



ASA 106, Advanced Coastal Cruising Caribbean Adventure with *Wild Rumpus*



Join Modern Sailing aboard the luxury catamaran *Wild Rumpus* for an adventure of a lifetime! Sail over 200 nautical miles, stand night watch, prepare meals in a rolling galley, and explore one of the most beautiful and iconic sailing venues in the world, all while earning your ASA 106, Advanced Coastal Cruising certification. Sailing among the Virgin Islands over the same waters and routes once traversed by real pirates of the Caribbean, this adventure learning experience will impart you with the skills and confidence to safely lead your own coastal and island-hopping plunders. You'll learn and practice provisioning, weather routing, watch standing, anchoring, and mooring, all over some of the most beautiful waters and bays in the world.

Wild Rumpus is owned and operated by [Scott Bonder](#), a Modern Sailing instructor with over 6000 nautical miles of offshore sailing experience.



The Perfect Boat for a Luxury Advanced Coastal Cruising Experience

Wild Rumpus is a 53-foot bluewater catamaran much different from the standard charter catamarans in the Caribbean. As soon as you step aboard, you'll notice elegant touches, like the teak table engraved with the world chart in the spacious cockpit.



Moving toward the helm, you are greeted by the newest and highest-grade chart plotter, the massive electric winches, and the neatly stowed lines. The heavy-duty lines and powerful winches are your first clue that the mainsail is over 1100 square feet, larger than most two-bedroom apartments in San Francisco. Then, in conjunction with the mainsail, you'll learn to use the self-tacking jib, the 800-square foot genoa, and the massive 1450 square foot screecher – all of them on electric furlers.



In the interior, *Wild Rumpus* continues to impress and delight. Her three berths, with their own dry head/separate shower, are very comfortable, made even more so by the lack of bare fiberglass. Instead, you are surrounded by hand-fitted panels, headers, and custom cabinetry with the feel of a modern, high-end condo.





During the course, you'll learn about the *Wild Rumpus* systems, including her twin 80-hp diesel engines, generator, watermaker, and electrical system. At the helm, her massive diesel engines will challenge and refine your catamaran maneuvering skills while anchoring or mooring.

At the end of a full day of learning and adventure, *Wild Rumpus* provides the perfect relaxation platform. Stowed aboard are two premium paddleboards, snorkel gear, and a kayak available for use during downtime.



When shore time is called for, *Honey Badger*, the 12' 25hp dinghy, is available to ferry the crew to the various islands and reefs.

Most importantly, you'll gain the confidence and skills aboard *Wild Rumpus* to sail through the night and along foreign coasts on your own epic sailing adventures.

Caribbean ASA 106 Course Itinerary



DAY 0: *Zoom* — Two weeks before scheduled arrival, students and instructor meet via Zoom. Topics of discussion:

- Recommendation for anti-nausea meds
- Meal planning and provisioning (plan for certain meals onshore, snacks onboard, etc.)
- The planned route and anticipated wind angles
- The watch schedule
- Required offshore equipment
- Accommodations
- Alcohol policy
- Passports requirements (must have six months or more before expiration at the time of trip)
- Question and answer period

DAY 1: *Crowne Bay Marina* — Students fly into St. Thomas and meet at the Crowne Bay Marina. Once all crew are onboard:

- Review *Wild Rumpus* safety equipment and tour of the boat
- Discuss living aboard with strangers -no trace, toilet usage, toilet paper procedure (likely to use bags for toilet paper to avoid any potential clogs), freshwater conservation/showering
- Review PFD-required and non-required spaces and jack line/tether usage
- Prepare dinner together

DAY 2: *St. Thomas to Maho Bay, St. John.*

We wake, eat breakfast onboard, and jump into essential basics before heading out for our sail. This morning, we'll cover:

- Review electrical system, generator, and conservation
- Bilge and engine checks (go over “wobble” water, oil, belts, bilge, and electrical)
- Familiarization with dinghy and davit system
- Familiarization with sailing systems
- Inspect rigging, engines, bilges, life raft, lines, and discuss all safety measures
- Familiarization with the dinghy and davit system
- Review logbook and go over end-of-shift logbook requirements
- Review appropriate charts
- Review chart plotter, the need to zoom in to find hazards, and autopilot use

Once the onboard familiarization is complete, we'll depart for Maho Bay on St. John, by heading south and going the long way around St. John. As we depart St. Thomas, you'll begin learning the watch-standing routine and responsibilities. Each person will hand steer and use autopilot – giving you a true appreciation for this miracle of modern technology. This is a full day of sailing along the coast of two separate islands and through the infamous “Narrows” between St. John and Great Thatch Island. We'll arrive in Maho Bay before sundown, take a mooring, and start dinner preparation and debrief.

DAY 3: *St. John out-and-back, ending at Christmas Cove, Great Saint James.*

We will wake up, eat a relaxed breakfast, and then use the dinghy to practice basic maneuvering with an outboard engine. Departing the bay midmorning, we'll head out for

several hours of sailing around St. Thomas, using binoculars and the chart plotter to understand the perspective differential between the two. The day will end moored at

Christmas Cove at Great Saint James to enjoy some snorkeling and a pizza from the famous Pizza Pi (pizza boat) if available.

DAY 4: *Overnight Passage to Caneel Bay.*

We'll all work together to develop the watch schedule and then depart Christmas Cove for our overnight sail. We'll let the wind be our guide, but most likely, we will sail southeast until we see St. Croix and then return to Caneel Bay, where we'll take a mooring, debrief, and decompress. This will be a day off to catch up on sleep, hit the beach, and go into Cruz Bay on St. John.

DAY 5: *Caneel Bay to Coral Bay, St. John.*

Departing after breakfast, we'll and go back around St. John to Coral Bay. On our way, the wind will be our guide to get as much sailing in as the day will allow before heading in to anchor in Coral Bay. Coral Bay is typically less crowded than other areas of the USVI, has a lovely floating/swim-up taco bar, and is home to Skinny Legs, which boasts one of the better burgers on the island (complete with non-burgers, too).

DAY 6: *St. John to St. Thomas.*

We'll depart after breakfast and moor near Crowne Bay Marina where we started the journey. As soon as we are moored, we will administer the written test. After testing is complete, we will clean the boat exterior and interior to prepare for disembarking. Once chores are finished, we can visit St. Thomas and relax.

Day 7: Debrief over breakfast and begin ferrying crew to St. Thomas for their return flights.

Note: The itinerary is all subject to change based on weather and alterations in customs/immigration practices.

Provisioning

Meals will not include weevil-infested hardtack – so bring your own if you want to feel like a sailor from Master and Commander. The crew will discuss provisioning on the Zoom call, decide on meals, and break those down into a shopping list. Once completed, the *Wild Rumpus* Crew will handle the chore of going to the supermarket and stocking the boat. Meals on the boat are included in the course.

Packing for Your Trip

Fashion-forward or torn shorts and t-shirts – dress as you like. Although *Wild Rumpus* is a super yacht, we are not a superyacht, so there's no need to pack anything special to wear aboard unless your significant other insists. Most of the Caribbean is casual and welcomes t-shirts, shorts, and flip-flops as normal attire, with only a few important exceptions, such as Customs and Immigration offices.

Luggage

Travelling light is the way to go. Most folks don't need half as much as they initially pack. *Wild Rumpus* has a washer/dryer that is available for your use while on board.

A good guide is to use a medium duffel bag (100-liter volume) for your main bag and a water-resistant backpack as your carry-on. The backpack can serve double duty for day hikes, and the duffel is easily stored once you unpack. Avoid rigid-framed luggage, as it can be difficult to store. We have dry bags and waterproof phone cases for use while on board.

Gear and Supplies

In general, *Wild Rumpus* has what you need. Towels, beach towels, linens, pillows, floaties, paddle boards, kayak, and snorkel gear are all available aboard for your use. *Wild Rumpus* also provides soap, shampoo, and conditioner, but feel free to bring your own. We also have one hair dryer on board for guest use. Do bring a hat or two.

Bring sunscreen. *Wild Rumpus* has a lot of space in the shade, but even shaded from direct sunlight, the UV rays are reflecting up from the surrounding water and you run the risk of sunburn. Please check that your sunscreen is reef-safe. Do not bring spray-on sunscreen - it makes the deck very slippery.

The following is a suggested packing list for 7 days aboard.

Clothing

- (2) Shorts with zipper pocket
- (1) Long pants for travel and immigration
- (1) collared shirt (polo or button down) for nicer dinner/immigration
- (3) casual shirts/t-shirts, casual dresses for dinner
- (2) Swimsuits and cover-ups
- (3) Quick-dry T-shirts; sun shirt
- (1) light sweater or fleece jacket
- (1) light rain/wind jacket
- (1) flip flops or other beach shoes
- (1) shore shoes, closed toe suitable for light hiking
- (2) pairs of socks for hiking
- (1) sun hat

Non-Clothing

- Passport with at least 6 months remaining before expiration
- Cash for cabs, dining ashore, etc. (\$200)
- Sunscreen
- Insect repellent (for hikes)
- Polarized sunglasses
- Personal hygiene items
- Medications with prescriptions*
- Special dietary items
- Motion sickness remedy**
- Alarm clock (just kidding!)

Sailing Gear - Required

- Personal PFD – offshore rating preferred***
- Double line tether
- Sailing gloves

Sailing Gear - Recommended

- MOB1 Personal Locator Device****
- Sailing knife or multi-tool

* On rare occasions a Customs/Immigration officer may ask to see the prescriptions associated with medications. Print and store in your luggage the prescriptions or a copy of the medication label showing it is for you.

** Motion sickness can afflict anybody, even those who do not normally suffer motion sickness problems. Talk to your doctor and bring appropriate motion sickness meds, whether prescription or over-the-counter. *Wild Rumpus's* crew of experienced sailors all used scopolamine patches for the ocean crossing to prevent any problems. The patches are unobtrusive, last three days, and nobody experienced any side effects. We suggest that you talk to your doctor about whether scopolamine or other prescription motion sickness medication might be a good option for you.

*** Please discuss PFD options with your instructor. At a minimum, you want a coastal-rated PFD with integral harness. Disarming your inflatable PFD is a relatively simple procedure that will allow you to put the PFD in checked luggage. Most airlines allow an inflatable PFD and two spare cartridges onboard. Check with your carrier for details. If bringing it through security as a carry-on, the best practice is to announce it to the TSA officer.

**** The instructor can help you install and program the MOB1 prior to arrival. MOB1 is recommended over non-AIS devices as it will report directly to the *Wild Rumpus* chart plotter and VHF. Other AIS devices are acceptable, but the instructor may not be able to assist.

What NOT to Bring

- Do not bring anything that could be considered a weapon other than a basic sailing knife with a blade no longer than 5 inches. Pepper spray, mace, and other personal defense items often considered normal pocket items in the USA are illegal on the islands.
- Do not bring any drug unless it is prescribed for you and you have the prescription, or it is a basic over-the-counter medicine. CBD (even without THC) and marijuana are illegal on most Caribbean islands.
- Do not bring rigid/hard luggage. Rely instead on duffel bags and other soft-sided collapsible bags. *Wild Rumpus* is big, but storage is not unlimited.
- Linens, towels, and pillows are provided on the boat.
- Soap and shampoo are available on the boat, but you may bring your own.
- Water Toys - *Wild Rumpus* has two paddleboards, a kayak, and snorkel gear. Please don't bring anything that won't fit in your duffel bag.

Travel Arrangements

Your course will begin and end at St. Thomas, USVI. You are responsible for making your travel arrangements from your home to the St. Thomas Crowne Bay Marina. You will be given contact information for your instructor. Call him upon your arrival at the St. Thomas airport. You will then take a taxi to Crowne Bay Marina, where you will meet the instructor.

Our experience is that the airlines guide you to the red-eye flight from SFO to St.

Thomas. You may, however, choose to split the trip and avoid a red-eye so that you arrive well-rested. For example, if flying Delta you can fly one day early, stay at the Marriott Gateway Hotel (accessible via a short trip on the airport tram), and then depart for St. Thomas the following day. This is the method your instructor uses. If you choose this option, let him know, and those at the hotel can gather for a pre-course meal.

Communications

Mobile phone and data services are generally available throughout the Caribbean. There may be times offshore without service. There is no separate wifi/internet access on *Wild Rumpus*. For safety, *Wild Rumpus* is equipped with additional equipment such as a satellite phone, but it is not available for non-emergency use.

General Weather Conditions - Virgin Islands

During the winter months (November to January) the wind is from the northeast at 15-20 knots. The Christmas winds can produce 25 to 30 knots for several days at a time. In February, the winds move to the east, and by June it changes to the southeast at 10-15 knots. In September and October, the tradewinds are at their weakest and the weather can be less settled. By November, the high pressure system around Bermuda starts to stabilize and 15 to 20 knot breezes become the norm.

The following table is a historical look at the weather in the Virgin Islands.

MONTH	High (F)	Low (F)	High (C)	Low (C)	Ave Precip (in)	Ave Precip (mm)	Ave Water Temp (F)	Ave Water Temp (C)	Ave Wind Dir/Speed
January	83	75	28	24	3	76	77	25	E 15-25 kts
February	83	75	28	24	2	50	77	25	E 15-25 kts
March	83	75	28	24	2	50	78	26	E 1-25 kts
April	84	77	29	25	3	76	80	27	E 15-25 kts
May	86	78	30	26	4	101	82	28	SE 15-20 kts
June	88	80	31	27	3	76	83	28	SE 15-20 kts
July	88	80	31	27	3	76	84	29	SE 15-20 kts
August	88	80	31	27	5	127	85	29	SE 15-20 kts
September	88	80	31	27	5	127	84	29	SE 5-15 kts
October	87	80	31	27	4	101	83	28	SE 5-15 kts
November	85	78	29	26	5	127	82	28	NE 5-20 kts
December	83	76	28	24	4	101	80	27	NE 15-25 kts