all these occupations must have been driven, not only by the island's geographical location, but also by the sheer richness and beauty of this place. Over time everyone wanted to own this island, but in the end no one owns her. The peacefulness on Mljet has been a long time coming and is well deserved.

*continued on page 18*



*Photo courtesy of Sea Dog Sailing*  
Little restaurants such as Marka offer the opportunity to try the local cuisine prepared fresh from the boat with seasonal ingredients.

### For more on Croatia or the Mediterranean

Contact Captain Stacey Brooks of Sea Dog Sailing, Inc. at [captstacey@seadogsailing.com](mailto:captstacey@seadogsailing.com) or 404-374-4754. Visit their website at: [www.seadogsailing.com](http://www.seadogsailing.com)



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## SAILING DESTINATION

continued from page 14

After saying good-bye to Mijet, set sail for the Peljesac Peninsula and the village of Ston. The approach can be tough, and running aground is easy to do here. The passage is three-miles long but only 120-feet wide and in places barely 10 feet of water.

As you approach Ston, you will notice the large salt flats and then the five-and-a-half kilometer fortified wall that surrounds the city and connects it with the smaller settlement of Mali Ston. This wall is the second longest intact wall behind the Great Wall of China. This defensive system dates back to 1333 when the Republic of Dubrovnik began building the wall to control access in and out of the Peljesac Peninsula area.

### Endless opportunities

Take time to hike the wall and enjoy the splendid view. Also, take some time to hike between Ston and Mali Ston. There are small restaurants between the two villages and along the sea. Breathe in the ocean air and enjoy your time here; just make sure the tide is up when you toss off your dock lines and sail out of Ston! This is only a taste of what Croatia has to offer.

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In this week-long itinerary you will have barely touched upon the beauties along the Croatian coast. There are so many opportunities here for not only a wonderful sailing experience but an enriching cultural experience as well. Croatia is for any sailor looking for a challenging sailing experience, wonderful food and wine, warm people and cultural enrichment.

*This article is dedicated to the beautiful memory of Louise Christensen. Louise was an amazing and talented sailor and navigator. She not only sailed Croatia with Captain Stacey and Sea Dog Sailing, but all over the world. She will be greatly missed, but remembered every time we throw off our dock lines.*

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## FEATURED FACILITY

*continued from page 6*

A sailing community had emerged and a system was needed to help organize the fleet. Capt. Jack Feeney, the founder of The Sailboat Club in Jacksonville, Fla., helped this new sailing school set in place The Sailboat Club concept which fit perfectly with the mission. Now the instructors and volunteers could check out boats to sail with their group.

New members were able to join the organization and enjoy time on the sailboats, and membership fees help support the youth sailing programs and maintain the fleet. The sailing club is now in its ninth season. The fleet has yachts from 25 to 40 feet on the Chesapeake Bay. It is important to the club to provide boats for those not ready or able to own a vessel of their own.

### Further training

At first, only instructors and volunteers were trained, but more requests were coming in for sailing courses, especially from those new to the sport in need of training in order to sail club boats. An adult sailing program began to take shape and within a few years, The Sailing Academy emerged. Although the youth dinghy program stayed on the Potomac River near the city, the Chesapeake Bay offers cruising grounds just not found on the river.

There is one spot on Chesapeake Bay that is incredibly close to Washington D.C. Believe it or not, from Capitol Hill, it takes about 35 minutes to get to Herring Bay (not in rush hour traffic). The location is also very accessible from Northern Virginia, Central and Southern Maryland. A fleet of seven boats is now maintained at Herrington Harbour, a beautiful resort marina just off Herring Bay.

Three seasons ago, The Sailing Academy opened a new office and classroom facility on the grounds of Herrington Harbour Marina and offered ASA 101 through 105 to the general public. With such a unique beginning, the school has kept its cruising focus and unique flavor. All of the instructors have extensive cruising experience and thrive on sharing their love of the sport with others.

Seeing the effect that cruising had on inner-city kids, the founder of The Sailing Academy got rid of his TV, cut the



*Captain Jeff Bowen (below) found ways to reach out to the sailing community and help young people at risk to find a new perspective through The Sailing Academy.*



cable and internet and cruised between the Chesapeake Bay and the Bahamas with his wife and five children. Sailing has become a lifestyle that he enjoys sharing with other families. The school has a focus on family sailing and will allow children to take courses with their parents.

### Finding meaningful time

There are not many sports that children and grandparents can participate in at the same time. Grandma would not last long on the basketball court and the grandkids lose interest in shuffleboard pretty quickly.

Everyone can get involved in sailing together. Young and old, of all ability levels, can share and learn from each other while having meaningful time together. The equation is simple: The more children that spend quality time with adults doing relationship building activities such as sailing, the fewer troubled teens there will be.

The moral of the story? Think twice before you clear an alley for a soccer game.

*While managing the school and the sailboat club, the founder of The Sailing Academy, Captain Jeff Bowen still spends time sailing with at-risk youth, his family and friends.*





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## INSTRUCTOR TIP

*By Captains Lisa Frailey and Andy Batchelor*

### Sailing Requires All Six Senses: Part II

**S**ailors should rely on all six senses for safe and effective sailing. In the last edition, we showed how to involve the more obvious senses of sight, sound and touch. Here's the rest of the story!

**Smell.** If you or your crew has an acute sense of smell, value that sense, and put it to work onboard! Detecting odd scents onboard may indicate problems. Examples are smelly heads (no, they don't all smell bad), odd smells from the engine compartment, diesel fumes, burning rubber and propane smells. Often disregarded, smelling may be the most significant safety sense. A colleague was seriously injured because of a propane leak – an avoidable tragedy, had someone recognized the smell of propane.

**Taste.** Some years ago, we learned a very important lesson when confronted with a boat full of water and seeing no obvious leaks. We were advised to taste the water - was it fresh or salty? This told us whether the water was coming from internal or external sources; in fact, we had a bilge full of drinking water. Be judicious about drinking from the bilge, but be aware of the importance of taste!

**Intuition.** While not a traditional sense, good sailors always pay attention to intuition. You may have done all the preparation, double-checked the boat, the navigation requirements and the weather forecast, but still feel that something that is not right. Your intuition tells you not to



*Recognizing the taste of fresh water in a bilge versus salt water can let you know where the water is coming from when sailing in the ocean. Always taste judiciously!*

leave the dock. So check everything again and see what you've missed! Then you'll be reassured of all your senses saying that you are good to go. Get underway, comfortable knowing that you are 100 percent prepared. Don't short-circuit your senses; pay attention to *all* your six senses to become a better all-round sailor!

*Captains Lisa & Andy Batchelor are the owners and primary instructors for Sail Solomons, based in Solomons Md. They teach ASA courses through ASA 106, with Docking and Weather endorsements. Their winter home and classroom is aboard their Passport 47 Zingaro, based in St. Thomas, USVI.*