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Olympic Circle Is Thinking Green

WHENEVER MEMBERS OF THE OLYMPIC CIRCLE Sailing Club (OCSC, www.ocscsailing.com) of Berkeley, California, hit the road, they have multiple agendas. Their main goal, of course, is to sail in waters where they can trade San Francisco Bay's requisite foul-weather gear for a layer of sand, salt, sweat, and sunscreen. But the intangibles inherent in Tahiti, Tonga, Turkey, the West Indies, or West Africa are also reasons why the club organizes several flotilla charters each year so members can experience different cultures, cuisines, and temperatures. And wherever they go, OCSC sailors support environmental causes. "Wherever possible, we try to mitigate our environmental impact for the benefit of future generations," said president Anthony Sandberg.

To Sandberg, sailing wouldn't be the same without a clear view of the bigger

the small beach town of Placentia Village, still recovering from October 2001's Hurricane Iris. Placentia is home to The Moorings' first charter base in Belize (www.moorings.com), opened a month after Iris hit.

Before the trip, OCSC contacted Seacology (www.seacology.com), a small Berkeley-based nonprofit, nongovernmental organization specializing in the preservation of endangered island habitats and cultures. Seacology put the club in touch with the Toledo Institute for Development and the Environment (TIDE, www.tidebelize.org), an environmental group that works to protect sensitive reefs, wetlands, and watersheds in southern Belize. "We research and monitor natural resources and plan and manage protected areas," executive director Wil Maheia told the OCSC group.

Afterward, trip leader Max Fancher presented Maheia with a symbolic check for the \$6,250 the group raised through private donations and by forgoing charter discounts. The money, processed through Seacology, will be used to repair the ranger station in the Port Honduras Marine Reserve. This facility, built to curb the poaching of manatees, was damaged during Iris.

Much still needs to be done off Placentia. "We hope to deploy 35 mooring buoys in sensitive areas, but it will be necessary to form a coalition with other companies to fund the initiative," said base manager Rory McDougall of The Moorings. "And once the buoys are set, they become government property, which will bring up the question of their maintenance."

Among the experts, the consensus is that the glass is half full. "By becoming the first sailing club to work with us, OCSC has set a wonderful example," said Seacology's executive director, Duane Silverstein. "We applaud them for helping sailors protect the marine environment while doing what they love most."

Dieter Loibner



Seventy-three members of the Berkeley, California, Olympic Circle Sailing Club left much more than footprints in Belize.

picture. "A healthy environment is in the best interest of companies whose business is connected to outdoor leisure activities," he says. So, to formalize its goodwill efforts, OCSC joined 1% for the Planet (www.onepercentfortheplanet.org), a nonprofit corporation started by Yvon Chouinard, the founder of the technical-apparel company Patagonia. Members of this alliance donate one percent of their annual gross revenue to environmental organizations.

The club's first flotilla charter in 2003 was its inaugural one in Belize and the largest one yet. Early last February, 73 members and friends descended upon

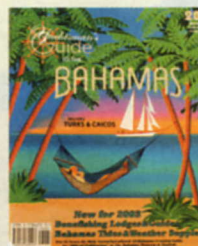
Cruising at Last: Sailing the East Coast by Elliott



Merrick (\$23; 2003; The Lyons Press, 800-962-0973, www.lyonspress.com). After sail-camping an 11 1/2-foot Penguin in the U.S. East Coast's

sounds and rivers for years, the author built a 20-foot Al Mason design at home. This compilation of writings and log-book entries, published posthumously by the author's daughter, conveys the joys, the thrills, and the moments of terror his family experienced sailing this boat from Georgia to Maine and back following the Atlantic Intracoastal Waterway.

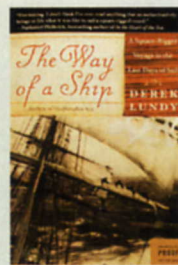
Yachtsman's Guide to the Bahamas (Includes Turks & Caicos) edited by Thomas Daly (\$40;



2003; Tropic Island Publishers, 877-922-9653). Published annually for 53 years, the old trim size has been replaced with a more usable larger format and

more color. Sketch charts, with bearings and landmarks, and vital cruising info and local lore are still present, but, says cruiser Dave Schaefer, the guide is now "slick, not funky, and longtime users will have to decide which they prefer."

The Way of a Ship by Derek Lundy (\$26; 2003; HarperCollins, www.harpercollins.com). Subti-



tled "A Square-Rigger Voyage in the Last Days of Sail," this book presents a likely representation of the author's great-great-uncle's life before the mast in the late 19th

century aboard the fictional Cape Horner *Beara Head*, extrapolated from public records, ships' logs, and parallel experiences at that time. Merchant seaman Benjamin Lundy left a cold trail, but his great-great-nephew has created a believable and rich legacy for him.