

AMERICAN SAILING

NAVIGATING THE WAY TO OCEAN HEALTH • SAILORS FOR THE SEA

Ask any boater – we all have a special connection to the ocean. Whether it was “in your blood” from the day you were born or you fell in love with sailing just yesterday – you know that you need the ocean!

It turns out that even if you have never seen the ocean, your life depends on it. The ocean creates 50 percent of the oxygen we breathe, provides 20 percent of the world’s protein, and helps regulate our climate.

But this relationship is a two-way street, and now more than ever, the ocean needs you. Once considered too large to damage, research has shown that the ocean is at a tipping point.



Sailors for the Sea unites sailing communities in an effort to both protect the ocean from further damage today and to educate our youth to protect the seas tomorrow.

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LIVING THE DREAM • NANCY MCKINNEY RACES INTO A NEW CHAPTER OF HER LIFE



Author Nancy McKinney

I have always loved the water. I grew up in southern California taking frequent family vacations on and around the water, and my whole family shared my passion. We traveled up and down the coast exploring lakes, rivers, and Baja – swimming, water-skiing and fishing wherever we went. We often traveled with family friends who owned boatyards, and it seemed like we always had a small collection of boats with us. No matter where we went, there was always water, and it was always fun.

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The Charley Noble

The sun is out, things are starting to warm up, birds are singing, and it's finally time to leave winter behind. Most importantly, it's time to put those sails up and head back out to sea.

Spring is here, and we're so excited to share a brand new year with all of our members, sailors and affiliates. We can already tell that 2015 is going to be a great one, and we know it'll be even better on the water.



Here at ASA, the spring season is all about branching out and trying new things ... and we want you to join us! Let's shove off the dock and explore together. First of all, we want to get more people on the water. Sailing is a niche sport, and we are looking to inspire more

people and grow our wonderful, tight-knit community.

Whether that means teaching your daughter how to sail on the family boat or reaching out to those who would not otherwise be exposed to sailing, we can all share our relaxing, fun, exhilarating and even life-changing passion. At the end of the day, we want others to feel the warmth and joy that comes from a great day on the water. Sailing does a world of good for people worldwide, and it's up to us to share it.

Follow ASA on Facebook, Twitter, and Google+ for updates, photos, and sailing inspiration! Cheers to our sailors worldwide, we can't wait to see you on the water!

"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.

Take the opportunity to join fellow sailors from around the world in amazing locations with some of this year's ASA affiliate flotillas.

ASA UPDATE

ASA Affiliate 2015 Flotilla Schedule

Exuma Islands Flotilla in the Bahamas, April 4-11, 2015

– This is a unique flotilla on small 21-foot Sea Pearl sailboats, limited to 10 participants. This flotilla will camp on the islands and tour them with a local guide.

Victoria and San Juan Islands Flotilla, June 19-26, 2015 –

Departing from Bellingham, Wa., we sail the protected waters of the Salish Sea to the vibrant and colorful city of Victoria, B.C., tying up at the famous Empress Hotel in the heart of the city. We return by way of sparkling Roche Harbor on San Juan Island, then anchor at remote Stuart Island for hiking and exploring. A raft up and beach barbecue on Lummi Island are also in store. Weather is generally mild in June, with little rain. – **SOLD OUT**

Spanish Flotilla, June 27-July 4, 2015 – Mallorca is the

largest of the Balearic Islands and is still unknown to many American sailors. We'll visit the typical coves or calas and the ports of San Jordi, Porto Petro, Port Colom and Alcudia. If you like tapas, paella and delicious Spanish wines, you will be in heaven.

Croatia Flotilla, September 5-12, 2015 – Sail with us

from Trogir, near Split to the islands Solta, Vis, Bisevo, Hvar and Brac. Swim in crystal clear water. Discover historic sites and sample the typical fare and wines of this gorgeous country.

Renaissance Islands, November 13-22, 2015 – It's time

to challenge your sailing skills in the Leeward Islands! Sail Anguilla, St. Barthelemy, and St. Maarten/St. Martin with us. St. Martin is the smallest territory in the world divided between two nations, France and Holland. From the pristine and deserted beaches of Anguilla to the finest gastronomic restaurants of St. Martin and the exciting nightlife of St. Barth, there's something here for everyone – and all just half-a-day sail away!

THE AMERICAN SAILING JOURNAL

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Sailors for the Sea aims to protect the oceans and all the marine creatures living in them, including amazing animals like this sea turtle.

FEATURE STORY

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The Ocean in Crisis

Environmental challenges like plastic waste, acidification, climate change and toxic chemicals are not only threatening marine life, but our health – and the health of our children and the planet for generations to come.

For too long, dilution was considered the answer to pollution. Today, there are approximately 46,000 pieces of plastic in every square mile of the ocean. Sea surface temperatures around the globe have risen 0.9 degrees Fahrenheit. Toxic chemicals such as mercury and BPA are poisoning fish and our dinner plates. Additionally, we have changed the chemistry of the ocean. It is now 30 percent more acidic than it was at the beginning of the industrial revolution, but there is hope.

A recent *New York Times* story, noted, “A team of scientists, in a groundbreaking analysis of data from hundreds of sources, has concluded that humans are on the verge of causing unprecedented damage to the oceans and the animals living in them.” However, this study most importantly noted that there is still time to avert catastrophe. “Ultimately, Dr. Plumbic warned, slowing extinctions in the oceans will mean cutting back on carbon emissions, not just adapting to them.”

Sailors for the Sea is a leading conservation organization that engages, educates, inspires and activates the sailing and boating community toward healing the ocean.

Founded in 2004, Sailors for the Sea is a collective rallying cry for a community that loves and is passionate about protecting the ocean. Whether you live near a lake in Iowa, an oceanfront home in California or the high

seas is your backyard – your everyday actions make a difference for the ocean.

Charting Our Path

The race to restore ocean health is important, urgent and needs to be tackled in the next 20 years if we hope to heal the ocean. The sailing and boating community in the United States is 12 million strong.

Our goal is to rally this community – unite them around their passion for the sea – and power one of the most significant ocean conservation movements of our time. Sailors for the Sea is a movement and pragmatic voice for action that offers boaters tangible opportunities to create a legacy and make a difference.

Take the Pledge

When it comes to loving the ocean, it’s all about chemistry. Every year, the sea absorbs one third of our carbon dioxide emissions. As a result, we’re changing the chemistry of the ocean. It’s called ocean acidification. It’s as if the pH in your blood changed, causing your bones to dissolve.

Deep in the ocean and along our coasts, sea creatures are struggling to form skeletons. The implications are immense, and like dominoes, as parts of the food chain disappear and coral reefs vanish, 20 percent of the world’s food supply will go with it. All this is happening right now – under the hull of your boat and in the water where you and your family swim.

But you can change that. Carbon Dioxide emissions that are harmful to the ocean come from producing plastic, toxic, petroleum-based chemicals and from burning fossil fuel. Visit www.sailorsforthesea.org/nt3 to make your pledge today.

More Ways to Get Involved

At Sailors for the Sea, we believe the time for action is now. Our high-impact, results-oriented programs can be found at the helm of hundreds of regattas, in thousands of classrooms and in the hearts and minds of millions. We translate the language of ocean conservation into actions so that our global community can take tangible steps to make a difference.

Clean Regattas is the world’s only sustainability certification for water-based events. Since its inception in 2006, over 650 events have participated in the Clean Regattas program. We offer race organizers support and resources to reduce their environmental impact giving boaters a vital way to win the race to restore ocean health.

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LIVING THE DREAM

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As time went on, my boating trips dwindled to almost nil. I've lived near the beach most of my life, and, as often happens as an adult, marriage, family and work dominated my time. But I never lost my passion for the water, and I sent my son to sailing camp in Marina del Rey when he was eleven, vicariously enjoying his experience, though I didn't know how to sail. Then, during the 2012 Summer Olympics, I was in London and met some people who were in the process of renting out their house so they could sail around the world for two years. Over lunch, they told me about their plans, and I was struck with admiration, awe and, yes, a little envy. Avid sailors and travelers, they were recent empty nesters, and it sounded like a grand adventure. As a single mom of a teenage son, I could only imagine! At the time, I was in London with my son, who was touring and performing with his high school choir. So while I was definitely enjoying my own adventure, walking was my primary mode of travel, and the ocean was enjoyed from the shore, as usual.

Two days later, some other choir parents I knew arrived in London and mentioned they were meeting their kids to go sailing in Spain for two weeks. It hit me like a hammer. I wasn't living right, and I was going to do something about it!

As soon as I got home I began researching and talking to friends who sailed. My friend, Allen Pacheco, had been encouraging me to learn for a long time. Allen gave me some great advice and said that I should learn through a school that was accredited with the ASA. My other friends agreed, and they all recommended the same place. I decided to enroll in the Five Day Confidence Sailing Course ASA 101-103, where I would learn everything from the parts of a boat to sailing basics. Unfortunately, it was the end of summer, and even in southern California there are weather trends that affect sailing. (I won't call them seasons.) I was advised to wait until the following summer. That was tough, but at least as I watched the sunsets and sailboats from the shore during that time, I could dream of the day I would be on one of those boats.

Finally, summer came and the classes began. I loved it and couldn't believe that I had waited so long! My instructor was great, and we were on the water every day. My son was excited for me, too. When he had learned to sail, they were in dinghies and learned how to right the boat after it capsized. His first question after my first day was: "Did you capsize?" I was in a Beneteau 36, and while I'm glad to say we did not, he was somewhat disappointed.

The week after completing the course, I joined the California Yacht Club. It was late August, almost exactly



The author's team pose for photos aboard their vessel in the marina for the 2014 Women's Sailing Association Linda Elias Memorial Women's One Design Regatta.

one year since my decision to learn to sail, and the Wednesday night Sunset Series races were ongoing. I'd heard that if you showed up and hung out near the ramp to the dock, you could usually find someone who needed crew. My plan was to hitch a ride. That was the hard part, and I almost gave up. But just as I was about to walk away, a woman mentioned that her husband needed crew. Of course, then I had to explain I'd just learned to sail, and she might want to mention that to him before he committed. All he said when he walked up was, "Let's see what you know."

I was on! I had no idea what to expect, but it was exhilarating. There was a beautiful sunset, and the other people on the boat were great. I couldn't believe my luck! That evening on his Martin 242, my first race was an absolute blast! My plan was working, and I was officially bitten by the racing bug!

Sailing has changed my life in ways I didn't expect. The sailing community is remarkable, and I have made many new friends. I've raced regularly on a J/80, a J/32, and was a member of the 2014 WSA (Women's Sailing Association of Santa Monica Bay) team for LEMWOD (Linda Elias Memorial Women's One Design Regatta) on a C 37. I love the camaraderie as well as the competition of racing. My son has even joined me on a few races, and I'm looking forward to sailing more with him.

Racing requires more frequent maneuvers than just cruising up the coast does, so the learning is accelerated and thrilling. But I've also enjoyed quite a few daysails, (I even got my mom out), and the relaxation is absolutely exquisite. I have a lot to learn, and I'm enjoying the challenge. There's a saying about sailing that if you keep at it for about twenty years, you might get good. Cheers to the next twenty years!

FEATURED FACILITY • BLUE WATER SAILING SCHOOL

Sailors of all experience levels are welcome at Blue Water Sailing School. Headquartered in Fort Lauderdale, Fla., with satellite bases in the Virgin Islands, the Bahamas and Newport, R.I., Blue Water Sailing School offers the full range of ASA courses, from Basic Sailing up through Offshore Passagemaking.

Specializing in liveaboard cruising courses, BWSS teaches approximately 800 students per year on one-week liveaboard learning vacations, although the emphasis is on the learning, with the vacation coming after the anchor is down and the sails are furled.

Courses are taught on both monohulls and catamarans. Blue Water has been involved in teaching courses on cruising catamarans for over 20 years, well before ASA even had a catamaran standard. As catamarans have become increasingly popular in the Caribbean charter fleets, and for private ownership, so have the number of catamaran courses. Blue Water combines the ASA 114: Cruising Catamaran course with both the ASA 104: Bareboat Cruising course or with the ASA 106: Advanced Coastal Cruising course.

BWSS was founded in 1989, not long after the ASA itself was founded, and was one of the first ASA schools in Florida. Since 1997 Blue Water has been owned and operated by David Pyle and his wife Monica Martin. Although he mostly sails a desk these days, Dave is a licensed captain and ASA instructor with four transatlantic crossings and numerous passages to and from the Caribbean, and Monica is an enthusiastic and experienced first mate. Through the years, they have had a stable core of instructors, several having been with the company for over 10 years. All instructors are USCG licensed and ASA certified as instructors. Blue Water instructors tend to have extensive cruising experience, many thousands of miles of offshore delivery work, or both. Most are current or past boat owners, so they can provide their students, many of whom are looking to purchase their first cruising boat, with a valuable perspective on boats, boat systems and cruising insights.

With four locations, BWSS enjoys a wide variety of weather and sea conditions to teach in. At the Fort Lauderdale base, beginning and bareboat courses sail to Biscayne Bay and the northern Florida Keys, while Advanced Coastal Cruising courses sail across the Gulf Stream to Bimini, Bahamas. Courses run year round,



With bases close to everything from the tropical Florida Keys to the interest points in Rhode Island, Blue Water Sailing offers variety.

dealing with everything from winter cold fronts to summer zephyrs.

Off the boat, Fort Lauderdale's miles of canals have earned it the nickname "The Venice of America." The beaches offer 23 miles of golden sand, with scuba diving available from numerous dive operations or from shore. Shopping and dining al fresco abound on Las Olas Boulevard, along with a world-class museum, performing arts center and art galleries.

From the base in St. Thomas, U.S. Virgin Islands, bareboat courses sail to St. John and the British Virgin Islands while ASA 106 courses sail to St. Croix, Anegada or possibly the Puerto Rican islands of Culebra and Vieques. The V.I. location is open from early November through mid July, closing for the height of hurricane season.

For the Bareboat Cruising certified sailor, the Virgin Islands are the bareboat charter capital of the world, with hundreds of boats from dozens of companies available for bareboat charter. Steady trade winds, balmy temperatures, idyllic anchorages and active shoreside attractions such as Foxy's make for a perfect sailing vacation.

Bahamas courses are based in Marsh Harbour, Abacos, and sail the Hub of Abaco. Similar in geography and weather to the Florida Keys, it stands out for the warmth and "Soon Come, Mon" attitude of the Bahamas.

Offshore Passagemaking courses usually run twice a year: on trips from Fort Lauderdale to St. Thomas in November and from St. Thomas to Newport, R.I. in June.

With more than 20,000 students over the last 25 years, BWSS graduates can be found worldwide. Dave regularly hears from past students who are chartering in the Caribbean or the Mediterranean, or are cruising their own boats in all parts of the globe.

For more information ...

Visit their web site, www.bwss.com/asa or contact them directly at sailasa@bwss.com or 877-248-6066.



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

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

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

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

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

email: sailing@SDSA.com



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MEMBER PROFILE • CRIS HAMILTON



Author, Matthew Holt, and Cris Hamilton man the helms together at Sail Training Week in the beautiful British Virgin Islands.

As a boy, my father took me sailing on a Rhodes 19-foot keelboat before I was riding a bicycle; soon he had me learning to sail a Sunfish dinghy. As a teenager, my employer at a summer job took me out of his kitchen and restaurant to make me a deckhand on his custom CIL 31-foot passenger sailboats. These two men taught me to love sailing and also to love the way sailing brings people together.

I realized early on that sailing isn't about how fast you are going or where you are going, but with whom you are going there.

I've been sitting 'under the boom' with sailors of all ages, backgrounds and abilities ever since, and I'm fortunate to have made lots of friends along the way. My favorite part is watching others experience the joy of sailing that I've known about since I was just a boy. I like to think that a love for sailing can be contagious. Every now and again, I have the opportunity to sail with someone who truly takes my breath away. I'd like to introduce Cris Hamilton, age 74, U.S. Air Force, Retired. Cris has joined us twice on our sail training yacht, Barnabe 4, both times in early December and specifically over December 7, a special date for being on the water and thinking about maritime history. Cris is no stranger to sailing – he once owned a 41-foot monohull here in the Caribbean with Sunsail BVI.

Cris is also a Vietnam veteran and cancer survivor. He was a navigation equipment technician on a Sikorsky HH-3E helicopter. He retired after 23 years as master sergeant. More recently, he has been fighting his way through non-Hodgkin's lymphoma and Ischemic heart disease. His body shows the signs of being banged up and healed, then deeply sickened and continuing to heal. He has endured more hardship, both in and out of uniform, than most of us could ever possibly know. His hands aren't as quick as they used to be.

Yet Cris has a smile that is infectious. He is quick to laugh at any joke (including my admittedly awful ones). He charges into every moment, makes the most of every day, and truly loves sailing and being at sea. Cris is an amazing shipmate and friend.

On our recent Sail Training Week, ASA 105/106 Coastal Passagemaking, we studied and performed traditional navigation techniques in and around the British Virgin Islands, finishing with overnight passages to St. Croix and back. Despite any potential physical limitations, I gave Cris no deferential treatment – he wouldn't have accepted it anyway. When it was his turn to work out the ship's course and sailing directions, he took his time and nailed it. When it was his watch, he stood it, never sitting. He may not be as nimble as he used to be, but he doesn't seem to pay it much mind.

All week long we would say to each other, "It isn't fast and furious these days, it's slow and deliberate."

Cris patiently entered into our logbook, with longhand script, all of the major St. Croix light stations found in the U.S. NGA Pub 110 List of Lights. It was at that time that we discovered St. Croix's Hams Bluff AtoN (Aid to Navigation) will occasionally light a special sequence when there is a weather advisory (ie: Hurricane or Tropical Storm). We were planning to sail at the end of a large northerly ground swell, the remnants of a Nor'easter that had soaked New York City and left lots of snow in New England. We were now eager to see if Cris' AtoN discovery might be active!

Keeping the Southern Cross parked just outside of our port spreader to steady the ship's compass, we made our way south-southwest for Christiansted Harbor through the night. As Cris' watch came to an end, and he was preparing to hand over the helm to our relief watch, the horizon was becoming visible in the early morning twilight, and he spotted along the coastline of St. Croix an old mariner's trick otherwise buried in the *Coast Pilot & Cruising Guides*.

"You see that deep notch on the hillside?" he asked, "That's your best target from here. The channel into Christiansted is just under that notch." And, of course, it was.

Perhaps to reward us for a successful crossing, as we made for Christiansted's secondary channel, the 'Schooner Channel,' outbound, under full sail came the schooner Roseway with professional crew tucked into her rigging and a boatload of Crucian local children enjoying

continued on facing page

the ride out. We gave way and she sailed out to sea, all hands waving. It was a magical landfall.

Being based in the British Virgin Islands on a French flagged sail training vessel, it is always satisfying to have the chance to hoist the U.S. flag on official business. Once customs had been cleared and our Q flag had been struck and replaced with the Stars and Stripes, Cris and I headed ashore on equally important business: to find cheeseburgers, fish and chips and cold beer.

On the return passage back to the BVI, Cris had the 0100-0300 watch, with no sunlight or horizon. This time we managed our ship's compass by boxing Ursa Major below the starboard spreader and between the cap-shroud and the mast, to keep us a little east, and upwind/up current of our desired true north course. As our vessel has no radar affixed, our duty to follow Rules 5 and 7 of the colleges meant that the best tools available to our students included a hand-bearing compass and a whiteboard with dry erase marker (with a Class B AIS transceiver as an extra precaution).

"When you find yourself within sight of another vessel, whatever it might be, note the time and take a bearing to it." I instructed each watch. "If you have multiple contacts, give each a proper name so they don't get mixed up, and continue to note the time while you look for a change or no change in bearing as we close distance."

Within a few minutes of Cris' watch, he had two contacts on the horizon. Steadying the hand-bearing compass with determined hands and slowly bringing it to his eye, he reported the time and bearings. Down below, we checked his work against our AIS and logged it. The two ships were 11 and 16 nautical miles away, and exactly on his mark. This would have been an amazing target capture for any student, but Cris just smiled when I told him of his perfect bearings.

I also told him he had 'Air Force eyes.' He belted out a laugh. "The first one off our starboard bow is Mary, and the second one, off the port bow, is Jessica," he replied, with a big grin.

We monitored the vessels as such, but I already recognized the names from talking with Cris about family and about home. Something tells me he keeps track of those names as closely when he's on land as he did, that night, at sea. The notion of why centuries ago sailors would refer to ships as 'she' makes a different kind of sense when you are out on the open sea, alone, and

away from loved ones.

Mary passed safely ahead of us, and Jessica passed astern sometime later, as Cris noted in our log. Later that day, tired and hungry but safely arrived back in the BVI, as the rest of the students were preparing to fly home to the U.S., Cris was planning to rest a few days in the local hotel. Part of our training was a written coastal navigation exam, which can sometimes take up to five hours to finish. The other students had finished within that time, but Cris' hands don't work quite that quickly.

"Shall we meet up after a little while to finish the exam?" I inquired.



Cris Hamilton, age 74, brought experience and fun to ASA's Coastal Passagemaking in St. Croix.

"Absolutely," said Cris without hesitation.

After seven days of training, with 172 nautical miles and nearly 17 hours of night sailing achieved, after everyone else had gone home to family and friends, Cris hunkered down to finish off the navigation test.

Maybe Cris' hands don't quite work as quickly as they used to, but every answer he put on paper was correct. Looking back on the week in review, I asked Cris what his favorite part had been.

"Oh I think the VISAR scenario was just great," he replied, with a twinkle in his eye. We had organized an evening scenario with our local lifeboat organization, Virgin Islands Search and Rescue. As the sun set over the Sir Francis Drake Channel, out came Gorda Peak, one of VISAR's two BVI-based lifeboats. We were under sail and beam reaching; they conducted numerous approaches, boardings and 'touch and go' maneuvers. I wondered if seeing those volunteers in helmets and safety suits, bristling with gear and good training, reminded Cris of a time when he, too, went into harm's way, although in much more dangerous circumstances, to help others in need.

Sure, Cris' hands aren't as quick as they used to be, but his eyes, his mind, and especially his spirit, are as sharp as a tack and in superb working order.

It will always be an honor to go sailing with Cris. Thanks for a fantastic week, sir.

Author Matthew Holt is an ASA instructor who has run Sunsail's BVI Sailing School since they opened in 2004. He has been honored as one of ASA's Outstanding Sailing Instructors in 2005, 2010, 2012, 2013 and 2014. He lives a happy life on the island of Tortola in a little boathouse with his wife Debbie and dog Mags.

FEATURED SAILBOAT • WALKER BAY BREEZE

Kingdom Yachts Sailing Club began our small boat sailing program by purchasing two Walker Bay 10s, with the performance sailing kit, five years ago. We did that with one idea in mind, to get the beginning sailor on the water as quickly as possible. In our over 30 years of teaching sailing with the American Sailing Association, this fact has become obvious to us: allowing a new student to experience the fun and freedom of sailing on their own, in a safe and simple setting, enables them to learn quickly and their confidence to soar.

We chose the Walker Bay over other models for several reasons: we wanted the simplicity of a single sail, we needed a lightweight boat that would be easy to move on land and quick to sail in a whisper of wind, and we liked the option of the tubes. The 10 gave us everything we wanted at a fraction of the cost of other small boats. At less than \$3,000, you can't beat the price.

In North Georgia, we don't always have good wind, so studying the shape of only one sail is a reasonable place to start and the battened mainsail of the Walker Bay has been a good one to start with. One option for our first step with new students is to put the lightweight WB onto a simulator. With the boat only 161 pounds, this simulator can easily support the weight of most adult students and of course, younger students. With a fan to put pressure on the sails, this is a great way to introduce students to sail trim and points of sail, as well as tacking and jibing, even if there is no wind.

After the shore-side talk, we put students on the water and may join them in the boat (which has a capacity of 449 pounds), allowing them the option of experiencing the mainsheet and the tiller separately. Soon they are ready to have the boat to themselves with the instructor nearby in a separate boat. We might use walkie-talkies in each boat if there are multiple students, which is a cost savings for a mini-regatta for the students. They love sailing in proximity to other students, and with the tubes inflated, collisions are not an issue. Neither is capsizing. The Walker Bays with the tube kit are almost impossible to flip over. In fact, we have to let the air out of the tubes when we teach the capsize drill for the ASA 110 Small Boat Course.



With its ease of launching, low price tag and bumpers to keep accidents from leaving marks, the Walker Bay Breeze is a great little boat for learning, easy sailing or dinghying behind the big boat.



With nothing but the removable two-piece mast, a dagger board and an easily detachable rudder, these boats have been easy for students to rig. They fly in the lightest breeze and are incredibly responsive. Though the Walker Bay does eliminate the issue of complexity and the fear of capsizing, there were several design items that we did not like about these boats that have been mentioned by another reviewer, Capt. Thom Burns in a Northern Breezes article in 2002.

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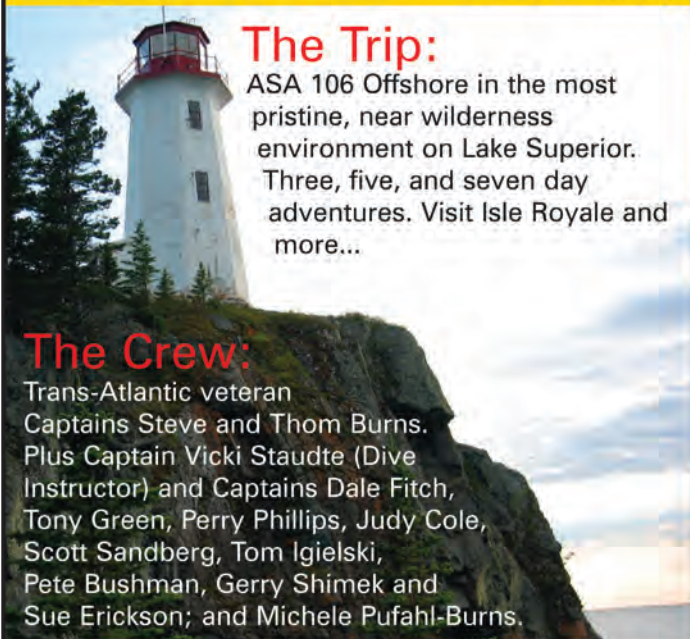


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SAILING DESTINATION

Charlotte Harbor – Cruising Beautiful Southwest Florida



Waterways wind through twisted mangrove forests, providing nurseries for juvenile sea life and adventure for boaters, looking to fish or just relax.

Charlotte Harbor, located on Florida's southwest coast, offers outstanding sailing waters and many great destinations within a short day sail. The harbor is the second largest estuary in Florida. Located within the 26 degrees north latitude, it lies in a north-south orientation and offers a 270-square-mile cruising playground. At the north end, the Myakka and Peace Rivers flow into the harbor. While on the west side, you will find Pine Island Sound, the intracoastal waterway, barrier islands, passes to the Gulf of Mexico and the many treasures of Florida's Sun Coast. Its sub-tropical climate, winds, history, wildlife and fauna offer a cost effective alternative to Caribbean getaways. Since the harbor is large and well protected by the barrier islands, the sailing is conducive to those who enjoy a comfortable, relaxing cruise.

Moderate breezes and mild climate are predominant and are very predictable during the wet and dry seasons. Wind

patterns from mid-April through mid-December are typically southeast to east at 10-15 knots and are usually overridden by a westerly afternoon sea breeze. The remaining months of the year have the same prevailing winds with an occasional passing of a well-predicted cold front. Then the winds pick up to 15-20 knots and are northerly for a few days. The mixed tide range maximum is negligible at one- to one-and-a-half feet and the currents at the passes to the Gulf of Mexico are easily managed.

Charlotte Harbor is a strategic base to begin your sub-tropical sailing vacation. You can spend a day getting your sea legs back and brushing up on your sailing skills in the well-protected harbor while sailing into a few destinations to drop a hook or grab a slip to have a bite to eat and shop. On the northern end, on the Peace River, you find the historical town of Punta Gorda. Here, Fisherman's Village Marina offers slips, full service, and has a quaint shopping area with

numerous specialty shops and restaurants. There you can savor the fresh local grouper and stone crab claws. Just west of Punta Gorda discover the Myakka River. Here you can navigate to a "wilderness" anchorage surrounded by mangroves with frequent visits by dolphins and manatees.

A two-hour sail south from Punta Gorda, you find Burnt Store Marina. This is a beautiful marina, golf, tennis and residential community on the harbor's eastern shore. Burnt Store is the largest marina on the west coast and a charming overnight destination offering the fine restaurant, Cass Cay and the Trading Post Deli where you can relax and spot manatees that enjoy the warmth and grasses of the marina. Fishing, kayaking, swimming or strolls through the community are a few of the activities available. Lying 10 nautical miles directly east of Boca Grande Pass, it provides an easy sail to the barrier islands and many other destinations. It is a great base to

Story by Chet Shubert

For more on the area

- *Charlotte Harbor & The Gulf Islands*
www.charlotteharbortravel.com
- *The Beaches of Fort Myers & Sanibel*
www.fortmyers-sanibel.com

launch your sailing escape.

The barrier islands, located on the southwest edge of the harbor with Pine Island Sound to the south, offer unlimited options to meet cruiser's preferences. These islands include Gasparilla, Cayo Costa, North Captiva, Captiva, Sanibel and Estero. Exiting Burnt Store Marina, holding a course of 255 degrees and traveling 10 miles, you reach the gulf coast ICW. If you continue on that same heading, you enter Boca Grande Pass and the Gulf of Mexico. This way, you have an inside route or outside route option to explore the treasures north or south of Charlotte Harbor.

The ICW is a motoring, or, if the winds are favorable, a motor sailing trip. Heading north from Boca Grande pass, you will experience the transition from thinly populated barrier islands, such as Gasparilla Island and the mainland to the rows of condominiums further north at Venice and Sarasota. South you transit Pine Island Sound leaving Cayo Costa Island to starboard and accessing Captiva, Sanibel, and Estero Islands. All offer multiple anchorages, suited for any wind conditions, and many marinas and resorts to visit. Alternatively, you have the opportunity to take the gulf outside route to enjoy a near coastal cruise while having the ability to head into a pass to duck a storm cell or disembark at one of the resorts or state parks.

Gasparilla Island, located on the northern edge of Boca Grande Pass, is home to the quaint village of Boca Grande. Here you can rent a golf cart,



Photos courtesy of the Charlotte Harbor Visitor & Convention Bureau

(Above) A catamaran provides a relaxing home on the water for sunset gazing over the harbor. (Below) The Cahusa Blueway has over 190 miles of paddling for kayakers, paddle boarders and more.

the island's preferred means of transport, and explore the historic town or spend the day on the sparsely populated beaches and enjoy the fine sand and turquoise gulf waters. Stroll the banyan-tree-lined streets and visit the lighthouse or the historic Gasparilla Inn. Boca Grande Marina, located at ICW marker 2, is a full service marina and wonderful place to spend a night or two.

Heading south from the pass, you reach the entrance to Pelican Bay to starboard at Cayo Costa Island. This island is a Florida State Park and undeveloped with the exception of ranger buildings and a dock for dinghy and shallow draft vessels. Accessible only by boat, the island is an ideal escape. Drop a hook in Pelican Bay and enjoy not only the amazing sunsets but fantastic sunrises as well.

continued on the following page



SAILING DESTINATION

continued from previous page

Heading south, your next alternative is Cabbage Key, a small island with a restaurant and cottages overlooking Pine Island Sound. A nice place to have lunch, add your dollar bill to the money wallpaper, and enjoy the view. Directly west of Cabbage Key lies Useppa Island. This private residential island and club is only accessible if you have guest privileges but provides well-protected anchorages just offshore to spend the night.

Next, leaving Captiva Pass to starboard you can access the Captiva Islands. Many adequate anchorages are available depending on the wind. South Seas Island Resort, located on Captiva Island, is a first-class marina resort offering resort amenities and access to this beautiful island. South Seas Plantation Marina offers first-class marina services for your overnight, or find an anchorage that suits your needs, then dinghy ashore.

Continuing south, is Sanibel Island. Known for its pristine beaches and shelling, this vacation island offers the cruiser everything one desires. Biking the island is a great way to explore, and outstanding restaurants are abundant, including Doc Ford's, local author Randy Wayne White's great restaurant. Find time to visit the Shell Museum, you will be glad you did.

The final destination is Estero Island, home of Fort Myers Beach. Here you find the young and older crowd sunning, dining and partying together. This heavily developed island on Estero Bay has everything you want including multiple beach bars, beach concessions, jet skis, parasailing and much more.

Take a stroll through Times Square, find a spot to sit, and watch the action. The Pink Shell Resort Marina is available for overnight guests providing access to their amenities. Mooring balls are available from other resorts and restaurants or you can drop a hook for the night.

For those cruisers wanting to venture further from Charlotte Harbor, you can do the Italian Cruise by visiting Naples to the south or Venice to the north. Within a seven-day cruise, travel further south to Marco Island, the Ten Thousand Islands in the Everglades, or Key West and the Dry Tortugas.



Leaping porpoises are a common sight in Charlotte Harbor, but one that even locals still delight in seeing. (Below) Protection from rough seas inside the harbor can provide fantastic racing.



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- *Gulfcoast Sailing and Cruising School, Punta Gorda, Fla.*
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- *Florida Sailing and Cruising School, N. Ft. Myers, Fla.*
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- *Sail Marco, Marco Island, Fla., sail-marco.com*

Charlotte Harbor is no doubt one of the best cruising playgrounds available in the continental U.S. The location is outstanding for that long deserved sailing vacation.

The protected waters, sub-tropical climate, good winds, sun, barrier islands, beaches, fantastic destinations within easy reach, wildlife and fauna all come together for an outstanding sailing vacation destination.

Chet Shubert and wife Patti are the new owners of Gulf Coast Sailing & Cruising School and Yachting Vacations located at Burnt Store Marina on the eastern shore of Charlotte Harbor.

DIGITAL SAILING • WEATHER IN YOUR POCKET PART II

In the last ASJ, we looked at smartphone apps to help skippers and crew anticipate weather and monitor changes that affect safety and comfort of the vessel and crew. The focus was on local and short-term sails. Only the most immediate questions needed answers. Those apps covered General Weather – WeatherBug; Wind Prediction – Windfinder Pro; Tides – Tide Prediction; and Real-Time Radar – Radar Express.

Those apps remain useful no matter the duration of the passage or destination. Other classes of apps cover different weather areas that become very useful once you sink your departure port below the horizon. The apps below are not the only ones of each type, but proven good ones. As apps appear or upgrade, better ones may show up. If you find one, please share with me, okay shipmate? Finally, these are Android apps, but stay aboard if you are an iOS/Apple or Windows 8 sailor. Some are also available for your system or an equivalent exists. The final result is what is important.

We offered in Part I, in the previous issue of ASJ, a strong suggestion that sailors acquire a solid understanding of what causes weather, how these systems develop and dissipate, and how this impacts comfort and safety. Seek out Lee Chesnau's short courses at the boat shows, those offered at a nearby Maritime Institute or sign up for ASA 119 Weather Endorsement at an ASA school. Autodidacts can read the fine weather primers by Lee Chesnau, David Burch, Michael Carr or others. Just do it! You need it.

Leaving a harbor or planning a passage, weather is critical to comfort and safety. If you sail out of Cell/WiFi range, some of the general weather apps above may become less useful. Fortunately, excellent store-ahead and stand-alone apps exist to fill the gaps for planning or while outside cell/WiFi coverage.

GRIB Weather Forecast

For decades, sailors relied on daily NOAA WxFax transmissions via HF/SSB radio. There are weather text broadcasts and USCG voice alerts on VHF. The National Weather Service (NWS) now offers digital weather info, localized for sailors in a custom compressed transmission package. This format, called Gridded Binary (GRIB), is data put together for a requested area and time period with only the data you need. It works like this: identify where you are and format your query. NWS automatically assembles a tiny digital file of weather forecasts. Parameters include: resolution (0.5° or 1.0° = 30 or 60 NM box), duration in days, frequency of update in hours, and data needed. (See illustration.) This customization helps squeeze file sizes down to transmit

via internet, SatPhone or HF email at sea. Before you leave cell/WiFi range, zoom in on your intended area, set parameters and how many days (up to eight) then download the file.

The forecasts stay in memory to be easily accessed whenever they are needed. Important disclaimer – This is only a forecast from NWS of the specific factors you wanted; it is not a fully interpreted analysis from a professional forecaster. This is where your having taken that course or read the books I mentioned at the beginning comes in handy. As with any forecast, inherent reliability of days one and two is better than days seven and eight.

After trying several GRIB apps, I decided on PocketGrib. It is quick to load and easy to operate.

Pick the area on the built-in maps, set parameters and then simply hit “download.” The request to the NWS server is finished within a minute or so and downloaded to your device. Keep several forecast packets in memory to hop from zone to zone as you sail (within the eight-day forecast limit). When next back in cell/WiFi

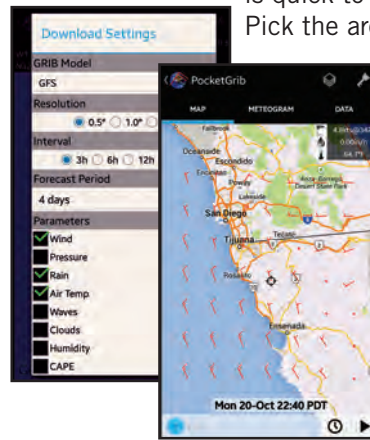
range, download new forecasts and delete the old ones. This puts lots of useful info on board for long jaunts along the coast. An alternate app is mobileGrib; it is solid, but older and less feature-rich. Both do their job well.

Marine Weather

For full-powered marine meteorological data on your device, the app to have is “Marine Weather.” It is designed for mariners. It provides worldwide coverage by region. Offshore coverage is far beyond what the general weather apps cover. Included are: live weather station inputs, sunrise/sunset info, tide and current prediction, surface radar and sea surface temperatures. All layers toggle on and off. Marine Weather's power and ease of use are rivaled by none.

Real-Time NOAA Weather Buoy Data

Pocket Grib provides broad scale, extended forecasts for critical environmental data. On the other end of the scale, Buoys Pro gives you real-time, extremely local data from large, offshore weather buoys operating 24/7 along the U.S. coasts.



CHARTER TIP • PLANNING A CRUISE ITINERARY

Some sailors journey to their destination, and for others the journey is the destination. Whichever philosophy you follow, drawing up an itinerary is an integral and enjoyable part of planning a cruise and will help to ensure your vacation is a success.

When you have arranged your crew and chosen where you want to go sailing, you now get to plan your itinerary. If you can, gather your crew together to go over your possible sailing routes. Learn about each member's interests and any expectations they have for the trip so you can build a consensus and ensure everyone aboard gets what they want out of their vacation.

Destination Research

If you are headed to new cruising grounds, you'll want to do some research. Start with your charter company. Most have itineraries based on their local knowledge, popular sites and events, and the length of a charter. If the itinerary recommendations from different companies overlap, it's probably for good reason.

Cruising guides give excellent detail on specific sailing areas, harbors, and marinas, as well as attractions ashore. Many also advise on itineraries. Tourism offices, while not necessarily geared to the sailor, are a terrific resource for finding the most popular attractions at a destination.

You can learn a great deal from other people's sea stories. Read books and cruising magazines and browse sailing websites and social media. If you have friends or family who've cruised the same area, ask them about their experiences.

Tip: Study the nautical charts for your cruising area ahead of time. Plot out some navigable legs and distances to check whether your itinerary choices are realistic.

Time and Distance

Time will be a major factor in planning your itinerary. How many sailing days do you have? If you're chartering, verify when you'll be able to leave the dock on day one (after checkout, provisioning, briefings, and so on) and what time you need to return the boat back to the dock on the last day. Expect these to be half days and plan accordingly.

When figuring each day's run, use a conservative estimate of the boat's speed and plan to start and finish your sailing day early so you have time to enjoy your sail and your new harbor after it. An early arrival means more choices for mooring and anchoring – and time to find



Make your plan ahead referencing winds, harbors and points of interest, both in the water and on shore.

another spot if your first choice is full.

Night sailing is generally prohibited on charter boats and is not taught in ASA 104. Plan to be at each day's destination and secured well before sunset.

Tip: Remember the sunset rule – if it's three hours to sunset, you have 13 miles to go, and you can sail at only four knots, turn on the motor.

Weather Prevails

Prevailing winds and currents will be big factors in your time and distance calculations, and therefore your itinerary. Consult cruising guides or the charter company for information on local weather. If your cruising destination has predictable prevailing winds, such as trade winds or a reliable sea breeze, plan your itinerary to take best advantage of them. Beat to windward first, and save the fast reaching legs for later in your trip – you don't want to be caught fighting a headwind with your check-in deadline looming!

If winds in your sailing region tend to be changeable, make your itinerary flexible enough that you can adjust it as the local forecast develops.

Tip: Even trade winds are not always reliable, so for every plan you make, make sure you also have a backup plan.

Onshore Attractions

What attractions and shore side activities will interest the crew? Consult cruising and travel guides to learn about the favorite local sights. Poll your crew to determine what's of most interest to all.

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FEATURED SAILBOAT

continued from page 10

The mainsheet located on the middle seat with a tackle block impedes the available space in the boat; a low boom further reduces space; and sailing performance is relatively poor due to high sensitivity to weight placement. Happy to say, Walker Bay has tackled these deficiencies with the New Walker Bay Breeze 10.

This latest model has a rope traveler located on the transom of the boat with the main sheet attached and a newly designed main with a higher boom angle. This allows for better seating in the boat, which improves weight placement and therefore sailability. The Breeze also comes with a jib, which allows for a progression to using both sails before moving to a larger boat.

There is no intimidation with the Walker Bay. They make excellent trainers because when the wind gets gusty, the student can easily dump air. If the wind stops blowing, the aluminum rudder can be raised and used to scuttle the boat back to shore. The 10 also has oarlocks, and the boat is as fun to row as it is to sail.



For more information

www.walkerbay.com/dinghies-sailkits/sailboats/breeze-10-sail-kit-2/

The very reasonable price for this boat makes it a painless entry into the world of sailing. For very little investment, an affiliate can put a Walker Bay on the sailing simulator or in the water, drill the basics, start some class races to keep skills up, and use them as a stepping stone to a larger boat.

Keep it for your own big boat! With some oars or a three horsepower motor on the back, it makes a great dinghy for adventures!

Authors, Captains Rob and Judy James, own and operate KYSC, an ASA certification and destination facility since 1983. It is located close to Atlanta, Georgia. Walker Bay has made available special ASA school pricing through KYSC. You can contact them via their website www.kyscboathouse.com or call

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FEATURE STORY

continued from page 3

Kids Environmental Lesson Plans (KELP) was created with informal educators in mind. The free, downloadable program offers low resource lesson plans that can be taught on the dock, in the classroom or at summer camp! The lesson plans are fun, memorable, solution-oriented and based on the National Marine Educators Association's seven principles of Ocean Literacy.

Ocean Watch is a monthly periodical that translates the language of marine science into timely and fascinating articles making ocean health personal and relevant. These timely and fascinating articles send a vibrant message of hope and empowerment, connecting the reader to ocean health issues in your coastal backyard or across the globe with personal and relevant opportunities to take action.

We are also in the process of creating a Clean Boating Guide that will become the go-to green guide for recreational boaters and the cruising community. This resource will offer eco-tips for operating your boat in a sustainable manner without breaking the bank or spending all your time researching!

As we reach into 2015, we are very excited to share with the American sailing community more information about ocean health and the waters we all love. Stay tuned for fascinating articles about the carbon-saving qualities of seagrass, the importance of eating sustainable seafood



KELP allows educators, formal or informal, to use lessons that open up the wonder of sea life to a wide age range of students.

and the benefits of renewable energy on your boat or in your home!

Sailors for the Sea engages, educates, inspires and activates the sailing and boating community toward healing the ocean. Sailors for the Sea is a movement and pragmatic voice for action that offers boaters tangible opportunities to create a legacy and make a difference. Visit www.sailorsforthesea.org. Special thanks to author Hilary Kotoun, Social Impact Director, Sailors for the Sea.

CHARTER TIP

continued from page 16

When planning an itinerary around features ashore, remember that you'll need a safe place to stop each evening. Depending on the location, you will have a choice between anchoring, picking up a mooring, or tying up in a marina. In case you need to replenish your water and provisions, check the availability of groceries and fuel and water docks in the region and plan your route accordingly. You might discover some fishermen or produce vendors on a beach en route for impromptu provisioning, but don't rely on it. Always have ample food on board.

If you'd like a vacation from the galley and a chance to sample the local cuisine, plan your itinerary so you can dine ashore some evenings – or maybe all of them.

Balancing Activities

Plan a balance between times under way and shore time. If your crew lives to sail, then 10-hour sailing days may be your nirvana. But if you want time to snorkel, relax on

the beach and explore ashore, then you'll need to select destinations with shorter sailing legs between them.

If you have young children on board, you'll find that two- to three-hour sailing legs are generally plenty long. Kids will be more interested in swimming, paddling or activities on the beach.

Accommodate different appetites for sailing with a mix of longer and shorter legs. Build a "lay day" (a day off from sailing) into the plan in case the weather or unexpected maintenance upset your schedule – or you simply want to stay longer to enjoy a particularly lovely spot.

Your cruise is your vacation, so be sure to build in time for just relaxing. Allow time for everyone to enjoy both the journey and the destination.

This article is an excerpt from ASA's Bareboat Cruising Made Easy pages 26-27. For your own personal copy of the book, go to ASA.com or call 310.822.7171. Check out ASA's Premier Charter Service at findmycharter.com.

SAFETY AT SEA • TREATING INJURIES AT SEA PART I

After living full-time onboard and sailing some 42,000 nautical miles over about five and a half years, my wife Cyndi and I have come to really appreciate the fact that I, as an orthopedic surgeon, could manage onboard injuries without much thought. In our travels, I have also found myself treating many other cruisers in remote areas where medical care was minimal or absent.

This adventure also made me realize what a daunting task and concern it is to those cruisers with no medical background. It's one thing to deal with a broken halyard, but a very different thing to deal with a broken wrist!

The plethora of possible illnesses and injuries is, of course, beyond the scope of any single article, or even book for that matter, but gaining some tips on how to manage the most common fractures while at sea can be of great, and even limb-saving benefit. So in this article, I am going to explain how to safely dress/splint, and possibly reduce (set) fractures in the hand.

I also want to express that this is intended for the offshore cruiser. All who have crossed oceans understand just how alone you are out there, and how totally dependent you are on yourself and crew. These tips I provide are truly within the realm of what you honestly can do.

The key is to see it as the task at hand, don't panic, and simply address the problem. If you are the patient, there is nothing you can do but accept with a severe fracture that there is going to be some pain with the treatment. It's part of the risk we take when we choose to head offshore. Obviously if you are a day sail away from medical care, that's the only way to go!



First Some Basic Supplies

This "alumaform" splint can be purchased in any U.S. drug store and can easily be cut to size.

Some cotton or synthetic padding is used for casting. A couple of three- or four-inch rolls of

synthetic cast tape are needed, and along with the tape, a three- or four-inch ace wrap.

Mallet Finger

Let's start with one of the most common injuries. It's called a "mallet finger." This is often caused when a line is abruptly pulled with force from your hand. The tendon that extends the last joint is pulled off its bony attachment resulting in a flexed end of your finger, i.e. the last or

most distal joint stays flexed and will not extend.

The good news is this injury almost never needs surgery. It is treated with a simple splint. The key, however, is the splint must only immobilize the last joint (DIP joint) in full, or a bit more than full extension, while leaving the other finger joints free to bend. This is of critical importance.



Also the splint must be worn continuously for six weeks, so even when changing the tape, the finger must be placed on a firm tabletop, keeping the joint fully extended while the tape is changed. From week six to eight, the splint needs to be worn at night. After eight weeks, the splint only needs to be worn for sports such as volleyball up to the three-month mark. In the end, at worst, you will likely only have a slight droop but a fully functional finger. Treated promptly (within the first week), one can usually treat this without ever seeing a doctor.



You may want to cut the padding of the splint about in half for a better fit. Notice the splint is bent a bit like a banana to "hyperextend" the last joint.

Fractures

Fractures of the longer finger bones, the proximal and middle phalanx, are generally a much bigger problem and often may require surgical intervention. In the emergency setting however, there are some things to make the later repair easier and better.

First the fractures are often obvious as there will be angular changes. Easiest way to check for a fracture that has caused some rotation is to make a gentle fist and look to see if the fingertips are all pointing the same as they do on the other hand. The first step is to "reduce" or set the break so the finger has closer to normal orientation. Although this step is painful it is fast and a one-time thing.

Take the injured finger and pull straight with some moderate force while at the same time attempting to reverse the deforming angle. For example, if it's flexed and rotated clockwise, pull straight but add some extension and counterclockwise rotation.

Do it quickly and accept what you get the first time. Also very important, immediately before doing anything else, take any rings off! In fact my wife and I wear no rings or jewelry while underway.

continued on page 21

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SAFETY AT SEA

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The splinting of these injuries is important. Do not splint with the finger in full extension, i.e. it must be flexed some as illustrated and should incorporate the finger (longer if possible) next to it.



If the finger is left splinted completely straight for say, three weeks, you may never be able to fully flex it again even after treatment. Keep the splint on until medical attention can be obtained.

Basics to Remember

Treat ASAP. Obviously sometimes weather and ongoing emergencies prevent this, but as soon as possible, initiate the treatment. Strict elevation to the injured extremity is the single most important step. This must be maintained until properly treated. This does not apply to the “mallet finger.”

Rings off immediately. Best is to not wear them at sea. Trust me on this; it’s not worth the risk!

When in doubt, apply the hand pack dressing/splint. These can be used the same on foot and ankle.

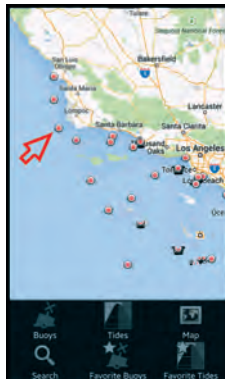
And finally, don’t be afraid to take action. At sea with many days to go, there is no choice if medical care cannot be obtained.

Dr. Martin retired early from orthopedic surgery to sail his Moody 46, and later his Lagoon 440 around the world with his wife Cyndi. Having finished that voyage last year, he now does teaching for ASA in northern Lake Michigan. He is also a pilot and was a USAF flight surgeon. He holds a USCG 100 ton masters and is a graduate from the University of Michigan undergrad, and Michigan State University for medical school.

DIGITAL SAILING

continued from page 15

These provide a clear and accurate picture of conditions at that precise moment, including things like significant wave height, dominant wave direction and period, water temperature, and other measurements, according to the buoy. This app is also simple to use: pick a region, select the buoy by name or number from a list or from an included chart, then view actual streaming data in real-time. On the pictured screenshot, I point out the buoy just off California’s Point Conception styled as the “Cape Horn of the West Coast.” Northbound sailors often hide in a small cove just southeast of the point waiting for favorable winds and waves before jumping out. This app accurately provides precisely that info.



Years ago, I attended a Mariners’ Weather Course at a national maritime institute. At the outset, a chirpy “facilitator” elicited from students a long list of their desired info outcomes for the course. At the end, this facilitator took the podium again and went down the list, cheerily declaring each outcome as “Fully Achieved!”

One of the students, a very grumpy, bearded and salty old captain loudly complained; he hadn’t gotten his one goal: “To be able to look out from his cockpit and predict weather four days out just like those tall ship captains of the 18th century.”

The actual instructor noted that directly observable, horizon-limited weather phenomena were not visible that far out in time. Modern electronic tools for sensing, combining and sharing truly distant observations are what now make our own weather picture so much clearer.

And, besides that, those Olde Tyme Captains could not predict weather that far out. If they could, the bottom of the Caribbean would not be littered with so many treasure ships!

The apps above will give you those far-seeing eyes to sail safer. Your knowledge, discipline and judgment can keep you and the crew secure.

Fair Winds!

Captain Lan Yarbrough is a USCG Master and an ASA instructor for over 25 years. He has sailed the U.S. and Mexico and in the Caribbean, Mediterranean and Red Sea. He has published many sailing articles and helped write the ASA 101 and 103 textbooks.



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