

THE JOURNAL OF THE  **AMERICAN SAILING ASSOCIATION**

# AMERICAN SAILING

## SAILORS KEEP OUR WATERS BLUE BY LEARNING TO BOAT GREEN

**I**s it safe to say that we became boaters because we love being on the water? We don't have to be reminded about how wonderful it is to go sailing, fishing or diving from our boats in a healthy marine environment, or how sad it is to see trash on the beach or oil on the water. The idea of Green Boating stems from our natural instinct to protect what we cherish. It is not a new fad, but an attitude that translates into behaviors that reflect our values.

Green Boating doesn't have to be a sacrifice. In fact, what I've discovered on my boat is that going green has made my overall boating experience safer, more comfortable and immeasurably more rewarding.

*continued on page 3*



*Photos courtesy of Greg Martin*

*By making simple changes, sailors can enjoy the water in a way that not only benefits our environment, but allows us to more deeply enjoy the pleasure of true sailing.*

## ADVENTURES IN CRUISING • SEA DOG DISCOVERS LA BELLE VIE OF TAHITI

**V**isions of sparkling blue water, palm trees swaying in the breeze and tiny "motu" huts balancing on stilts filled my dreams for years before I was finally able to cruise the islands of French Polynesia. How could these distant, legendary islands live up to my expectations?

After spending three weeks sailing the breathtaking islands of Raiatea, Bora-Bora and Tahaa, it was hard to get me off the boat to board the plane!

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SUMMER 2011



### Get Connected to ASA With Social Media

Four thousand people can't be wrong, can they? At least that many are following ASA through our Social Media Gateway, including our blog, our Facebook page, our Twitter feed and more. If you're not on board with us yet, read on to find out what we're doing and why you might want to be a part of it.

On our blog, we feature news from around the sailing world, great photography, special discounts and events, and ongoing series such as "Voyaging with Velella" by Meghan Cleary. The original stories we publish here regularly get picked up by major outlets such as Sail World and Jack Tar Media. You can find the blog at [http://asa.com/social\\_media/](http://asa.com/social_media/)

On Facebook we have a vibrant community sharing photos from their weekend sails, talking about their favorite cruising grounds around the world, and discussing the latest news. We post new content regularly—everything from famous sailing quotes to video tips. We also have a monthly contest of photos submitted and voted on by our fans! Sail on over and join us at <http://www.facebook.com/AmericanSailingAssoc/>

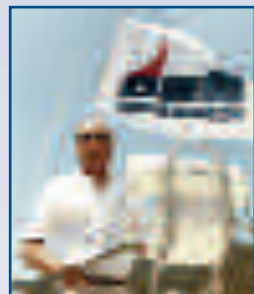
Twitter is a great format for sharing interesting articles and tidbits of information. It's also a great way to ask us questions directly. Looking for a school in your area or wondering where to find us at an upcoming boat show? Send us a tweet and we'll get back to you promptly. Just want to tell us a salty sailing joke you heard the other day down at the slip? We love those. You can find us at [http://twitter.com/\\_ASA\\_/](http://twitter.com/_ASA_/) (Notice the TWO underscores on either side of ASA!)

Lastly, make sure you check out our Youtube channel, "News From Neptune." Here you'll find a complete archive of our popular Sailing Made Easy video tips, along with other helpful and fun short videos. Just go to [www.youtube.com/newsfromneptune](http://www.youtube.com/newsfromneptune).

# The Charley Noble

Summer is here, and there's no better time to get involved with ASA. We're thrilled about the flotilla schedule for this summer with destinations such as British Columbia's Gulf Islands, the San Juan Islands, Greece and two flotillas on the Dalmatian Coast of Croatia!

We'll also be holding our first ever Catalina-Newport flotilla in September (which is definitely still summer here in Southern California). These flotillas are led by captains who have an intimate knowledge of the region, and give you the opportunity to experience a place as you never could otherwise—not only by sea, but in the company of friends and fellow sailors!



Our first 2011 flotilla occurred in April with ten sailors of all different experience levels having a great time exploring the Bahamas' Exuma Islands in Sea Pearl 21s. They were accompanied by clear seas, blue skies, and the local wildlife.

Finally, don't forget about our Social Media Gateway. If you haven't read our blog ([http://asa.com/social\\_media/](http://asa.com/social_media/)) or become a fan of us on Facebook and Twitter, check out the ASA Update on the left for everything you need to know about getting onboard.

And don't forget about our Social Media Gateway. If you haven't read our blog or become a fan of us on Facebook and Twitter, check out the ASA Update on the left for everything you need to know about getting onboard.

*"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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## FEATURE STORY

*continued from page 1*

We all know there is a right way and a wrong way of doing things. But even more interesting, I've also learned on my boat that there is a right way and a better way of doing things. Early on I learned that you have to sand the hull before applying bottom paint. But after a few times I realized that the job is a lot less messy (and less unhealthy) if you use a dustless sander. The job gets done, your work clothes are less soiled and you notice the birds aren't scared away for as long. Same thing with cleaning supplies, you could get that nasty stain off quickly with acetone, but then you notice that it also eats the paint and burns your skin. An appropriate amount of non toxic cleaner (brand name withheld - but it comes in a green package) will do the job just as well with a little bit of elbow grease, and it smells better, too! These are just a few of the many basic things that we come to learn as boaters that make practical sense and are also easier on the environment.

Out on the water, I learned that the best and safest way also tends to be the most environmentally conscious way.

### Book and Internet Resources

Check out other great green boating tips from these books:

- *Boat Green: 50 Steps Boaters Can Take to Save Our Waters*
- *Sustainable Sailing: Go Green When You Cast Off*

Look up these sites on the Internet:

- [www.discoverboating.com/resources/greenboating.aspx](http://www.discoverboating.com/resources/greenboating.aspx)
- [www.gogreensailor.com/Green\\_Boating\\_Tips.html](http://www.gogreensailor.com/Green_Boating_Tips.html)
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*(Left) Using care when it's time for new bottom paint has advantages for you and the environment. (Above) The author sails along after powering out with his clean electric propulsion system.*

Nobody wants to go swimming in a toilet. That's why we've established NDZs (No Discharge Zones) to keep our waters clean of sewage. Some locales have gone as far as limiting the discharge of gray water by establishing ZLDs (Zero Liquid Discharge Zones) because not everyone cleans their boat with the stuff that comes in the green package. Anchoring is another thing to consider. If you've ever had the misfortune of losing an anchor on a reef, you know that it can be a scary and expensive mistake. Not to mention, if you're a diver you know that the damage isn't only to the boat's gear inventory. Green boating also considers such things as this.

There are many more basic everyday things we can all do out on the water and at the dock to make our boating lives easier and more comfortable while at the same time protecting the environment that we are there to enjoy. Some of these things are easy and you can do them right now without a significant change to your lifestyle. There are also other steps you can take that might be considered beyond the basics, but if you're willing to make the leap of faith, I think you'll understand what I mean when I say green boating is immeasurably more rewarding.

*continued on page 22*



*There's no need to leave the pool to enjoy a cold drink at the bar or the view of kayakers and sailboats sliding through the pristine waters of Tahiti.*

## ADVENTURES IN CRUISING

*continued from page 1*

As a sailor I have been fortunate to sail, teach and cruise in some of the most amazing waters in the world. However, once I finally arrived in French Polynesia, I was truly humbled by the pristine, natural beauty. Even more, I was delighted to find that the French culture, food and language are concretely imbedded in these islands. I was also pleasantly surprised to find that the native culture has seen a rebirth in recent years. The native Tahitian language is once again taught in schools, displayed on public signs and used in government. Once all but obliterated by Europe and the onslaught of missionaries, traditional art, music and even native dance (called the tamure) are once again celebrated.

Tahiti is now both a vibrant modern economy and the true tropical gem of the South Pacific. French Polynesia should be top on any sailor's bucket list. The adventure of cruising in these islands is a combination of challenging conditions and astounding natural beauty.

Papeete is the main town on the principal island of Tahiti. Jet service and international airlines land at the major airport in Papeete. This is the gateway to the rest of the Society Islands. Most cruising is done in the surrounding islands of Moorea, Raiatea, Bora Bora, Tahaa and Huahine.

Most charter companies make Raiatea their home for numerous reasons. Utoroa, the main village, is geographically located in a perfect place for several marinas and thus a launching point to other islands. Utoroa is in the most northern part of Raiatea within the lagoon. Good moorings, spectacular scenery, lots of places to explore and great seasonal wind are just a few

of the other reasons Raiatea is the perfect jumping off spot. The Tahitian wind, known as "mara amu," blows between July and September, coming from the south, and is capable of reaching 30 knots.

### Careful Planning

Planning the travel, navigation and cruising itinerary for our Tahiti adventure was, of course, half of the fun. The French language, culture, fine food and wine just added to the excitement! We started exploring, reading and planning for our Tahiti sailing adventure almost two years out. It's important to remember to get all the charting done in advance as well as having all your back up navigation aids like your coastal pilot, etc. We discovered that the cruising guides for Tahiti are really lacking. We believed that after our trip we could have written one that is much more detailed and incisive for sailors. That is still in the works! The navigation in South Polynesia is the International A system which means that you are not working with red right returning – everything is opposite. In addition, studying and learning the cardinal marks and buoys in the lagoon (between land and the reef) is crucial. Do not rely simply on your GPS and chart plotter! You will need all your navigation tools to make these passages safely.

We chartered out of Moorings in Utoroa. The Moorings in Raiatea is extremely well organized and the base is excellent. We found the customer service at Moorings outstanding. We had someone waiting for us at the tiny, quaint airport lobby with beautiful fresh flower "leis" to welcome us. Shortly after we were whisked off to the base, and our boat was ready to board. We had some time to kill before we did our chart briefing so we went on a little walk around the marina area.

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## ADVENTURES IN CRUISING

*continued from page 4*

One of the most pleasant discoveries of our entire trip was awaiting us just around the corner; a small inconspicuous restaurant hidden in the corner of the marina. Perhaps it was the luscious scent of butter and garlic that lured us into this quaint space. This lovely restaurant, La Voile d'Or, (meaning the golden sail) was owned by a warm French couple who poured their heart and soul into every single dish. We ate there twice before we even left the marina and headed back at least three times, experiencing delectable lunches and dinners, before we left Tahiti. This is French cuisine at its very best; creamy gratin potatoes, herb-crusted fresh fish, garlic-laden broth in the "moules-frites" and crusty, fragrant baguettes. As in France, we were never bothered nor rushed. We sipped countless glasses of imported Cotes de Provence Rose while lingering over these gourmet dishes for hours.

### *The Island of Tahaa*

Managing to finally pull ourselves away from the table at La Voile d'Or, we set sail for the island of Tahaa. Tahaa is just north of Raiatea and is accessible within the lagoon. We were reefed down as our weather over the next several days was pushing 30 knots. Water inside the lagoon is flat but the wind is still strong. We spent the morning getting to know our vessel and shaking out the inevitable bugs that always accompany a charter boat. This is a practice that my first-mate, Mike Green, and I always do. We have always believed it's important to get to know your boat so when weather kicks up, you can be prepared and ready to handle anything that could go wrong.

As we cruised inside the lagoon on the south side of Tahaa we were all in awe at the sheer, raw beauty surrounding us. Lush, green palms lined the coastline on our starboard side while white crashing surf pounded the reef on our port side. Our anchorage was in a shallow 12 feet, tucked between a small cay and one of the world's most luxurious resorts, Le Tahaa Resort & Spa. Told it was impossible to even get into the bar for a drink, one of our ambitious and well-connected passengers took it upon himself to pull some strings and get us in for a drink!

We were then whisked over to a small, local restaurant "Chez Louise" for one of the freshest seafood meals I have ever had the pleasure of eating. Louise turned her husband's catch of the day into tasty, Creole-inspired gems. We enjoyed crawfish swimming in Creole spice, fresh lobster with lime, local steamed vegetables and yummy homemade desserts.

The next day after a breakfast aboard of "pain au chocolat" and hot coffee, we pulled up the hook and



*Resorts on this island paradise offer amenities to soothe and relax their guests. Lovely landscaping enhances natural tropical beauty.*

headed outside the lagoon on our way to Bora-Bora. All my life I had dreamed of that famous picture we all see ... the gigantic, looming green mountain shooting out of the ocean surrounded by an azure blue and white lagoon. Our passage was about 26 nautical miles and a nice beam to broad reach. We listened to music, enjoyed the swell of the sea and peered out towards the famous island awaiting us. Tucked up under a pillow of ivory and gray clouds, the jagged volcanic peak grew bigger as our sailboat bore down on our waypoint. Soon we approached our channel keeping green on our right and heading towards the Bora Bora Yacht Club.

### *Expectations of Bora Bora*

So many times in travel we have an idea of a place in our heads, and when we arrive it is totally different from our expectations. Most of the time, this is a pleasant surprise and that was definitely the case this time. Whenever I thought about the Bora Bora Yacht Club, visions of crisp white linen tablecloths, well-coiffed ladies and luxury yachts were in my head. As we tied up our dinghy to the dock, I was sure that we were in the wrong place. Half a tiki hut, a ramshackle bamboo bar and a few wooden tables were on the dock. The only clue this was the famous Bora Bora Yacht Club was the crooked sign above the bar. Toddlers ran naked while a young, beautiful nanny screaming in French chased them around the sand. The blonde woman behind the bar told us that she could serve us alcohol if we had picked up one of her moorings. I thought to myself, "Where am I?" Surely, this cannot be the Bora Bora Yacht Club.

We stayed in Bora Bora for two nights, and during that time, we learned the sordid history of the club and began to warm up to this young French couple struggling to make a go of the club which had been devastated by a monsoon the year before.

*continued on next page*

## ADVENTURES IN CRUISING

*continued from previous page*

The young family was warm and welcoming to all sailors and happy to sell us ice, cold beer and offer us a mooring ball for the night. Most of our passengers spent their days snorkeling or diving while we explored the island by land. We stopped at the famous Bloody Mary's to make our dinner reservations; and, ironically, it looked exactly like what I thought the yacht club would look like.

Bora Bora is a honeymooners' paradise, and most of the island is a collection of luxury five-star resorts including the Intercontinental, Four Seasons and the list goes on. Everywhere you look, there are starry-eyed lovers entangled in embraces and passionate kisses. Looking at the stunning scenery in Bora Bora, it would be difficult not to feel love in the air even with your worst enemy. This sunny, tropical island oozes romance and relaxation. We waved goodbye to Bora Bora and set sail for the east side of Raiatea and a protected anchorage, Faaroa Bay, that would shield us from rain and heavy wind coming our way. Approaching our anchorage in the dark was not optimal, but we had lost time due to the wind and distance. Finally finding a ball at the far end of the anchorage, we were able to relax.

### *Enjoying a Private Island*

After a few days in our well-protected anchorage, we set out to a small cay on the northeast side of Tahaa we had found through our research. We weaved in and out of the cardinal buoys and reef and worked our way up the coast of Tahaa. Setting the hook in some of these anchorages can be tough. Going from 45 feet to a shallow ten feet can happen literally in seconds. We did two passes and then finally set the hook. Our view was of three small, beautiful cays adorned with swaying palms and breaking surf. We explored by dinghy the first cay, but the welcome was less than warm. We left and headed towards the next in hopes of a better reception. As we approached this island, it was apparent that it was not only gorgeous, but private and exclusive. We tied up our dingy and headed towards the wood hut on the shore. A petite woman in a fresh white linen blouse approached us with a warm, bright smile. "Bienvenue a Tahaa prive isle!" she gleamed.

She was welcoming us to "Le Tahaa Private Island Resort" and that was certainly what it was. The entire island was private and open only to guests yet she was allowing us to come and have a cocktail. She was so kind and spent at least an hour showing us around the island. There were only three private motus (over-the-water bungalows) and ten beach bungalows. The center of the island was graced with bright green flora as well as swaying palm trees. There were two small restaurants; one for the evening and the other for lunches. Couples



*Watersports and beautiful tropical dwellings among swaying palm trees offer sailors and non-sailors alike the opportunity for luxury and relaxation on the islands of Tahiti.*

holding hands strolled the sugar sand. The island is all-inclusive and costs about ten thousand U.S. dollars a couple per week. All your gourmet cuisine, lodging and beach sports are included.

Our last evening aboard the boat was spent reminiscing over the glorious days of sailing both in and outside the lagoon as well as our culinary and cultural experiences ashore. We talked a lot about how Tahiti has so many five-star exclusive resorts, yet if you take the time to explore, you will discover the most amazing local experiences and warm people. Over our week aboard the boat, we were able to sail to and explore Tahaa, Bora Bora and Raiatea. If you have the time and the weather permits, it's possible to also get to Huahine and even Moorea. All this means is we have to come back to French Polynesia and revisit our favorite spots and discover new ones.

As we disembarked our boat on the final morning we all felt a little pang of sadness; or was that hunger? Hmmmm, I guess that meant we had to have at least one more visit to our lovely French restaurant, La Voile d'Or. As we indulged in a tasty lunch and sipped a crisp sauvignon blanc we smiled knowing that we had truly discovered "la belle vie" of Tahiti.

*Captain Stacey is a professional sailor, American Sailing Association Instructor and ASA School Owner. She loves teaching students on her "cruise to learn" trips throughout the Caribbean and other exciting sailing venues including the Mediterranean, Italy, Greece, Spain, New Zealand, France, Corsica, Croatia and Tahiti in the South Pacific. Contact her at [www.seadogsailing.com](http://www.seadogsailing.com)*



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## SAFETY AT SEA • BOATING WITH YOUR PET

*By Heidi Ganahl*

**W**ith the dog days of summer right around the corner, proud boat owners are starting to get the itch to spend time on the water; but what about proud dog owners? Most families who have a dog that feels like an additional family member will want to take Fido with them during their day-long excursions at sea.

Hanging with Fido and family is a great idea, but certain activities can pose potential threats for your furry friend, if appropriate precautions aren't taken. Consider these important safety tips on "Boating with Your Dog" from Heidi Ganahl, the CEO and Founder of Camp Bow Wow, which are designed for readers to enjoy a safe and enjoyable day on the water for themselves with their pets.

### *Pets Need PFDs*

Just like humans, your dog may not be the best swimmer. Even if he can swim well, he may not be able to avoid exhaustion or hypothermia if he falls overboard. PFDs are made just for dogs and can be found at most pet stores. In order to guarantee that your dog's PFD takes care of him, make sure the PFD fits him securely. Allow him time to practice swimming with his PFD so that he can become comfortable with it before getting on the boat.

### *Pets Need SPF*

Just like humans, dogs can get extremely sunburned, especially if he has light colored hair. Dog sunburns can cause the same problems as that of humans: peeling, redness and even cancer. Skin cancer in pets is much more prevalent than one would assume, so purchasing pet-friendly sunscreen can go a long way in protecting your dog's health during your boating adventure. Places that are easy to forget, but prone to burning are: inside the nostrils, tip of nose, around your dog's lips and the inside of ears for dogs with standup ears.

### *Be Careful of too Much Fun in the Sun*

Excessive sun exposure can cause heat problems for your dog, like heat strokes, if not given a break from the heat and sun. Boat surfaces made of fiberglass are prone to getting extremely hot when in direct sunlight, and your pet will absorb that heat through the pads in his feet. Be sure to establish a shaded area where he can retreat when he is feeling overheated. Depending on where you're boating, a dip in the water can be a great way to cool him down.

### *Don't Assume Fido is a Nautical Pup*

Dogs often prefer stationary areas, like their beloved dog bed. Placing your dog on a moving vehicle may be a



*Photo courtesy of Forum.Woodenboat.com*

*Don't forget to have a personal floatation device for your pets.*

### *For more information*

*Visit Camp Bow Wow's website at [www.campbowwowusa.com](http://www.campbowwowusa.com).*

stressful experience if he is not properly prepared. Before the big boating day, introduce him to the boat and allow him to become acquainted with it while it is still immobile. Next, start the boat's engine. The loud noise will probably be unfamiliar to him and hearing it will help him adjust. Next, bring your dog onto the boat and take him on a short ride. So that he will begin associating his PFD with the boat, it is a good idea to have him practice swimming in it after the boat ride.

### *Fresh Water for Fido*

Be sure to keep your dog hydrated by bringing fresh drinking water onto the boat. A water bottle that can squirt water directly into his mouth is a good way to hydrate him during a bumpy boat ride. As he may not know how dehydrated he really is, he might not beg for water on his own. If necessary, initiate his water consumption.

### *Fido Will Need to Relieve His Bladder*

If possible, designate a spot where Fido can urinate while on the boat. Pet stores sell great Wee-Wee Pads or doggie potties that look just like a patch of grass. Having one of these options on board for your dog to use will help him know where to go, and it is an easy cleanup for the owner.

*Heidi Ganahl is the CEO and Founder of Camp Bow Wow, the largest pet care franchise in North America. Turning her life-long passion for dogs into Camp Bow Wow, Ganahl started franchising the concept and by 2007 sold over 275 franchise businesses.*

## Law of the Sea • By Captain Dave Lumian

The American Sailing Association is a signatory to a new effort to increase recreational boating safety by implementing programs to minimize fatalities, injuries and property damage. The U.S. Coast Guard's Boating Safety Division has spearheaded the effort while involving a wide array of public agencies and private organizations. The Strategic Plan was signed at the International Boating and Water Safety Summit in Savannah, Ga., on March 7, 2011.



The ASA Board of Directors voted to authorize Government and Regulatory Liaison David Lumian to sign the Strategic Plan. ASA joined two dozen leading national boating organizations in pledging to support the plan. Some of the groups signing the plan include National Safe Boating Council, National Water Safety Congress, National Marine Manufacturers Association, U.S. Coast Guard Auxiliary, U.S. Power Squadron, Boat U.S., American Canoe Association and National Boating Federation.

"The Coast Guard is proud to have ASA as a partner supporting our Strategic Plan to reduce recreational

### For more information

More information about the Strategic Plan is available at [www.uscgboating.org/](http://www.uscgboating.org/) under "Beacon."

boating and sailing casualties," said Rear Admiral Kevin Cook of the U.S. Coast Guard. "Our partnership is a natural one, and I look forward to the growing mutual support between our two organizations in promoting safety. Together, we will make a difference!"

The mission of the Strategic Plan is to ensure that the public has a safe, secure and enjoyable recreational boating experience while cooperating with environmental and national security efforts.

Paramount in this initiative is to reduce on-the-water losses.

The Strategic Plan calls on supporting groups to increase safety through advanced on-the-water instruction, effective safety outreach, increased life jacket wear, increased knowledge of the navigation rules, reducing drunk driving, ensuring manufacturer compliance with safety regulations and other efforts.



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# SAILING DESTINATION

*As Pure as it Gets, Sailing the Seychelles • Photos and Story by Michelle Hurni*



*Magnificent geological formations push up from crystalline turquoise waters as tropical greenery thrives in the background.*

**T**he Republic of Seychelles lies in the Indian Ocean, some 932 miles east of mainland Africa.

Just south of the equator, the scattered jewels of 116 islands are sprinkled with some of the top rated beaches in the world, with consistent trade winds that make it a paradise for sailors.

Largely unaffected by tourism, Seychelles is a breathtaking paradise, but getting there can be a challenge. Just two airlines provide service from the US: Emirates Airline and Qatar Airways. If you find yourself in Europe, however, Air Seychelles is the airline of choice and there are a lot more options.

Mahe is the main hub of the airlines and charter companies. From there,

sailing to the exotic inner islands is the best way to experience a vast array of French colonial culture, porcelain white beaches, and rainbow-colored fish just below the surface.

Shorts and tank top weather prevails throughout the year, 75 to 86 degrees, with a long season for sailing. The southwest trade winds blow regularly from May to November for idyllic conditions through the aquamarine waters.

When you hear of an undiscovered paradise in the middle of the ocean, and see photos of crystal clear water, green islands ringed with reef, you develop high expectations. Those expectations will be blown away by the sheer beauty. Rainforest canopies

carpet the highly contoured island of Mahe with granite rock faces shooting to the sky. The sand is like sugar; add a little water and it seems to dissolve under your feet. Phosphorescents swirl and circle in the water at night.

The islands are expensive, since nearly everything is imported. Mangos and bananas are the exception, sometimes free on the side of the road. Provisions for bareboat sailing are hard to come by, and you may find it's worth the price to pay the charter company to provision your boat before you leave the marina.

Sunsail, the Moorings, Charter Seychelles, and other companies offer chartering (bareboat or skippered) on Mahe. The sailing is labeled "expert" because there can be high winds and

## *Ready to go?*

*For a visit to the tropical paradise, click on [Seychelles.travel](#) and fall in love for yourself.*

open water, but don't let it scare you away. Typically, the sailing is line of sight for island hopping and non-tidal.

Before boarding your charter, there are plenty of places to lay your head on Mahe, and with a local bus system and taxis, it's not necessary to rent a car, but to explore Mahe's spice farm, local markets, giant tortoises and beaches, it's worth the price.

On the north side of Mahe is the Beau Vallon beach, with restaurants and hotels bordering the dirt road. Upon arrival in Seychelles, it appears to be one of the most stunning beaches in the world. Until you venture away to the privacy of Anse Source D'Argent on La Digue, probably the most photographed beach in the world. The coastline of this beach is actually a series of crescent-shaped, pink-sand beaches separated by gigantic granite boulders.

One of the best ways to experience local cuisine, and enjoy it from the privacy of your boat is the "take away" stands. The local food is easy to reheat on a boat. Items made in Seychelles are branded with "Sey," such as "Sey Brew" (beer) and "Sey Pearl" (soda).

Seychelles has been protected over the years and marine parks dot the islands. The deserted Ilet Saint Pierre is a must-stop snorkeling spot for swimming with turtles, giant rays and sharks. La Digue is decorated with towering rocks, a quintessential island that doesn't allow motorized vehicles.

The beauty of sailing in Seychelles is the variety in every cove. On Anse Lazio, Praslin, is Bay Chevalier on the northwest corner. The beach is deep,



*(Above) A sailor stands at the bow as the vessel approaches a serene anchorage in the Seychelles. (Below) A bamboo forest creates a canopy of green through which sunlight from the tropical blue skies filters down.*

with a soft, fine-grained sand. The main attraction of Praslin is Vallee de Mai, a natural preserve that was added to the UNESCO world heritage list in 1983. The tropical forest produces palm leaves that can be five times your size, and the rare and protected Coco de Mer palm tree, with its giant double coconuts is endemic only to Praslin and Curieuse.

Secluded coves where you won't see another boat are easy to find. Anchoring is common and solid, as there are few mooring balls to pick up for the night. No matter which islands you visit, heaven awaits.

*Michelle Hurni has taken the helm on bareboat charters around the world with her son, Garrett, and husband George. She has written for numerous sailing magazines, about Ford Mustangs, and action sports for ESPN. Visit her website for more sailing articles: [michellehurni.com](#).*



## ASA MEMBER PROFILE • JEFFREY SIPPY

I am originally from Federal Way, Wa., south of Seattle and just three short miles from Puget Sound. Through college and graduate school I worked for Columbia Wards Fisheries in Bristol Bay, Alaska, on board a fishing tender.

I have always loved the water. While the last 25 years I have lived in the Midwest – the last seven in Springfield, Mo., – I make frequent trips home, annual trips to the Florida coast, and cherish the beautiful rivers and lakes that accent southwest Missouri.

For 30 years I sailed Sunfish-style sailboats here and there when I had the opportunity. Then this summer while on vacation in Florida, my three boys asked if we could rent a sailboat. I looked into it and we ended up with a 16-foot Hobie cat. We were given a 30-minute lesson and sent to sea. The boys were hooked. Two days later we rented it again.

Returning home to Springfield, Mo., I knew I was hooked too, and began my search for Midwest sailing.

A little research revealed an ASA certified sailing school just 60 miles north of Springfield, Mo., Lake Stockton State Park Marina. My wife and children “chipped in” to buy me lessons. When I called about my lessons, Captain Larry Straight greeted me with great enthusiasm. When Larry’s schedule changed and he could not teach my class, he introduced me to his partner, Captain Benny Jaegers.

Both men were awesome. The first time I went sailing after my lessons, Captain Jaegers came down to the dock to make sure I was confident, and then called me the next day at home to see how everything went. Weeks later, Captain Straight sought me out to meet me and see how my sailing was going. Both men have pledged themselves to my continued learning and enjoyment at our local marina.

Once certified, I was fortunate to go sailing almost weekly until the marina was closed for the winter. Additionally, I was able to schedule a sailing adventure on Puget Sound during a trip home.

One of my favorite days of sailing was last fall, when on my fiftieth birthday, I was able to host three of my associates—Media Director John Stewart, Pastor Adam



*Thanks to his ASA classes and time out on the water, Jeff enjoyed the joys of sailing and taking out some of his best friends for his fiftieth birthday. With an ideal day, Jeff sits here leaning back with cup of coffee in hand and feet up on the lines.*

Parvey, and Pastor Duane Maas—for a day of sailing. The winds were great, and I barely touched the tiller or sheets. With coffee in hand, I leaned up against the mast and let the “crew” take us where the winds blew. When you are sailing, you are already there!

What I most enjoy about the ASA is feeling as though I belong to a community of folks who have a shared passion and interest, and learning (living vicariously!) from other people’s experiences. The ASA is a great resource for anyone who is passionate about sailing. I also really enjoy reading the *American Sailing Journal* cover to cover!

My three biggest goals in sailing are:

1. Owning my own boat and sleeping out overnight under the stars!
2. Taking at least two more classes with ASA, Coastal Navigation and Bareboat Chartering (104/105).
3. Sailing somewhere – not just up and down a lake, but from one place on the chart to another!

*Jeffrey Sippy is one of three pastors at Redeemer Lutheran Church and Springfield Lutheran School in Springfield and Nixa, Missouri. He and his wife, Cindy, have been married 22 years, and are blessed with three healthy, active boys – Clayton, 18, Aaron, 16, and Jason, 14.*

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## ASA MEMBER BOOK REVIEW • BY NICKI EHRLICH

**Title:** *26 Feet To The Charlottes: Exploring The Land Of The Haida*

**Author:** June Cameron

**Publisher:** Heritage House Publishing Company Ltd., 2009

**Format:** Paperback, 240 pages

June Cameron is a Canadian adventurer. This particular adventure takes her and her cruising partner, Paul Holsinger, north from Vancouver, past Desolation Sound and continues the length of the British Columbia coast before turning left for the Queen Charlottes. The initial route has been accomplished many times. But most cruisers leave the challenge of Hecate Strait behind. June and Paul bravely sailed it in Wood Duck, a 26-foot wooden boat of unknown heritage. Paul had purchased the boat in 1971, including its 25 horsepower Kermath inboard, which was not inboard, or intact, at the time.

Their adventure took place in 1983 and didn't stop at the more populated east edge of the Queen Charlottes. This adventurous couple threaded the eye of the needle of Skidegate Channel and forged down the mostly uncharted west coast of Moresby Island. The heavy little boat made all of four and a half knots at best with no modern electronics on board. The route was an adventurer's feat indeed, and June takes the reader along with them every soggy step of the way.

As cruising partners go, June and Paul seemed to be a good match. They both longed to explore the BC coast and both loved fishing. In a small boat with limited storage, traveling to unpopulated areas, their ability to live off the land and sea was important. They explored places closer to home for three summers before this adventure. Compatibility would be crucial for a longer, more demanding cruise. Paul knew the engine of his boat literally inside and out, and anyone who has ever cruised the Pacific Northwest knows it's hard to get by for long without an engine.

But it was June who was the sailor and navigator and she said, "Liberated women of today might well ask how it was I was washing Paul's clothes for him, but when you consider his struggle to cut firewood and to keep both the fire and the old engine running, it is easy to see why I felt food preparation and laundry were my roles along with navigation and sailing."

June Cameron is an accomplished sailor, having participated in all the major sailboat races on the BC coast from the mid 70s to 80s. And she is an experienced cruiser having been born and raised in the

area where, from early childhood, she explored the coast with her parents. The best parts of the book include history of the villages they visited, both documented and local knowledge. Stories of the First Nations cultures and relics they found along the way were later researched.



This research was part of the reason for the time lapse between the journey and the published book.

Cameron is also an accomplished artist and refers, with some admiration, to a prior artist and adventurer, Emily Carr. Carr explored some of these coves and villages in the 1920s. Much of Cameron's story is told in the same vein as M. Wylie Blanchet's *The Curve Of Time*, which

Cameron refers to here and there in her own story. If you travel anywhere on Pacific Northwest waters on any kind of boat, Blanchet's book is a must read, and right next to it is Cameron's.

For the cruiser prepared to travel part of this same route or tempted to repeat the expedition, the book contains substantial information that points to a secure anchorage or a hidden reef. More alluring to me were her insights into the beauty and intrigue that tempt you around the next corner. June Cameron is added to the prestigious, although short, list of female Northwest explorers.

By the time I finished the book, I could smell the fresh-cleaned fish, the swollen hull of "Wood Duck" and the smoky salt air surrounding their home and traveling vessel. I needed a shower and a laundromat, but I was back in the Northwest, remembering my own sailing travels there and dreaming about the ones to come.

*Nicki is a freelance writer who now lives in Monterey, California. She has sailed extensively in the Puget Sound region from the South Sound to Desolation Sound and beyond. She earned her ASA certifications through Puget Sound Sailing Institute in Tacoma, Washington and is USCG licensed. She ran her own sailing school and charter out of Gig Harbor, Wa., in the '90s and is a member of Tacoma Women's Sailing Association. She still plans to circumnavigate Vancouver Island.*

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Portland is situated on the Columbia River, which is one of the most challenging sailing areas in the Pacific Northwest. Approximately 100 miles downstream of Portland is the mouth of the Columbia and the Columbia River Bar. This area is called the "Graveyard of the Pacific" for good reason; it has a notable history of more than 2,000 ships that have sunk since the late 1700s on this shallow shoal, which is characterized by a crosshatching of currents, eddies and whirlpools. Learning to safely pass through this area is critical.

Once you have crossed the Columbia Bar from the ocean into the river proper, you will find several towns where you can moor, rest and replenish your supplies. Astoria, Oregon, Ilwaco, Washington, and several other towns have marinas with yard facilities if you need repairs. As you make your way upstream towards Portland, there are many wonderful spots to anchor in between islands and coves. Closer to our metropolis there are quaint marina towns to visit such as Cathlamet, Washington, and St. Helens, Oregon. East of Portland you can travel upstream all the way to Idaho, passing Hood River, the windsurfing capital of the world.

The Columbia River current can run up to four knots during the spring, and is affected by tides from the Pacific Ocean as well as by the release of water from Bonneville Dam throughout the year. Barge traffic and international container ships, which unload cargo to the various terminals on the Columbia River, offer great navigational challenges to the novice sailor. Our area is like a smaller version of San Francisco Bay where ship traffic, tidal currents and wind all play key roles in navigation.

Known as "Bridge Town" because it surrounds both the Willamette and Columbia Rivers, Portland has a unique and large sailing community. We are a major destination for west coast sailboat cruisers because we have safe harbors in fresh water and plenty of local marine businesses to outfit your boat before heading back out to sea. From the waters of downtown Portland on the Willamette River to Hayden Island (the heart of the sailing community) on the Columbia River, dinghy racing, PHRF racing and fun Friday night "Beer Can" races



Teaching at Passion Yachts gets students out on the water, learning the practical skills of sailing while enjoying the beautiful areas surrounding Portland.

### For more information

For information about Passion Yachts go to the website, [www.passion-yachts.com](http://www.passion-yachts.com), or call 503.289.6306.

around the buoys offer every level of sailor the opportunity to get out on the water and test their skills and competency. Various yacht clubs sponsor races throughout the season with gatherings after each event.

Since we are a dealer for Hunter Marine, the Passion Yachts fleet is made up of several Hunter sailboats from 22 feet to 34 feet. In addition, we have a 46-foot Beneteau to round out the fleet. Deck layouts, sail plans, and equipment are designed to make sailing easy and fun no matter what the conditions.

Offering ASA Basic Keelboat, Coastal Cruising, Coastal Navigation as well as Bareboat Charter classes, we cover all aspects of sailing. A bonus feature of our bareboat charter class is that you have a choice of two charter destinations for the class. You can cross the mighty Columbia River Bar for a five-day trip or you can cruise east up the Columbia River to Cascade Locks, traversing the Bonneville Dam locks.

The Passion Yachts teaching staff is made up of dedicated sailing professionals who are USCG captains as well as ASA certified instructors. Their passion and the gift of their knowledge and experience will allow you to embark on your new journey of sailing with confidence and enthusiasm.



Crystal clear waters like these are what all sailors hope to preserve. Using technology like the electric propulsion system (below) can help.

## FEATURE STORY

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A few years ago I got tired of the sound and smell of the diesel engine aboard my boat, Intrepid, and replaced it with an electric propulsion system. At the time, it seemed like a crazy idea, but I can honestly say it was the best thing I ever did. The advantages of an electric propulsion system are: 1. They are cleaner, with no exhaust fumes to make you seasick. 2. Quieter - they allow for a more tranquil experience on the water. 3. Reliable - since electric motors are simpler than a conventional combustion/diesel engine, they are easier to maintain and fix yourself if necessary. 4. Higher torque at low RPMs makes docking much easier. 5. They don't use fossil fuels. However, these selling points don't fully express the true advantage of "going electric" with your sailboat.



The one major drawback to having an electric propulsion system is the reduced range under power. This one drawback is undoubtedly the major reason why electric propulsion hasn't been universally accepted by sailors yet. However, I have learned that this drawback, believe it or not, is actually one of the biggest benefits of going electric on a sailboat. Intrepid's electric propulsion system can push the boat along at hull speed at full throttle for a short period of time; and at slower speeds, we can motor somewhat longer. The electric motor truly acts as an "auxiliary" propulsion system - as it is defined, and is there when I need it for docking, getting in and out of the marina and for occasionally gliding between lulls out on the open water.

### Ways to Go Green Now

1. Follow the laws regarding discharge of solid and liquid waste and the spilling of oil and other hazardous materials. Recycle your garbage, like you do on land.
2. Wherever available, choose non-toxic paints, solvents and other environmentally friendly cleaning and maintenance methods. Do your boat maintenance on land if possible.
3. Do something about your engine. Keep it well tuned, prevent oil leaks, be careful when you re-fuel and minimize idle time. Combustion engines on a boat are probably the biggest environmental concern.
4. Improve your sailing skills. The more you sail, the less you motor. You'll enjoy being out on the water, you'll go faster so less algae will grow on your hull, reducing the need to scrape toxic bottom paint into the water.

Since my electric powered sailboat has limited range under power, I have had to completely re-think my philosophy about what it means to be sailing. Since I can't use the motor if I don't like the direction of the wind, I have to sail as much as possible. Having no choice but to sail has drastically increased my confidence and improved my sailing abilities. I have also discovered how to get the most sailing performance from my boat and found that she was actually designed to sail. Imagine that! Of course, it should also be said that certain instincts and skills that all sailors should develop, like sail trim, trip planning and interpreting the weather forecast, become very important, and you must develop these skills even further when you go electric. For me, this personal transformation has led me to enjoy the sport of sailing so much more.

In the future, we can expect pressure on the environment to inevitably increase, while we continue to be drawn to the water. The responsible and prudent sailor keeping a weather eye on the state of the world would be smart to think of "green boating" as just "normal boating." With this change in mindset, you'll discover that boating is just as much fun and can be rewarding on a much higher level.

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## INSTRUCTOR TIP

*By Captains David and Penelope Renoll*

### Use Hand Signals to Communicate Effectively Onboard

**M**any years ago, our youngest daughter came to the boat during one of her spring breaks from college and sailed along with our charter to St. Michaels. When we arrived for our lunch stop, we docked at the Chesapeake Bay Maritime Museum. Usually, my wife and daughters handle the bowlines while I maneuver the boat at the helm.

Without shouting, screaming or ranting, we brought Zufrieden, our 37-foot Hunter, alongside the dock. Later, as we approached our home slip, we once more brought our boat into her berth without a spoken word between my wife, my daughter and me. One of the passengers looked at my daughter and said, "That was really impressive; my husband and I would have been yelling and screaming."

Our daughter calmly looked at our guest and replied, "You obviously were not on board when we first began sailing!"

What is the big difference? We have learned to use hand signals to give directions. A crew member standing at the bow merely needs to face forward and by moving an arm pointing forward, I know that I should continue directly ahead. Or by facing forward and pointing with the arm either to port or starboard, I know that I need to turn the vessel in that direction – the further the crew member points away from dead ahead, the harder I need to turn. We have our own signals as well for more speed, stop, reverse, etc. These are much easier to understand than shouted words into a howling wind and over top the loud engine noises. Using simple, clear hand signals (holding



*By using hand signals, the sailor at the bow of the boat can "talk" to the captain without shouting over the wind or engine.*

a flashlight after dark) allows both crew and skipper to communicate clearly and professionally. No one becomes angry and everyone understands the directions. Naturally, everyone has a much more pleasant experience and everyone is safer.

Instructor tip: Develop simple, clear, agreed upon hand signals so that crew and skipper do not have to scream and everyone understands the directions. You will find your sailing more enjoyable and safer.

*Captains David and Penelope Renoll own and operate R&R Charters and Sail School, an ASA Outstanding School for 2010. Captain David holds a USCG Master's License and ASA instructor's certifications from 201 through 206 as well as 218, 219, 220 and is one of ASA's Instructor Evaluators. Captain Penny holds a USCG OUPV License and ASA instructor's certification for 201.*