

THE JOURNAL OF THE  **AMERICAN SAILING ASSOCIATION**

AMERICAN SAILING

ASA AND HANDS ACROSS THE SEA SUPPORT CARRIBEAN LITERACY

In April 2012, an ASA flotilla stopped at Road Bay on the island of Anguilla carrying ashore bags full of books, all earmarked for the library of a nearby school. There, on the white sand beach outside of the customs house, we met a teacher named Michael from Adrian T. Hazell Primary School in the village of South Hill; and, after making introductions and chatting for a while, we turned the books over. It was a short, simple meeting, without much ceremony, but it turned out to be the start of something big. That book delivery, along with hundreds of others, was made possible by Hands Across the Sea, a non-profit organization owned and operated by blue-water sailors Harriet and Tom "T.L." Linskey.



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The children of a primary school hold their new books and thank you signs in appreciation of the gift of literature brought to their island of Anguilla by Hands Across the Sea.

ADVENTURES IN CRUISING • CORSICA, GEM OF THE MEDITERRANEAN



All my dreams came true the day we landed in Corsica. After several days of leisurely strolling the streets of Nice, France, it was honestly pretty hard to drag ourselves to the airport to catch our flight from Nice to Corsica. I had enjoyed lingering meals with fine crisp wine at sunny seaside tables so I was in no rush to get to the airport. However, when our plane swooped down over giant green mountains and cliffs and dropped onto a tiny landing strip, I got those ever-familiar butterflies in my stomach.

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WINTER 2012



ASA UPDATE – ON-WATER CLINICS

Nothing beats hands-on experience with ASA instructors when it comes to improving your sailing skills and learning new ones. This year, we've partnered with Discover Boating to offer underway sailing clinics and seminars at boat shows around the country; and, thanks to the immense popularity of the program, we'll be continuing it in 2013. Stay tuned for specific dates and locations.

The 90-minute clinics are perfect for new sailors or those wanting to brush up on their skills, while the three-hour, on-water seminars accommodate a range of skill levels, from beginners to those with some cruising experience.

The cost varies, but we keep it affordable, and it usually includes boat show admission. This is the perfect way to introduce that reluctant friend or family member to sailing and improve your own boat show experience by getting yourself out on the water!

UNDERWAY SAILING CLINICS (90 minutes)

Introduction to Sailing

Learn how to raise, lower and trim the sails, tack and jibe, steer a straight course and more.

Coastal Cruising

For more experienced sailors, learn cruising skills from ASA 103 and 104.

Docking Under Power & Close Quarters Boat Control

Learn 360-degree turns in tight spaces, approaching and leaving the dock and more.

ON-WATER SAILING SEMINARS (Three hours)

Sailing Made Easy

Ideal for new sailors or those wanting to refresh their skills. Instruction is taken directly from ASA's Sailing Made Easy program.

Advanced Sailing Skills

Improve your ability to handle the offshore environment. Heavy-weather tactics, advanced sail management, downwind sailing and more is for beginning sailors with some experience and intermediate sailors.

Introduction to Cruising Catamarans

Learn to sail a catamaran with instruction straight from ASA 114 certification level.

The Charley Noble

We've come to the end of another great year for ASA, and what a busy one it has been. In summing it up, I hardly know where to begin.

One of the most exciting developments of the year was our new partnership with Hands Across the Sea, which you can read about in this issue's feature story.



Our flotilla schedule was packed, including both new destinations such as St. Martin and the Aegean Rally in Greece, and some old favorites, like the San Juan Islands, the BVIs, and Croatia. Next year's lineup is already falling into place, with Australia and Scotland to be featured as two exciting new destinations.

Our new on-water sailing clinics with Discover Boating have been a big hit at boat shows around the nation, and we're looking forward to many more events next year. See the ASA Update on the left side of this page for details.

We also launched the new version of our iPhone app—a massive upgrade that has garnered a 5-star rating on iTunes. There are some more exciting technological advances on the horizon, but those will have to wait for a later issue!

Most importantly, our schools have taken thousands of people sailing this year, and helped keep the sport thriving. We're looking forward to doing it all again in 2013!

"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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For more information

For more information on Hands Across the Sea, visit www.handsacrossthesea.net.

FEATURE STORY

continued from page 1

After years of sailing the world from the South Pacific to Asia to the Caribbean, Harriet and T.L. began to wonder what they could do to give back to the communities they enjoyed.

One particular problem identified itself in the Eastern Caribbean: "How can a young person reach a better future when his or her school has no reading books, their village has no library, and his or her parents have no books at home?"

Illiteracy is a huge challenge in the islands, so in 2007 Harriet and T.L. founded Hands Across the Sea (or Hands for short) in order to do something about it.

In addition to helping schools create vibrant borrowing libraries and fostering sustainability, their primary goal is to put great books into the hands of students in the islands of the Eastern Caribbean, including Antigua, Anguilla, Dominica, St. Kitts and Nevis, among others. All of the books are high quality and culturally appropriate, as well as being new or near-new — no dumping of worn-out, obsolete texts! To date, they have sent over 100,000 books and reached more than 55,000 children. Many of the books are hand-delivered, either by Harriet and T.L. themselves, or by sailing groups like the ASA flotilla.

ASA's experience in Anguilla with the work that Hands does started us thinking about what else we could do to help. After all, these are places of unrivaled beauty, frequented by sailors, but struggling with a lack of literacy resources. A thriving Caribbean with educational



(Left) Faces glowing, children display their newly arrived books. (Right) T.L. Linskey poses with grinning students in their classroom.

opportunity is not only good for those who live there, but also those of us who visit!

That's why, in October of 2012, ASA launched its Caribbean Getaway Sweepstakes in support of Hands Across the Sea. Our friends at Sunsail generously donated a 7-day bareboat charter in the British Virgin Islands as the prize—something no sailor could turn down! Donations to Hands Across the Sea were encouraged, but not required, at the time of entry.

It should come as no surprise that the ASA community immediately responded, to the tune of a stunning more-than \$17,000 dollars donated. At the time of this writing, the sweepstakes was still ongoing, but it has already been an unequivocal success. The money collected will go directly into books and literacy resources. As a small organization, Hands has very little overhead, just one of the reasons they were named a "Top Rated" non-profit by GreatNonprofits. Almost as valuable is the rising level of public awareness, both of Hands and the issue of Caribbean literacy itself.

We at ASA want to say a huge thank you to our community of members, and to sailors everywhere, for your support. From the generosity of Sunsail in providing our grand prize, to the individuals who have pitched in whatever they could afford, it is truly wonderful to see people rallying around such a worthy cause.

In the future, we hope to continue to support Hands Across the Sea as they work to improve the lives and futures of children in the Eastern Caribbean. That way, the next time we go sailing there, as we do each year, we can feel proud of the fact that we've done something to give back to the people that so kindly share their waters with us. You can still donate at ASA.com.

Article by ASA writer, Ben Miller.



With its French government and multi-national history, Corsica has the wealth of nations to explore. French culinary arts will delight the foodie in you, and beautiful Mediterranean seas will enthrall any sailors ready to head out of port.

ADVENTURES IN CRUISING

continued from page 1

A new place to discover and better yet – it is French, which for me, means the opportunity to speak French and lots of excuses to drink wine and eat gourmet food at every meal.

Balzac described Corsica as a ‘French island basking in the Italian sun,’ but this island has a character that is entirely its own. This beautiful, wild playground is the ultimate combination destination - physical exertion while sailing in the natural elements by day, then strolling fishing villages by evening enjoying French wine and cuisine.

Corsica is in the western Mediterranean, just to the north of Sardinia. It’s 99 miles southeast of Nice, France, and only 51 miles west of Tuscany, Italy, so it is easily accessible by either jumper flight or ferry crossing. Corsica has the highest mountains and most rivers of any Mediterranean island; high cliffs and rocky inlets characterize much of its coast. The interior boasts deep forests, glacial lakes, gorges and snow-capped granite peaks. The island is studded with standing stones, forts and other monuments, evidence of human occupation in Neolithic times.

The Greeks, Carthaginians and Romans have all left their mark. Vandals, Goths and Moors were among the later invaders. The Genoese from Italy ruled Corsica from the

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1400s-1700s, occasionally coming to blows with the local aristocracy, nationalists and the French. A nationalist rebellion led to the foundation of a Corsican republic in 1755, but the independence was very short lived. The Genoese ceded the island to France, whose troops invaded in 1769. Corsica has therefore only been French for about 200 of its 4,000-year history and has many indigenous traditions – gastronomic, musical and cultural. The birthplace of Napoleon Bonaparte, Corsica is not short on national pride. Famous for its extremely independent spirit, rugged beauty, olive oil, wine and citrus fruit, Corsica is a destination that will please you whether you are at sea or on land.

Time to Take to the Sea

Our sailing trip began in the southwestern port of Ajaccio aboard a 464 Beneteau from Moorings. Ajaccio is famous for (and very proud of) being the birth city of Napoleon Bonaparte. The “Maison Bonaparte” is now a museum for the public to enjoy.

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(Above) Fun fleet racing up and down the West Coast has been a mainstay of those with Lido 14s looking for a weekend of fun. (Below) With its wide beam, comfortable seating and trailerability, the Lido is an ideal boat for a family.

FEATURED SAILBOAT • LIDO 14

I learned how to sail on a Lido 14 at an ASA School in Redondo Beach, Calif., from ASA Instructor Rafael Fernandez. After learning how to sail, I joined the sailing club and met my best friends during Sailing Sundays. We would meet down at the docks and sometimes organize a race or two between the Lido 14s. I have such fond memories.

We graduated to bigger boats, spinnaker racing and bareboat chartering; but I miss the simplicity of this boat.

The Lido 14 is a very comfortable, dry and stable centerboard sailboat. Made in Corona, Calif., by W.D. Schock, it is the original family day sailor that debuted in 1958 and is still in production today. Listed below are just some of the reasons that I love the Lido 14.

Affordability

This boat weighs only 310 lbs. and can easily be trailered and stored in your back yard. At \$13 per foot per month for a slip in southern California, this makes a great cost-saving alternative. Used boats can be purchased for a song, or a brand-new, fully rigged boat is around \$7,000.

Fun Factor

The Lido 14 is a well-recognized fleet racing and club boat. With my spinnaker boat, I need a good-sized team of highly skilled racers. With the Lido, it takes a team of two and no spinnaker setting. For example, the Alamitos

For more information

To learn more about the Lido 14, go to www.wdschock.com or for racing information, go to www.lido14.com.



Bay Yacht Club has an amazing Lido Fleet race. After a night of chasing each other around the buoys, they meet on shore around the fleet margarita maker. They are a great group of sailors representing all ages.

Versatility

This boat can be trailered behind a Prius. Imagine bringing it camping on a lake in northern California, teaching your nephew to sail on a lake in Minnesota or joining an active racing club. Fun!

In 1996 there was a deck redesign, rounding the corners and adding more flotation. The new design is called the 6000 Series, and the boat I learned on is now called the Old Style. They can still both race against each other in one design. Give this boat a spin – it’s great!

Brenda Wempner now works full time for American Sailing Association in their Education Department.



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

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.

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MEMBER PROFILE • TOM AND DONNA STOUT

Growing up in central New Jersey between the Atlantic Ocean and the Delaware River, Tom Stout quickly developed an affinity for water-related activities. Whether fishing, boating, swimming or body surfing, Tom seemed happiest when in or on the water.

Donna grew up in Wheaton, Md., and vacationed with her family at the Maryland beaches. She also spent summers with her cousins in Rhode Island, which has a strikingly beautiful Atlantic coastline and Narragansett Bay, which mirrors the Chesapeake Bay.

Donna went to the University of Rhode Island and Tom to the University of Maryland. After obtaining degrees and settling into careers in Virginia, they met, fell in love and were married a year later.

While visiting Donna's parents in Annapolis, Md., they were attracted to sailing. They soon began taking occasional weekend lessons at the Annapolis Sailing School and the Chesapeake Sailing School. After acquiring sufficient sailing skills, they would, from time to time, charter sailboats and explore the Chesapeake Bay. Then their children, Brian and Maureen arrived, and their lives became otherwise occupied.

Fast forward to 2009: Their children had grown, moved out and gotten married. Tom and Donna retired from successful careers: Donna from the U.S. Senate Sergeant at Arms Office where she was an instructional designer and Tom from the State of Maryland where he was the deputy director of insurance.

They decided to return to sailing as an activity they could do as a couple in retirement. However, with their original certifications having been obtained so long before, they wound up starting over to refresh their skills in order to achieve their goal of returning to bareboat chartering again.

Eager to sail the Caribbean with friends, they joined the American Sailing Association to begin the process of gaining their bareboat charter certification. They elected to take ASA 101, 103 and 104 during their vacation with an ASA-affiliated school in the Virgin Islands.

This was a week-long course on a 43-foot sloop with one other couple and the instructor. It was an intensive week of hands-on training, reading and studying course material, practicing knots, written and sailing skill tests with some fun activities thrown in. They swam and snorkeled in some breathtaking anchorages, enjoyed some good food and relished the slower pace of life while watching gorgeous sunsets and sipping Pain Killers at Foxy's and the Soggy Dollar Bar.



Tom and Donna Stout have enjoyed chartering in the BVIs and the San Juan Islands as well as joining ASA's Croatia Flotilla.


Besides gaining their bareboat chartering credentials, what interested Tom and Donna about the ASA course was the fact that they sailed out of Red Hook in St. Thomas, USVI and then over to Tortola in the British Virgin Islands. This gave them the additional opportunity to learn how to go through the customs process when sailing into a new country. They thought this would be very useful in the future while sailing the Caribbean.

Since successfully earning their bareboat charter certifications, Tom and Donna have chartered both monohulls and catamarans in the British Virgin Islands, the San Juan Islands in the Pacific Northwest and in September 2012, joined an ASA flotilla in Croatia.

It was an absolutely wonderful opportunity to meet other sailors while exploring new cultures, food and sailing grounds. They sailed out of Split along the Dalmatian coast of Croatia on a 49-foot Jeanneau with three other sailors and Captain Jean de Keyser, the flotilla leader. There were three other sailboats in the flotilla, and they began their journey with a quick sail over to Milna on the island of Brac where everyone enjoyed a wonderfully scrumptious meal of mussels and risotto in red sauce. The flotilla also visited the islands of Hvar, Vis, Palmizana and the walled city of Korcula.

Tom and Donna thoroughly enjoyed the flotilla experience and are looking forward to joining another ASA-sponsored flotilla in the not-too-distant future. The ASA trip to Tahiti and Bora Bora, scheduled for October 2013, is the leading candidate at the moment.

Tom most recently earned the ASA 105 certification in Coastal Navigation and plans to continue with ASA courses to enhance his skills and credentials. They both hope they will soon have an opportunity to introduce their two grandchildren to sailing.



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The San Francisco Bay area is rated as one of the world's top tourist destinations and is regarded as one of the world's most beautiful natural harbors. Here, you'll find consistent wind patterns, varying wind strengths and the ability to sail in enclosed waters, creating the perfect arena for superb sailing to meet many levels of experience.

The Bay Area is home to a remarkable landscape where protected ocean water and steep rolling hills meet one-of-a-kind architecture and famous landmarks like the Golden Gate Bridge, Lombard Street, Chinatown, Fisherman's Wharf, Alcatraz, the Italian district of North Beach, Union Square and the list goes on.

An added attraction to San Francisco is its close proximity to the Napa Valley region, allowing customers to visit many vineyards on an extended sailing itinerary with stops in Benicia, Petaluma, Napa and more. In 2012, Napa Valley was named "Number One Food & Wine Destination in the World" as a Travelers' Choice Winner by TripAdvisor.

Sunsail's base is located just across the Golden Gate Bridge in Sausalito, Calif. A premier destination for visitors to the San Francisco Bay Area, Sausalito offers a secluded, romantic getaway in an area that many say reminds them of the French Riviera. Founded in the 1830s, Sausalito has had a rich and colorful history as a port of call, a fishing enclave and a major shipbuilding venue. This small city on the edge of the Bay is only 2.2 square miles, but thrives with an invigorating eclectic vibe and famous scenic views.

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(Above) Sunsail's clients enjoy a day of sailing into the clouds as green hills peek from the mist. (Below) The crew of this vessel takes on the wind for a day of high-seas adventure.



Sunsail San Francisco's matched fleet of First 40s are also available for racing, corporate events, team building, charter vacations and ASA Sailing Schools.

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For more information on classes or chartering, go to: www.sunsail.com/sanfrancisco or call 800.797.5907.

BOOK REVIEW • THE ANTI-PIRATE POTATO CANNON

Title: *The Anti-Pirate Potato Cannon and 101 Other Things for Young Mariners to Build, Try & Do on the Water*
 Authors: By David Seidman & Jeff Hemmel
 Publisher: 2010 International Marine, McGraw Hill

This book is FUN! Whether you have always wanted to build your own weatherglass, find the North Star, use a lead line to measure the water's depth or find sharks safely, this book tells you how. It is in a large format with terrific illustrations and easy-to-follow instructions.

As the title suggests, *The Anti-Pirate Potato Cannon* book is aimed at young sailors. It provides more than a hundred undertakings and adventures for kids interested in stuff on the water. Actually, it might be best suited to old salts looking for the next project to tackle with their youngster.

It is randomly organized and probably not meant to be read from cover to cover. Instead, it's the sort of book that offers new ideas every time it's opened. The book has lots of plans: how to build a boat, how to make a chart, how to make a ship in a bottle, how to build a water-front swing, how to build a half-hull model and how to make a rope ladder. The book also has lots of useful instructions: how to cast a net, how to Eskimo-roll a kayak, how to clean a fish and how to play a Bosun's

pipe. Additionally, the book has lots of practical information: how to read clouds, how to tie knots, how to navigate by satellite and how to recover a capsized boat. And it provides lots of fun facts: the five oceans of the world (and I always thought that there were seven!), the history of bell-bottoms, why seawater is salty and why pirates did all sorts of funny things.



The Anti-Pirate Potato Cannon book contains tons of fun activities seasoned with science and seamanship. The authors go out of their way to not only tell you how to do something but also why. In easy-to-understand terms, the

book explains what powers wind, circulates currents, moves tides and floats boats.

As my ten-year-old Opti-sailing son, LJ, gets ready for his first beer can (or soda can) race tomorrow night, he found the advice on "How to Win Races" particularly appealing. It offers ten "little-known tips" to win races such as get your head out of the boat, check the weather, don't give up and offer no excuses. Let's see how he does!

Review by Captain Dave Lumian

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SAILING DESTINATION

The Beautiful British Virgin Islands • By Captain Valerie Weingrad



*Photos by BVI Tourist Board
Crystal-clear water, tropical breezes and lush greenery make the islands a joy to visit.*

The British Virgin Islands are located at the high point of the curving archipelago that swings from Florida to Trinidad. With their steady trade winds and numerous sheltered harbors, they are a center for sea routes to every point of the compass, providing a great stopping-off point in the trade lines between Europe and the riches of South America. They have been described as “the place on the way to everywhere.”

Providing trade and military advantage, the Virgin Islands have been visited and occupied by various seafaring countries, privateers and indigenous populations throughout history. Spaniards sailed through regularly back

in the day, hauling their Aztec loot to Spain. The U.S. paid \$25 million to Denmark to buy what is now known as the U.S. Virgin Islands in order to protect our southern doorstep. The island chain was once inhabited by the Ciboney Indians back in the stone ages. Later in 100 B.C., the peaceful Arawaks arrived, only to be wiped out or eaten by the aggressive and cannibalistic Carib Indians in the 1300s. Columbus showed up in 1493, driven by an unfavorable wind to Virgin Gorda. Upon arriving and seeing the many islands, he named them “The Virgins” in honor of St. Ursula and the 11,000 virgins who sacrificed their lives rather than submit to a fate worse than death at the hands of the Huns in

fourth-century Germany, but I digress!

A Sailor's Paradise

Known as the Nature's Little Secrets, the BVIs are a sailor's paradise and a great place for trying out your hand at bareboat chartering. With most of the sailing within the protection of the Sir Francis Drake channel, the sailing is relatively easy, and the navigation is line of sight. The trade winds blow from the northeast at 15-20 knots, except for the Christmas winds in December and January, which can blow 25-35 knots for several days.

By February, they start to move around to the east, and by June they drop down to 10-15 knots and move

For more information

Looking to get more tips about the islands, go to: www.bvitourism.com.

southeast. There is a nominal tidal range of about 12 inches. Mooring balls are installed in most harbors so you don't have to worry about anchoring, just make sure you're in the harbor early enough in the afternoon to snag one.

A Google search will reveal a myriad of boats available from numerous charter companies and brokers. Do your homework, or work with a reputable broker to make sure you aren't disappointed when you walk down the dock and see your “home” for the week!

Planning your Sail

You can reach the BVIs directly by flight into Beef Island, Tortola or by ferry from St. Thomas. All of the charter companies' boats are located on Tortola. Taxis, provisioning, restaurants and bars abound on this island, so you are sure to find everything you need for your trip. Most charter companies will take care of provisioning the boat for you as well as making arrangements for all of the various paperwork, cruising taxes and permits you will need to start your sail.

The dollar is the standard currency and most, but not all, places accept credit cards, so have some cash on hand for when “the machine is not working.”

Prices in the BVIs have crept up over the years, so be prepared for that when you visit. Most mooring balls are still \$25 to \$30 per night, but on a recent sail to Anegada, the drowned island, I found the lobster dinner is up to \$50 or more. However, it is still worth it in my opinion!



Photo by Valerie Weingrad

(Above) Not to be missed are the delectable Caribbean or Spiny Lobsters shown here on a home-made grill nearly ready to be eaten. (Below) Divers from around the world converge on the British Virgin Islands for gorgeous reefs and stupendous wreck dives. Snorkeling is an option for others.

Let's Cast Off!

When you plan your route, keep in mind that when you are heading northeast up the Sir Francis Drake Channel, you will be against the wind, so allow time for tacking up the channel. I typically like to start my sail on a downwind run. It gives the crew time to learn the boat and makes for a pleasant first day as everyone is adjusting to island time.

From the south side of Tortola you can head west around West End and cut across to Jost Van Dyke, named for another privateer. Once at Jost, you have several options of where to moor or anchor for the night. Great Harbor has added mooring balls as of last year. Here is the location of the famous Foxy's and others such as Corsair's (owned by my friend Vinny) and Alibabas.

continued on following page



SAILING DESTINATION

continued from previous page

While visiting Foxy's, make sure you go around back and see the building of a 32-foot Island Sloop. Captain Kevin Gray is heading the venture that will bridge 40 years of boat building on the island. The goal of the undertaking is the designing and construction of an island sloop, thus passing on sailing and boat building to the next generation of islanders as part of their cultural heritage.

You can also choose White Bay, home of the Soggy Dollar and Ivan's Stress Free Bar. It gets very shallow in there so watch your depths! Little Harbor is nice as well; check out Sidney's Peace and Love while you are there. From Jost you can do a short sail to Cane Garden Bay and tour the Callwood Distillery where they still make rum the old-fashioned way in copper kettles. Next it's on to Guano Island and Monkey Point for snorkeling. Continue on to Marina Cay for the night. If you anchor close to the island you may have a late afternoon visit from "Barry Cuda." He is a huge old barracuda that lives under the dock. No fear, he's relatively tame. One of the (crazy) guys on my last sail had him eating smoked turkey right out of his hand! Better him than me!

The World-Famous Baths

An early morning start will take you to Virgin Gorda and the opportunity to anchor in front of the must-see Baths. This is a spectacular formation of huge granite boulders appearing to precariously teeter on each other since the ice age. The sea washes in between, creating pools. You'll be climbing ladders and walking through water, so wear your water shoes. The snorkeling at Devil's Cave on the other side is great, but be aware of the current that can be strong at times.

After lunch, set sail and tack north to Gorda Sound. Choose the Bitter End Yacht Club, Saba Rock or Leverick Bay for your overnight. You can also pick up additional provisions and water for the boat here. Don't miss Michael Bean's one-man band that plays nightly at Leverick for "Happy Arrrr." Brush up on your pirate trivia and conch-shell blowing and join the fun!

Weather and charter company permitting, you can leave early for Anegada, the island for lobster! This will be the day you need to pay attention to your navigation, set your DR and hold your compass course. Anegada, though only 13 miles away, is a flat coral atoll and not visible until you are a few miles out. It's surrounded by reef and over 400 shipwrecks. When I was there last month, we watched a yacht under full sail come to an abrupt stop.



Photo by Valerie Weingrad

Delightful little coves provide sailors with a chance to dingy in or to spend the night at the dock enjoying the tropical paradise that is the British Virgin Islands. Numerous restaurants and local watering holes provide a fun night ashore.

Once you make it through the channel that marks the entrance through the reef, pick up a mooring ball or anchor in the shallow sandy bottom. Dinghy ashore and take a taxi to Loblolly Bay for amazing beaches and good snorkeling. The best place to watch the sunset is Cow Wreck Beach, which also offers great food, bar and the occasional band. The Anegada Reef Hotel is also an old standby for dinner. Make sure to try the rum-infused Anegada Smoothie! The next day, leave if you must or spend a second day. This is a great two-day island!

Set sail and make your way down the channel. Time permitting, make a stop at The Dogs for snorkeling and lunch. Choose Cooper Island for your overnight anchorage; it's a nice stop as long as there is not a north swell. They recently reopened the resort there, and it's getting rave reviews. Alternatively, choose Peter Island or Norman as your last stop and visit the world famous Willy T, a re-commissioned lumber boat, now a restaurant and bar. You never know what you'll see there; better leave the kids on your boat! The next morning, do some snorkeling at The Caves of Treasure Island fame and make your way back to Tortola where you will end your week in paradise.

The week has passed. You're relaxed and just getting into the rhythm of life on board. It's bittersweet, but don't worry ... you can always come back!

Valerie Weingrad is an ASA instructor, charter broker and owner of Custom Sailing Worldwide, Inc. Contact her at Valerie@customsailing.net or www.customsailing.net for information on sailing vacations, both bareboat and crewed in the Caribbean and Mediterranean.

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CHARTER TIPS • ENJOYING YOUR BVI TRIP

Having some insider's knowledge can make your bareboat charter in the BVIs easier, more fun, and perhaps even less expensive. We talked to some of our favorite charter brokers and a few charter skippers to get the latest tips.

1. Airfares can be daunting even though the distances are short, so consider some options. Two airports serve the BVI area: Beef Island on Tortola and the Cyril King on nearby St. Thomas. Your travel agent will usually book you through San Juan, Puerto Rico, and then on to Beef Island via a puddle-jumper, but that is usually neither the least expensive nor the most fun. Locals often fly into St. Thomas and then take the Roadtown Fast Ferry (www.roadtownfastferry.com) to Tortola.

It's less expensive than flying (\$65 round trip at press time) plus a \$10 per person taxi from the airport. You can catch a ferry out of Charlotte Amalie, but the terminal at Red Hook is far better. Some charter companies offer a package ferry deal, too. Besides, sitting on a ferry and enjoying the breeze is a lot better than waiting in an airport terminal. It's a good way to start your charter.

2. Taxis are pretty uncontrolled on Tortola, so always ask about the fare before you climb in. All taxi fares are per person, which is a surprise to many, and there are a multitude of "miscellaneous charges" that drive up costs, such as extra bags (beyond one), waiting time and after normal hours. Taxis are always less expensive if hailed off the street rather than at a taxi stand.

3. On your charter and need supplies? Call Deliverance. This is the small boat that trundles around Cooper, Peter and Norman Islands each afternoon. They normally stock ice, fresh bread, fruit and other goodies, and they deliver right to your transom. Call them on VHF-16 with any special requests. They also pick up trash.

4. If your charter company puts Anegada off-limits because of the reefs, if your boat draws too much, or if you just don't want to spend the three to four hours to get there, consider stopping at Bitter End Yacht Club on Tuesday evening. Pick up a mooring or reserve a dock



While lacking the claws of their northern relatives, the Spiny Lobster of the Caribbean is a great catch for dinner. Whether getting them as part of your provisions to cook aboard or stopping at one of the many restaurants that serve them, you are sure to enjoy the succulent treat.

space for the night. Sign up at the BEYC Activities Dept. for their Wednesday excursion to Anegada that leaves at 9:30 a.m. and returns at 4:30 p.m.

The trip takes just 50 minutes, so you have time to snorkel, sightsee or hunt for the pink flamingoes. The price is \$65 per person for the trip, or \$85 including a great lunch at Big Bamboo on Loblolly Bay, which is well worth it. It's a good idea to call BEYC on VHF-16 beforehand to check their weekly schedule.

5. Best advice: take cash with you. There are several ATMs at banks in Road Town, as well as at Soper's Hole and at the Rite Way Grocery at East End, plus a couple in Spanish Town on Virgin Gorda, but that's it. Be prepared that some have a limit of \$200. Ask about credit card usage before ordering at restaurants, too, because some don't take AmEx, while others use either Master Card or Visa, but not both.

6. Masks, Snorkels, Fins. The pickings at charter companies are often limited, and it's best to have a mask that fits your face properly, so buy these at home. Don't just pick a cheapie set, though. Select masks and fins (perhaps at a sporting goods store or local dive shop) that fit comfortably. Get short fins so they fit your baggage easily.

This article is from CharterSavvy, the free online magazine devoted to bareboat charters. www.chartersavvy.com.

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ADVENTURES IN CRUISING

continued from page 4

The Moorings office here is located in the main port and was very friendly and helpful. Being able to (and wanting to) speak French is a big plus in Corsica. Luckily, both my first mate and I spoke French. We thrived on getting our boat walk-through done only in French. It was, at times, challenging but mostly a lot of fun. It was, however, quite tough trying to get through that and provisioning because the seaside cafes beckoned you at every turn to come sit down, drink some fine wine and watch the world go by. It was an incentive to get it done promptly and thoroughly for our guests' arrival!

Sailing in Corsica is not for the faint of heart, nor for the navigationally challenged. The rugged coastline, famous for rocks lying just beneath the surface as well as weather that seems to have absolutely no pattern or prediction, requires that the skipper and crew have a good handle on a reasonable itinerary. Having sailed Corsica, it is crucial to point out that you need up to three different back-up plans per day in case your initial one does not pan out. This was confirmed for us on our fourth day of sailing when our destination was intended to be the village of Bonifacio on the extreme southern tip of Corsica.

Waves and Weather

The weather report called for 10-15 knots of wind, but what we ended up experiencing was heavy wind up to 55 knots, low visibility and pounding rain and seas. Corsican and Sardinian weather is extremely unpredictable and can die or kick up at a moment's notice. We learned a lesson as well that your local marina's weather forecast is not always that accurate. Wind direction changes constantly as wind blows off the peaks of the high Corsican mountains or down off the coast of France and Italy. This weather phenomenon is called "Le Mistral" and is something to be studied and learned before setting off on a sailing trip to either Corsica or the coast of France.

Having said that about the wind and weather patterns in Corsica, it is important to point out that for the sailor who is looking to learn and experience the adventure of a lifetime – this is the place to do it. I can only compare the natural, rugged beauty and the challenging sailing



(Above) Among more modern craft, the wooden masts of this ship stand gleaming in the sun. (Below) With delicacies abounding, time ashore was well spent dining and drinking.



conditions to another place in the world famous for the same challenging conditions – New Zealand. The Mediterranean is an amazing place culturally and is a delight for the sailor. There are literally thousands of islands to discover, but Corsica stands out as being unique and special. Our week was filled with physical and mental challenges during the day while sailing, then filled with gastronomic and cultural delights in the evening. The only regret I have about the experience I had in Corsica was that it did not last longer.

On with the Adventures

Next year in 2013, we will be returning to Croatia, sailing along the Adriatic. We first sailed there in 2006 and absolutely fell in love with the country, people, food and culture. While this trip is already sold out we are researching new venues to explore. We have had many votes for a return to the French Riviera and New Zealand, and the Greek islands are always top of most people's list. Please contact us with your suggestions or questions about upcoming Fantasy Sails.

This article is in dedication to my long time dear friend and first-mate, Louise Christensen. Together we sailed and explored the world. Every day I miss her and every day I realize that she left us too soon. This article is not only in remembrance of her as a lovely person, excellent sailor and artistic genius but to the fact that every day we should all live our lives to the fullest. Remember to love your friends, your family, your animals, your experiences and to take care of this beautiful and precious planet we all call home. - Capt. Stacey Brooks Connolly, Sea Dog Sailing, Inc.



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INSTRUCTOR TIP

By Captain David Renoll

You Can Defeat the Cold Weather Sailing Blues

At this time of year, I hear too many warm-weather sailors lamenting the arrival of cold weather. But just because the temperatures are dropping from the 70s into the 60s and 50s and lower, does not mean that you need to hang up your sailing gear. You just need a different approach.

Naturally, everyone thinks about sailing in the warm Caribbean islands. This, of course, is an option, albeit, a more expensive one. Here on the Chesapeake Bay, we often have days in the middle of the winter when the temperature spikes into the 60s and even higher. You may not be able to spend a night at anchor, but any time on the water rejuvenates your spirit as well as helps you to improve your skills. Personally, I don't winterize my school's boats until about Christmas; and by the beginning of March, I am beginning to commission them for the new warm season. It is a very simple process to open the water intake valve and start up the engine on those warmer winter days.

What you need to do, however, is prepare your body for a day of sailing during the cold weather. More than ever, you need to wear layers of clothing. Being an avid snow skier, I will often dress as though I am ready to hit the slopes for the day. It is very important that you dress warmly for these cold weather sails in order to prevent hypothermia. It will be much easier to shed layers if your body becomes overly warm than to shiver away the few hours you have on the water simply because you didn't put on an extra sweater and long underwear.

You will also want to think about some appropriate provisions for your cold weather sail. Nothing tastes



When cold weather arrives, get yourself prepared to sail with lots of layers, hot coffee and a steaming mug of chicken noodle soup!

better on a cold day than a hot cup of chicken noodle soup. You will also not want to forget a tall thermos of hot coffee, tea or hot chocolate. Leave the alcohol at home, please.

So, check out the weather forecast for those projected warmer winter days. Pack up your hot beverage and soup, and head out for a relaxing day. The water looks very different when there is snow along the shore. Your friends may think you're a bit crazy, but hey, sailing is a passion and a way of life. Enjoy it year round!

Captain David Renoll is certified to instruct Basic Keelboat through Celestial Navigation as well as ASA endorsement courses. He is also an ASA instructor examiner. He and his wife, Penny, own and operate R&R Charters and Sail School, located on Kent Island in the Chesapeake Bay.