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Photo by JH Peterson

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ART & DESIGN

ART DIRECTOR STEVE JYLKKA

ADVERTISING

GROUP PUBLISHER BOB BAUER / bbauer@aimmedia.com
MARKETING DIRECTOR SARAH WEBSTER
OPERATIONS MANAGER
 ANDREA BAK HOWEY / ahowey@aimmedia.com
EUROPEAN ADVERTISING DIRECTOR
 ELENA PATRIARCA / patriarca.elena@gmail.com
**NORTHEAST, UPPER MIDWEST & EASTERN CANADA
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Belying Up

Hopefully, Carolyn Shearlock's provisioning tips this month (p. 45) will help those of you who, like me, are useless at stocking their boats for a cruise of any duration. Bacon, eggs, cheese, a couple of steaks, a handful of onions and a loaf or two of bread, and I'm good to go. A couple of days later I'm pulling long-forgotten cans out of the lockers, wondering what culinary masterpiece I can throw together from pickled beets, artichokes, peas and a suspiciously rusty tin of Spam. In the end it's usually sardines on toast, washed down with the kind of last-resort boxed red that leaves you with pink teeth and an ache behind the eyes.

I should know better, because I've sailed with some first-rate sea cooks and eaten like a prince (rather than a prisoner) on most of the long passages I've sailed. On shore, I can twirl a spatula with the best of them. It's just that I lose inspiration at sea. Especially when it's rough, food becomes a duty, not a pleasure.

I know I'm not alone here. The sailor's diet has traditionally been a dull one. Our ancestors sailed the world on a regime of ship's biscuit, salt meat and dried peas, with a splash of lime juice in the daily rum tot to keep scurvy at bay. (This is still not a bad idea.) When the prime consideration is the calories, not the method of delivery, you tend to cut to the bare essentials, and it is quite surprising how well you can survive on a fairly limited diet.

One of my sailing heroes, Bill King, a British wartime submarine commander who raced in the original Golden Globe,

sustained himself solely on a mixture of almond paste and dried fruit and legumes that he called burgoo, brightened up with bean sprouts cultivated in his dank cabin. (I can only imagine his joy at harvest time.) King lived to be 102, thus proving his own point. Micro-boat sailor Sven Yrvind is about to set off around the world fueled only by sardines and muesli. There must be something about solo sailing that destroys taste buds.

I fondly recall a charter in Tonga's Va'vau islands a few years ago, where we found precious little in the way of interesting provisions in the port's markets. The first night, we hooked a wahoo the length of my leg and, away from the civilizing influence of spouses, promptly regressed to basic hunter-fishermen; the three of us ate little but that fish for three days, first as sashimi, then ceviche, then grilled, with only bacon and eggs in the mornings to relieve our fishy diet. It was superb eating, and we cared not at all when the greens ran out. A couple of small skipjack provided enough variety for another night.

Dr. Atkins would certainly have approved, for our clothes got looser by the day, but truth to tell, by the time we hooked a fat yellowfin tuna toward the end of the week we were about fished out; we took that beautiful 25-pounder to the nearest (only) restaurant we could find and traded it for three hamburger dinners, with extra fries and a large salad. I think by then we were also hankering after muesli, but most certainly not sardines. **S**



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FEEDBACK

From the *SAIL* community

The SAILING SCENE

Are you out there sailing, cruising and living the sailing life?

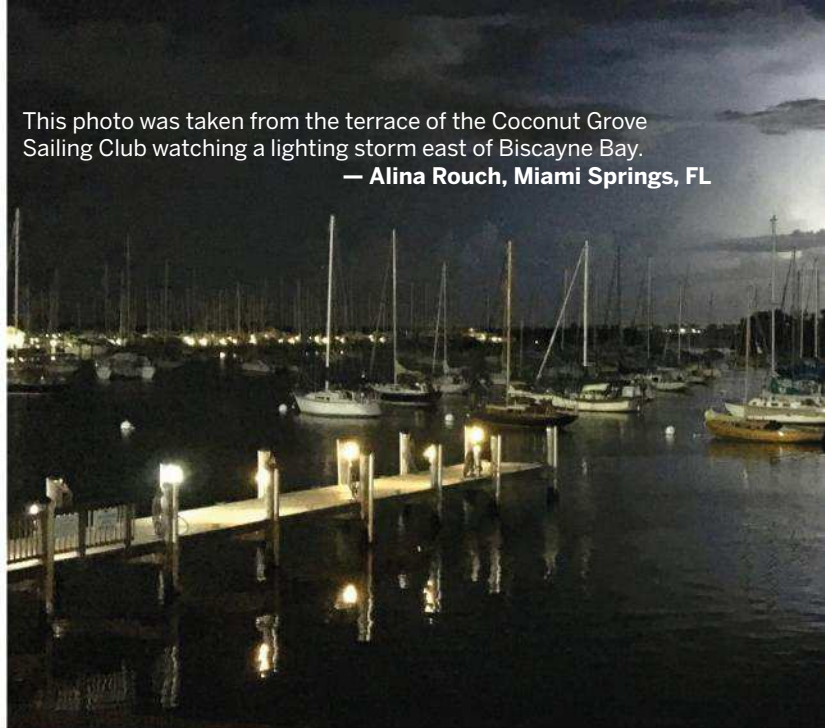
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Under Sail, via our website sailmagazine.com

This photo was taken from the terrace of the Coconut Grove Sailing Club watching a lighting storm east of Biscayne Bay.

— Alina Rouch, Miami Springs, FL



I took this photo at the docks in Sisters Creek near the mouth of the St. Johns River while preparing *Ghostbuster*, a J/29. We then sailed down the coast to participate in St. Augustine Race Week.

— Robert Beringer, Jacksonville, FL



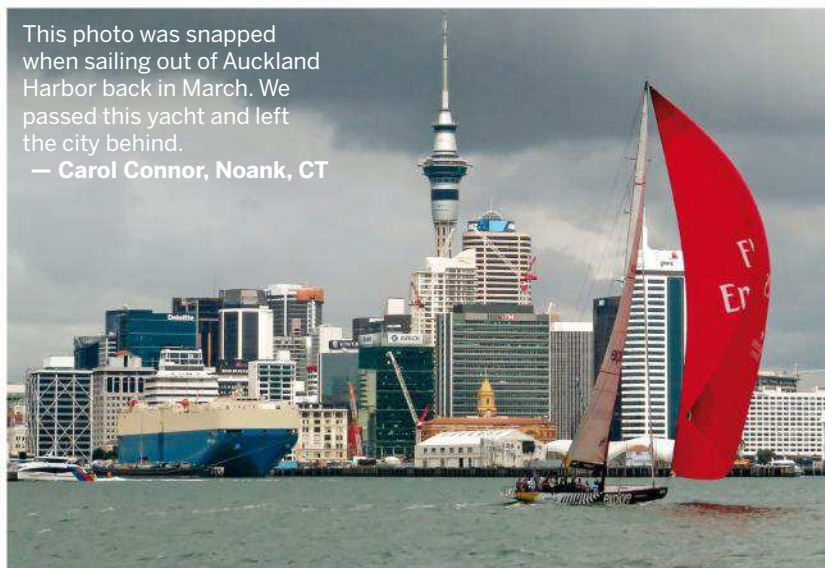
Legend has it the Havanese were sailing dogs and kept their crews' feet warm at night sailing around the Caribbean. Our own Havanese, Mochi, sails with us on our Catalina 320.

— David Birken, Santa Barbara, CA



This photo was snapped when sailing out of Auckland Harbor back in March. We passed this yacht and left the city behind.

— Carol Connor, Noank, CT





LETTERS

SUPPLEMENTAL READING

I am a decades-long powerboater (sorry) with experience on the Great Lakes as well as the Gulf of Mexico. I'm old(er) now and am enjoying my peace and quiet with a loved but old 27ft sloop. I know how to make it do what's necessary, but I know I need some help. I am budgeting a trip to a sailing school for next spring, but want to improve my vocabulary first. "Pull on the rope there" won't cut it. Is there a sailing dictionary I could study that has all these terms (with pictures!) organized for an old cat to learn new tricks?

— Ryan Corman, Fargo, ND

It's somewhat ancient and long since out of print, but we'd recommend Royce's Sailing Illustrated. It's not a dictionary, per se, but it is chock full of terms, ideas and expressions—a great picture book for just leafing through on a rainy day, with tons of fun arcane facts along with pretty much every sailing term you could ever imagine. Otherwise, Sailing for Dummies is a good primer, and not just for dummies!—Eds.

(PS: In this month's Gear section, there's also some information on a set of reference cards that may interest you.)

RUDDERDRIVE FIX

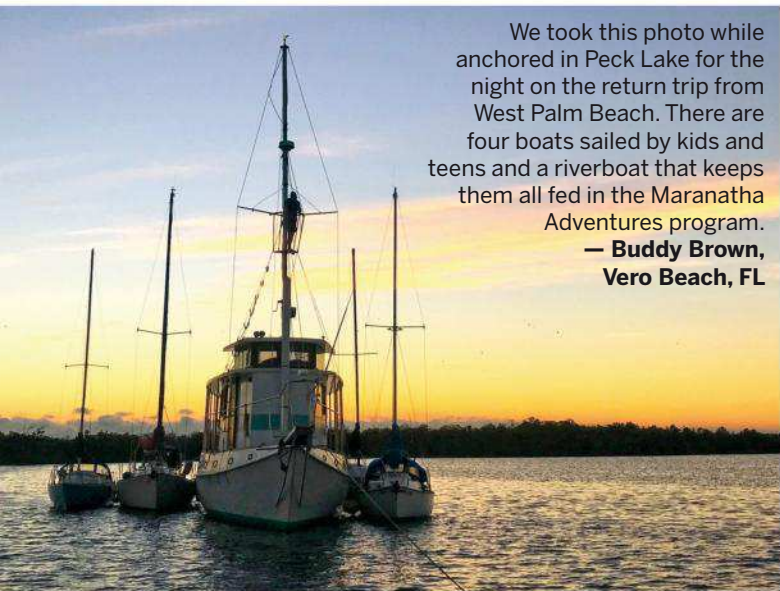
In *Trialing the Rudderdrive* (May 2018), Sam Fortescue made important observations regarding the location of the Hanse 315's electrically driven propeller; it is "liable to cavitation" and "poses a hazard to swimmers." Both of these issues could be resolved by reversing the direction of the drive pod; putting the propeller on the leading edge of the rudder. The stress on the rudder bearing should be similar since the force is on the same axis. Of course, the selected prop would have to stay folded/feathered at cruising speed and only open when rotated.

— Mike McCarthy, Knoxville, TN

ANOTHER PROP OPTION

Your May issue mentioned some good options for folding and feathering props, but did not include the Featherstream prop, made by Darglow Engineering Ltd. I installed one of their props last year on my Friendship sloop as it was the only one I could find that would fit in my rudder aperture. It performed faultlessly all last summer, including a five-week sail from Cape Cod to Maine. It has increased my power and sailing speed considerably. The folks at Darglow did an impressive job in working to size the prop diameter and pitch to the exact specifications that match my boat. The customer service was spectacular.

— Bill Lundquist, Brookings, OR



We took this photo while anchored in Peck Lake for the night on the return trip from West Palm Beach. There are four boats sailed by kids and teens and a riverboat that keeps them all fed in the Maranatha Adventures program.

— Buddy Brown, Vero Beach, FL



We shot this photo on our 2004 Beneteau 50, *No Doubt*, one evening while heading back to Liberty Landing Marina in Jersey City, NJ. It's directly across from where a photo from the March 2018 issue (in front of One World Trade Center, NYC) was taken. Personally, I prefer ours!

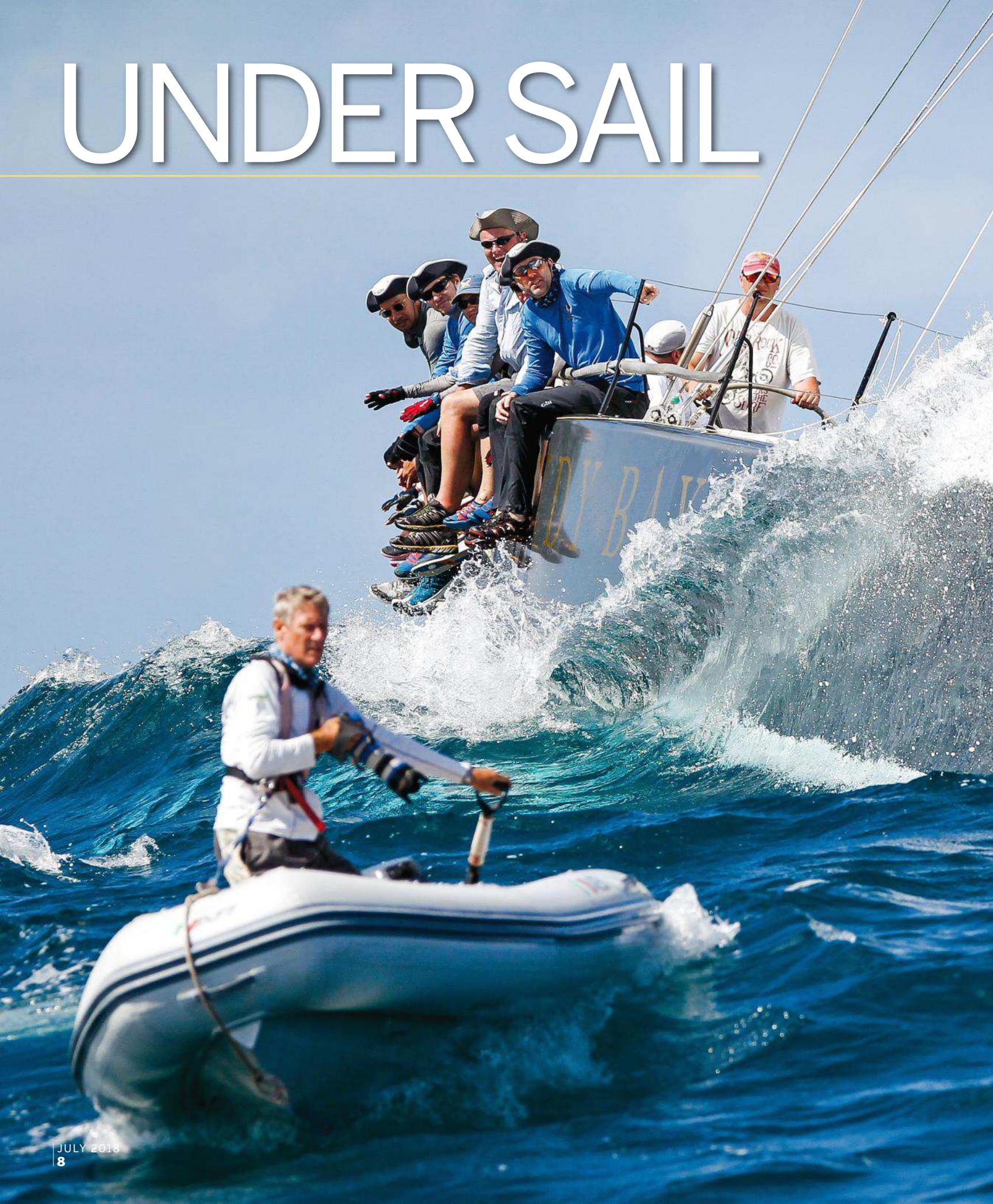
— Marc J. Kornutik, Jersey City, NJ

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UNDER SAIL



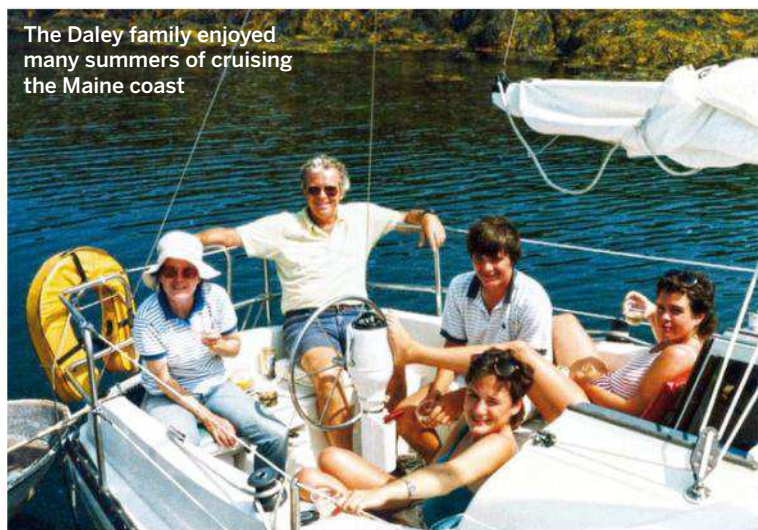


Starboard!

Photo by Paul Wyeth

Even with a long lens, there's no substitute for getting in good and close when shooting a sailboat race. This, in turn, means a good marine photographer also has to have catlike boathandling skills whenever he or she is all alone—as was the case with this shooter at the 2018 Antigua Sailing Week regatta, which was blessed with the region's typically big winds and even bigger seas. For details on this year's Antigua regatta, visit sailingweek.com.

Wonderful though saltwater sailing is, lake sailing also has a compelling appeal



The Daley family enjoyed many summers of cruising the Maine coast

Finding Peace

Tying the knot on a lifetime of sailing

By *Eliot Daley*

I began my sailing life as a kid in an 8ft El Toro and a 16ft Snipe on Lake Millerton in California's San Joaquin Valley. I am concluding it as an 80-something in a Rhodes 19 on Lake Damariscotta on the coast of Maine. So what does this have to do with the hardy, oceangoing sailors who read *SAIL* magazine? Well, I've been where you've been, too, in between my lake-sailing daysailer days, and I'm here to tell you that there is life after saltwater.

My feel for boats came early and intimately, as my father—an architect and a master woodworker—built a jig around which my brother and I

PHOTOS COURTESY OF ELIOT DALEY (LEFT AND OPPOSITE PAGE)

bent plywood to create our own El Toro sailing prams. Following our father's perfectionist lead, we ensured that the slot in each screw head was aligned fore-and-aft, that the final pre-paint sanding was done with 360 grit (and tested for smoothness with the back of the hand, not the fingers or palm) and that the brush strokes were imperceptible. A few custom touches like laminating the tiller with contrasting woods put the finishing touches to it. Once you set out from shore in a craft you've made yourself and nothing goes wrong, you're hooked for life.

Before long I graduated to a 16ft centerboard Snipe and then an 18ft Mercury keelboat, thrilled by competitions on my home waters and at Stillwater Cove in Pebble Beach. Later, I crewed on the 46ft *Amorita* in the fierce Sir Thomas Lipton Cup competitions on San Francisco Bay before moving to the East Coast. We soon discovered the magic of cruising Maine, purchased a cottage on an island and found boats to sail, and have now spent every summer in Maine since 1974.

Beyond day sails and overnighting, each summer when our three kids were still with us featured a family cruise along the Maine coast. As *SAIL* readers well know, such experiences are unparalleled in calling forth both the functional interdependence and the abiding patience required to sustain life afloat for people confined within 35ft of each other nonstop, around-the-clock, for a week or 10 days.

Much more importantly, however, only such experiences could occasion what happened in the cockpit one day as we were gliding down Eggemoggin Reach on an absolutely perfect sailing day. Our then-teenage daughter Shannon suddenly burst into tears. We immediately asked what was the matter, and gathering herself, she sobbed, "I don't think I'll ever—ever in my whole life—be as happy as I am right now."

Over the years, we've delighted in sailing other venues, from the Chesapeake to the Windward Islands in the South Pacific, and we've had a full share of the inevitable enduring joys and momentary terrors that all sailors live for. ("Live for" terrors? Sure. I'm not the only sailor who is enlivened by what I call "the hint of menace" ever-present in saltwater sailing.)

In the last few years, though, as age has taken its toll on my balance, strength and appetite for stress, I have found myself less frequently yearning to "go down to the sea in ships" and more fondly remembering the tranquility of lake sailing. And so it was that last year I sold off the last of my coastal cruising boats and found a derelict Rhodes 19 that had been left uncovered for years to serve as a collection bin for rotting leaves and a haven for little critters seeking shelter. Improbably but appropriately, it was named *Wharf Rat*.

Propelled by the notion that both the boat and a new owner might have a dance left in them yet, I acquired her and plunged into a restoration project that conjured up all the boyhood gratifications of creating a craft to be proud of. After stripping off all its wood, I delivered



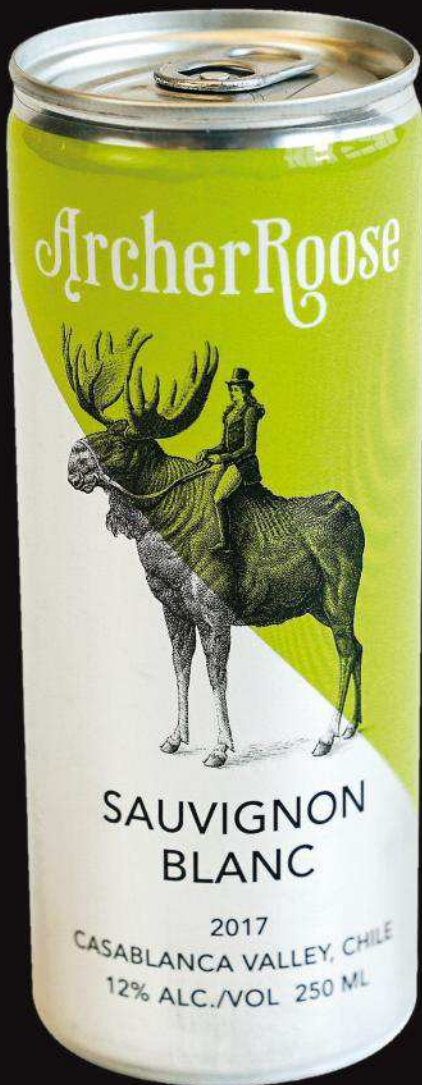
The author's saltwater boats included a pretty Nonsuch...



... and a Cape Dory 30

the hull to Stuart Marine in nearby Rockland, where she had been built in 1992. Many months and dollars later, the hull was returned to me better than new. Meanwhile, I was happily toiling away in my barn, grinding down decades of neglected varnish and blemished wood to restore the brightwork, refurbish the spars and fittings and doing whatever else was within my skill set. And of course the boat needed a new name, one that fit both her easygoing nature and my own purpose for her. She is now called *Peace*.

During our last sail of the summer—a warm sunny day with a fine breeze piping and the slight chop of Lake Damariscotta slapping her hull—I suddenly felt a deep surge of nearly tearful emotion that made me wonder, like Shannon on Eggemoggin Reach, if I could ever be this happy again. **S**



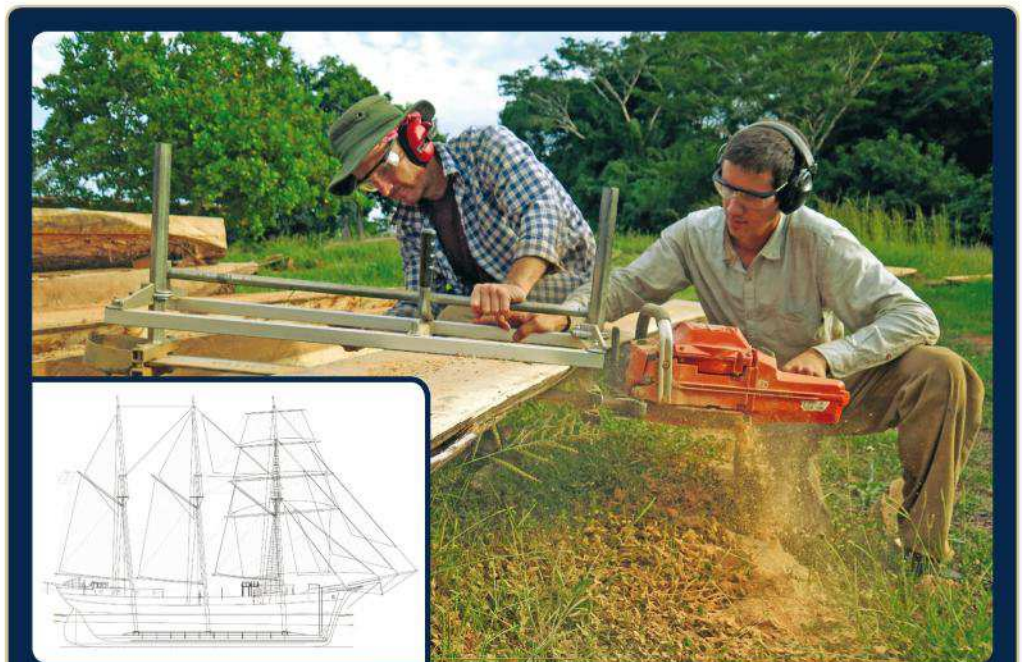
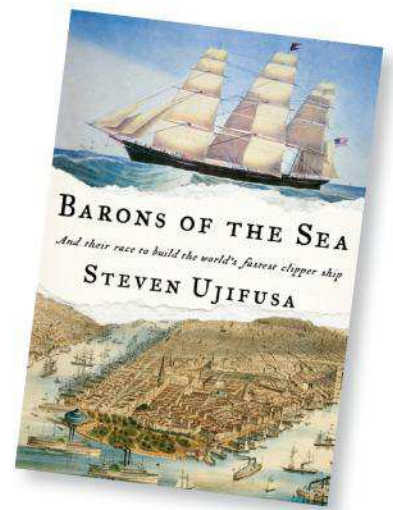
AN ALTERNATIVE TO GLASS

What's better than enjoying a sunset and a glass of wine onboard your boat? Enjoying that same sunset with a can of wine instead, perhaps? Wine bottles can take up quite a bit of space and weight if you're provisioning for a longer trip, so Archer Roose has come up with an alternative, opting to put their craft wine in cans instead. Though maybe less classy, the cans are light, portable and convenient, eliminating the need to store unfinished bottles, wash glasses or waste space with empties. And before you jump to any conclusions, we tasted them and found they're just as good as any comparably priced bottled wine. For more convenient provisioning tips, see page 45. \$15.99/4-pack. Archer Roose, archerroose.com



THE RISE OF FREIGHT SAILING...

Barons of the Sea by Steve Ujifusa is a thorough account of the 19th century shipping industry in America. Ujifusa discusses the innovation of the clipper ship era from the perspective of several compelling key players, including Warren Delano II and the enterprising Low family. It's a great read for anyone interested in the evolution of this American industry. *Barons of the Sea* has the historical merit of a textbook and the narrative ease of a novel. Occasionally funny and always richly detailed, this book paints a comprehensive portrait of an American era all but forgotten in the days of next-day delivery. Published by Simon and Schuster \$29.95 simonandschuster.com



...AND ITS RETURN IN THE MODERN ERA

Sail Cargo is a company with one mission: build the world's first "negative emissions" cargo ship. Freight shipping has a huge impact on the environment, so Sail Cargo decided to look to the past for help. Designer Pepijn van Schaik has drawn a gorgeous three-masted wooden cargo vessel that the company describes as combining "old-world ship building techniques with avant-garde energy and propulsion systems design." The ship, Ceiba, is still in the early stages of production in Costa Rica, where Sail Cargo has also initiated a reforestation project to offset the materials used. Additionally, solar and wind energy will power the electric motors onboard. It's worth noting that some "emission-free" sailing ships already exist. However, Ceiba intends to be the first that will also offset all its shipyard impacts and have a negative carbon footprint. With a steadfast commitment to sustainability and a classic, beautiful design who wouldn't be excited to see the success of this project? sailcargo.org

PHOTOS COURTESY OF SAIL CARGO, ARCHER ROOSE & SIMON AND SCHUSTER

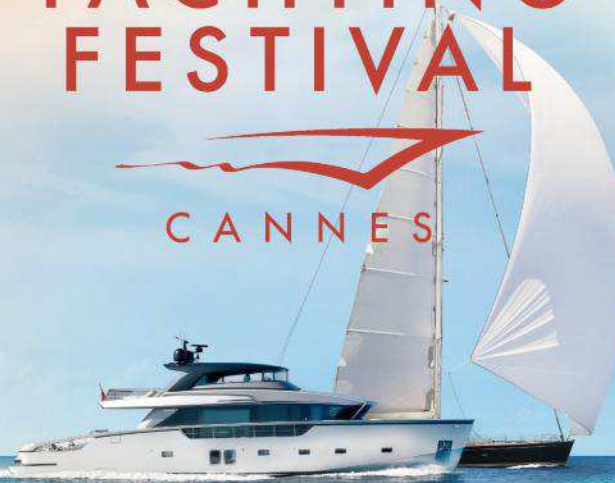
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The Antigua Classic Yacht Regatta is as much a feast for the eyes as it is a competition: here *Aschanti IV* chashes down her fellow schooner *Eros*

Judging the Classics in Antigua

Soul counts as much as brightwork at this storied regatta *By Tom Cunliffe*

Thirty-one years after a group of traditional yachts decided to make the most of the Atlantic seas and tradewind conditions on offer immediately outside English Harbour, Antigua, the Antigua Classic Yacht Regatta has become a riot of racing and good times.

Quite how the unpaid volunteers of the Antigua Yacht Club contrive this annual weeklong extravaganza remains a mystery, but manage it they do. Where else on Planet Earth can you see the likes of L. Francis Herreshoff's 1936 masterpiece *Ticonderoga* and the mighty fishing schooner *Columbia* crossing tacks with *Genesis* and *Free in St. Barth*, both built on the lines of cargo carriers from half-models on the beach at Carriacou?

Over in the South of England there's an annual classic car revival called the Goodwood. It's officially about serious racing, but it's worth 70 bucks

just to drive into the parking lot and feast your eyes on the hardware. Antigua Classics is like that. Walking the docks last April on the first morning, the dazzling lineup promised a tough challenge for the rest of the Concours d'Elégance judging team and me, which had been tasked with judging the best of the best in such categories as "Vintage," for boats built before 1950, and "Spirit of Tradition."

We were a transatlantic bunch with the eastern half represented by the editor of *Classic Boat* no less, me, my wife and my old shipmate "Scrimshaw Mick." A strong west-side contingent was headed up by the sponsor, Bill Lynn of the Herreshoff Marine Museum working with local experts who not only knew their way around, but could slip the rest of us some useful inside information whenever necessary.

PHOTOS BY DEN PHILLIPS

I suppose judging a “concoirs” of yachts is simple when marks are purely for brightwork and paint. In Antigua, however, there’s more to it. How do you match up the 143ft replica of a 1923 Starling Burgess fishing schooner fitted out like a superyacht with a 1957 Sparkman and Stephens racing yawl, restored by Gannon and Benjamin as a perfect period piece? Not easy, huh? Add in a couple of Carriacou sloops, a family-run 32ft Spanish ocean racer and the Hoek-designed *Atalante*, a bulb-keeled fast cruising yacht with traditional lines above water. Now note that down the dock the burgees of the Mylne-designed Fife *Mari-ella* and the 103ft *Aschanti* snapping out stiffly in the trade wind. Like can’t possibly be compared with like here. The secret is to break the fleet into groups, then judge on criteria where varnish and polish are only one section. Keeping faith with the boat’s original ethos is equally important. The only missing box to check here is for “soul.”


Considering that all these boats had sailed long and hard to be in Antigua, the general standard of sparkle was remarkably high, so digging deeper to make judgments came naturally. Most of the larger yachts I’ve been aboard recently have been modern craft with accommodations like high-end shore-side apartments. Clambering down the 73ft *Ticonderoga*’s companionway into the saloon, therefore, served up a contrast that filled yours truly, in particular, with joy. Surprisingly small, but flawlessly proportioned and fitted out in age-less good taste, it carried the day in style.

Meanwhile, *Atalante* showed what a modern yacht can do with an uncompromising spirit of tradition, while the gutsy 60ft *Russamee* won

hands down in the Arne Frizzell trophy for a seamanlike operation, safe in anything the wind could throw at her.

Ultimately, it was also *Russamee* taking a concours prize that truly encapsulated the spirit of the classics. Her crew hadn’t intended to enter her because she was salty from the ocean and never conceived to compete with gold-platers. Her decks were rough and ready, her awnings bleached by the sun, but when you noted the mast step, adzed from a massive chunk of tropical hardwood by her Bangkok builders, then moved on to check her frames and scantlings, you knew that here was a boat that would survive. She had soul by the shovel-full, and her people were justly proud of her. Many a fancy yacht show would have discounted her at sight, but not Antigua. This is a land where boats are understood, the sea is all around and the blustering tradewind takes no prisoners.

Out on the water, the four race days provided the anticipated great sailing in hard winds and big seas. Courses were laid so that everyone might be thrilled at the spectacle of the big boats trampling the waves and the little ones somehow cutting a path through. No matter what the boat, the common factor was that all hands got soaked with warm tropical sea then washed off again by heavy squalls that roared through to keep us on the ball. In the evenings, Mount Gay ensured that the rum never faltered and laughter was all around. If you find yourself within a thousand miles of Antigua at the right time next year, ease your sheets and get on down. It may take a week to recover, but the Classics is unique and not to be missed.

For complete details on both this year’s regatta and the upcoming 2019 Antigua Classic Yacht Regatta, visit antiguaclassics.com. 

The sloop *Genesis* leads a trio of traditional workboats on a reaching leg





Dean Barker (inset) and the rest of the “American Magic” campaign (above, to windward) had a chance to start honing their match-racing skills at the Congressional Cup

Getting into Gear

A year into the latest Cup cycle, the teams are starting to get serious *By Adam Cort*

While much of the yacht racing world has had its eyes glued to the Volvo Ocean Race these eight past months, the behemoth that is the America’s Cup has also been slowly but surely lurching into motion, following the publication of the official AC75 class rule in late March.

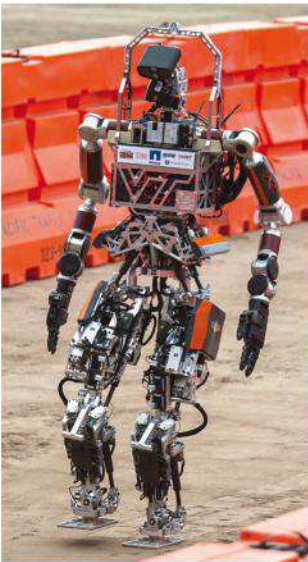
Here at home, the New York Yacht Club’s “American Magic” campaign (so named in honor of the schooner that started it all back in 1851) continues to pick up steam, with its sailors first winning the Ficker Cup and then taking second overall this past April in the Congressional Cup, behind former World Match Racing champion Taylor Canfield of the U.S. Virgin Islands.

Interestingly, while renowned U.S. sailor Terry Hutchinson is currently



leading the effort, at the helm is Kiwi America’s Cup veteran Dean Barker, the skipper on the losing side of the Jimmy Spithill-led “Comeback” on San Francisco Bay in 2013.

“So far, the overall experience has been very good,” said Hutchinson. “The Ficker and Congressional Cups were an opportunity to test ourselves, to see where we are, and to apply some pressure [to our team]. Over 12 days, American Magic had a record of 39-7 against some really strong competition. Unfortunately, we didn’t win on the last day of the Congressional Cup, but we did a lot of really good things as a team.”



Britain's INEOS Team GB (above) has money to burn; (left) robots need not apply, as only humans are allowed

Speaking of Spithill, while there's still no sign of his ex-boss Larry Ellison, it appears he remains undaunted by the shellacking he received as helmsman for Oracle Team USA at the hands of the current Defender, Emirates Team New Zealand, in Bermuda and has now signed on with his former rival, the Challenger-of-Record, Italy's Team Luna Rossa Challenge.


And speaking of shellackings, it appears Britain's Sir Ben Ainslie, whose Land Rover BAR squad didn't do so well in Bermuda either, has also not yet had enough and

will make another attempt at returning the Auld Mug to its birthplace. Not only that, but it appears Ainslie (who was also Spithill's tactician for the 34th Cup in San Francisco) now has the funds to make that happen, after securing \$153 million in backing from British petrochemicals magnate James Ratcliffe, for what is now being called INEOS Team GB.

As for the characteristically tight-lipped Kiwi Defenders, who the heck knows? After unveiling the admittedly odd-looking new 75-footer with its pivoting T-foils legs that will be used to sail for the Cup in 2021, a cone of silence has fallen over the Auckland-based camp.

That said, there is one thing we *can* be sure of, and that is that robots need not apply: this thanks to a clause in the AC75 rule that states, "There shall be 11 crewmembers, unless reduced by accident, who shall all be human beings."

In the words of Emirates technical director, Dan Bernasconi, "It's a little bit tongue-in-cheek, but you never know. People are always looking for the last bit of performance to get out of the boat. Whether anyone would turn up with a crew full of androids, who would know?"

Who would know, indeed? Especially since with \$153 million at his disposal, Sir Ben, at least, will be in a position to buy himself some pretty exotic toys. Makes those old nationality debates seem almost quaint by comparison. For the latest on the inevitable craziness that is the America's Cup, visit americascup.com. 

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Rig Up

Two perspectives on a forestay failure at sea

By Jeffrey McCarthy

Is it a virtue to emerge safely from messes you should have avoided in the first place? Last summer's sail to Bermuda from Maine gave me more than one chance to answer that question, most notably during the catastrophic failure of our forestay in the Sargasso Sea. My friend Derek and I tell this story together to better learn from the experience and to agree misery loves company.

Nellie is my Beneteau First 42, built in 1983 and eager beyond her years. In addition to Derek, the crew consisted of Rieko, his wife of 20 years, and my father, Ted. Derek is a climbing friend from Banff, Canada, who once crewed on 12-Meters—competent, detail-oriented and steady. He and Rieko met in Japan, and she brings a body of saltwater knowledge from when she and Derek lived aboard their own boat. My father, Ted, was 75 for this voyage, going strong and toting a lifetime of sailboat racing. Bermuda tempted us all with its challenging distance, the tricky Gulf Stream crossing and the exotic promise of palm trees and English accents.

Really, it's simple: you grow up in New England, you sail to Bermuda. Everest martyr George Mallory explained he had to climb said mountain "because it's there," and for me Bermuda has always been there.

As for that forestay... A hard coming we had of it, and just the worst sort of headwinds and lumpy seas. The week was a feast of discomforts serving generous portions of wave bashing and big helpings of unsavory beating. So it was a shock that on the calmest day we'd seen and only 40 miles from Bermuda our forestay parted, leaving the whole rig wobbling like a drunk. Luckily, the First 42 has a 57ft Isomat mast, running backstays, beefy shrouds and a baby-stay. Would that be enough, though, to keep the rig pointing at the clouds and not the seafloor?

Derek was at the helm, Rieko was enjoying the

Luckily, the crew was only hours from Bermuda when the forestay failure occurred



sun in the cockpit, Ted was reading on a settee, and I was at the chart table preparing for the welcoming tones of Bermuda radio on the VHF. Instead, I heard what crime thrillers call "a sharp report"—what sounded like a cross between a gunshot and a baseball leaving a really big bat. That was bad. Worse yet was feeling Nellie shiver, just shake like a golden retriever at the beach. Derek called me, and I was through the companionway in time to see the foresail sag and stumble. It was 1100, blowing 9 knots from the southeast in a long, friendly swell.

Derek recalls it clearly: "Bang! I knew right away that something in the rig had failed, a

"Unfortunately, I have twice been on boats where we had a real rig failure. The first time I heard it, but didn't recognize it for what it was, and the mast went over the side. Luckily we were close to shore with lots of support and no one got hurt. The second time, the first experience helped, and we recognized it immediately for what it was, crash tacked off the broken shroud and things stayed upright..."

Unlike Derek, I had no expectations. What I did have, however, was the task of unclipping the spinnaker halyard from the mast base and shuffling it forward to become the new forestay... a job that was a lot harder than it looked. You see, with the genoa sagging and the halyard loosed, the sail was atangle in the spreaders, so getting the spinnaker halyard free of the radar dome and around that commotion of gear that should have been up but was now sagging was awkward and a little perilous to say the least. Luckily Rieko was a virtuoso at the rope clutch, giving me just enough slack to free the halyard but keeping enough tension to keep me from rolling overboard.

Derek recalls: "At this point I think we probably both figured OK, crisis and worst-case outcome is likely averted, but now we have a big problem that we have to solve. Fortunately, when we dropped everything the headsail and foil for the most part came down on the deck. However, in doing so it also folded around its midpoint. In retrospect I am not sure releasing the genoa halyard was actually the right thing to do as it was likely giving some support forward, but I would be interested to hear what other experienced sailors think might have been the 'correct' course of action. Given the sag, I don't think we

The broken pin that caused all the trouble



shroud, a halyard, wasn't sure which, but my initial reaction was to turn the wheel to luff up and take whatever load off the rig I could. Simultaneously, I looked up and saw the big sag in the headstay. I saw you down below, heading up on deck. Rieko says she remembers me shouting, 'Jeff, I need you up here now!' In my guts I think I just knew the forestay had failed. I fully expected to watch the mast go over the side in slow motion, but a few automatic things took over.

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EXPERIENCE UNDER SAIL

could have actually furled the headsail with the halyard still tight in place..."

That's for sure.

"Nonetheless," Derek recalls, "we got the spinnaker halyard hitched and tight very quickly. Rieko and your dad knowing where all these halyards, stoppers and corresponding winches were was instrumental in this going smoothly and efficiently. Now we had to clean up the mess. I wanted to get the engine going so we could have some steerage, but we had to make sure nothing was over the side, as a fouled prop would just compound the problem, so this became the time to start identifying the issues and working through the solution."

With the headsail off the foil, I pulled the genoa halyard forward to double the support from masthead to bow. That done, I realized we also needed to detach the forestay from the stem fitting and shift it out of the way so I could attach

the halyard to it. Trouble was the furling gear attachment was under strain from the twisted forestay and wouldn't budge. I knelt over it with vice-grips and asked for a small hammer. My dad returned with a hacksaw and a gleam in his eye like some eager Civil War surgeon. Rieko was already standing by with an extra blade. "Easy folks," I said. "Let's take this apart if we can, then hope someone else can put it all back together." I tapped aimlessly with the vice-grips on tightly bound stainless steel, thinking I'd never been to Bermuda, but I'd cruised enough to know that ordering parts from foreign ports was no ticket to health or prosperity.

Prompted perhaps by my indecision with the tools, Derek took over the logistics of disassembly—and a good thing too. The topping lift eventually served to raise the busted stay amidships, after which an extra line held it in place while we separated the furling gear from the bow.

Derek recalls the details in fuller focus: "We got the sail bundled up and sheets inboard and then shifted the broken foil out over the pulpit. The foil had folded at a point maybe two-fifths of the way up, so there was a decent length of foil overhanging the bow. With everything clear we started the engine and started driving forward. As we did this, though, your dad pointed out [read, screamed and yelled!] that the section of the foil overhanging the pulpit was catching in the waves ahead of the boat and flexing badly, threatening to maybe fold under us, so we backed off the throttle to idle to reassess the situation. It was clear that we would have to get the folded foil farther into the boat. Problem was that the foil was flexed badly against the

Repairs were effected swiftly once in Bermuda





Got a good story to share? Send it to sailmail@sailmagazine.com

WHAT WE LEARNED

1. We overtaxed the rig thanks to an aggressive schedule imposed by flight plans and vacation days. As someone smart once said, "the most dangerous object aboard your boat is a calendar." I should have asked the excellent riggers at Handy Boat back in Maine to replace all the standing rigging before our passage, but I satisfied myself with replacing two frayed shrouds and best wishes.
2. Bad luck is sometimes good luck. As much as we felt down-cast by losing the forestay, it could have happened in 30-knot gusts or in the tumultuous Gulf Stream. Or, worse, it could have snapped on the way back with my nephews aboard and a big sea ready to pitch the mast overboard and crack the hull like an egg. That would be the time for hacksaws!
3. Finally, an adventure is an effort whose outcome is uncertain. This uncertain moment brought our crew together into an agile and effective unit. Derek reflects: "In hindsight, I think we were lucky.... But you also make your luck. Solid boat with a big section, weather and wind on our side, and we made a habit of never being over canvassed. The crew reactions were outstanding and everyone provided valuable input towards solutions throughout the process."

stem fitting, making it impossible to remove the clevis pin holding it there so that we could not separate that piece of rigging from the boat. There was a round of brainstorming and while cutting it seemed like a decent option, I think we decided we wanted to try to avoid that. At some point we figured that if we could get the foil back up in to a more "anatomically correct" position we might be able to release some of the pressure on the stem fitting and bang out the clevis pin."

Yes. From there we were able to tap-tap-tap free the big clevis pin holding the gear to the foredeck. It didn't even go overboard! That free, it was a matter of minutes for my dad to fold the forestay over itself and for the two of us to secure that length of clumsy cable against the port rail.

Then we raised the deeply reefed mainsail, made ready to hank the tiny storm jib to our new forestay if the diesel gave us trouble and alerted Bermuda Radio. Soon a frigatebird joined us, then three dolphins. I looked with admiration at the wildlife going by, all the while sneaking wary glances at our mast. We eventually motored through St. George's Town Cut in the dark.

The next morning as *Nellie* lay alongside St. George's town quay, we were stunned to find that the stemball fitting itself had failed. That's a chunk of stainless steel, 5/8in in diameter! It connects the forestay to the masthead and looks like an oversize golf-tee. Apparently metal fatigue had plucked the head the way you'd pluck a daisy in the summertime. Happily, Steve at Ocean Sails made my problems his and ordered new extrusions, a new stemball, assembled a replacement forestay and had me on my way back to New England with a fresh crew a mere 10 days after the morning of my rig failure.

Still, while awaiting parts and stowing gear I had ample time to ponder the forestay and come to some conclusions regarding *Nellie's* future. First and foremost, I decided when surprises happen, don't overreact. Practice for rigging failures just like you do man overboard or through-hull leaks. Keep your life jacket handy for emergencies. And most of all, get out of the messes you get into with at least as many friends as got you there. **S**

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Leopard 50

A cruising cat that sails well and takes good care of the crew *By Chris Caswell*

The Leopard 50 is replacing the popular Leopard 48, but this constitutes an entirely new yacht, not just an upgrade of the older boat. The new 50 is 2ft longer than the 48, and the beam has been widened from 25ft to 26ft 5in. It is also available with a flybridge, and to minimize your suspense, it's wonderful! Note that Leopard makes a point of calling it a "lounge" rather than a flybridge, and the version with said lounge is therefore called the Leopard 50L. There's another version sans lounge called the 50P, for performance. Aside from the lounge seating on the hardtop abaft the helm, the only real difference on the L version is that the boom has been raised a bit, so no unwary guest gets whacked.

DESIGN & CONSTRUCTION

One thing that has always impressed me about Leopards is that they are built tough. The construction is aimed for the bareboat charter market, where 50 skippers a year with varying abilities will inevitably put the boat through the wringer because, well, it isn't their boat.

The starting point for the Leopard 50 is a vacuum-bagged and isophthalic resin-infused E-glass hull with an end-grain balsa core. Ring frames of carbon fiber add stiffness without weight gain, and the keels are filled with closed-cell poly foam to prevent water ingress.

People sometimes question the ability of a cruising cat like this in offshore conditions, but many Leopards are delivered on their own

bottom from the Robertson & Caine yard in South Africa. We had the delivery captain for this 50 aboard for our test sail, and he had spent 52 days crossing from South Africa to Brazil to Tortola to Florida. When the wind was up and in the right direction, he said, he and his two-man crew were banging off 17 knots on autopilot for days on end.

That toughness extends to the interior as well, with the wood-grained veneer having the pale look of whitewashed oak, as opposed to fingerprint-prone varnish. Owners are going to revel in this bulletproof finish, with wipe-clean maintenance and no varnish cans in the locker.

ON DECK

My favorite spot on earlier Leopards was the forward cockpit, reached through a door from the saloon. Introduced on the Leopard 44 in 2012, it's fun underway and ideal for a sundowner at anchor with a pleasant breeze.

The aft cockpit boasts an immense dinette with 9ft settees that can hold everyone in the anchorage for Thanksgiving dinner or a roast pig. The aft seatback also flips forward to allow guests to contemplate the wake underway, and a Kenyon grill is tucked into a console for charring burgers. The side decks are nice and wide and protected by double lifelines. I like that the hatches are flush with deep gutters for runoff.

My new favorite spot aboard the Leopard 50L—which I'll destroy all nautical lingo in calling "The Upstairs Lounge"—takes up most of the fiberglass hardtop. A settee wraps around on three sides with comfy backrests on stainless posts and a fiberglass table is equipped with compartments to corral your munchies in a breeze. There's also an oversized sunpad just forward next to the helm.

Speaking of the helm, this is a great office for the skipper, who can easily handle just about everything singlehanded. The deck between helm and mast looks like a Harken catalog, with every manner of turning block, a trio of electric winches and a squadron of Spinlock stoppers for halyards and sheets, the tails of which drop neatly into a canvas bin.

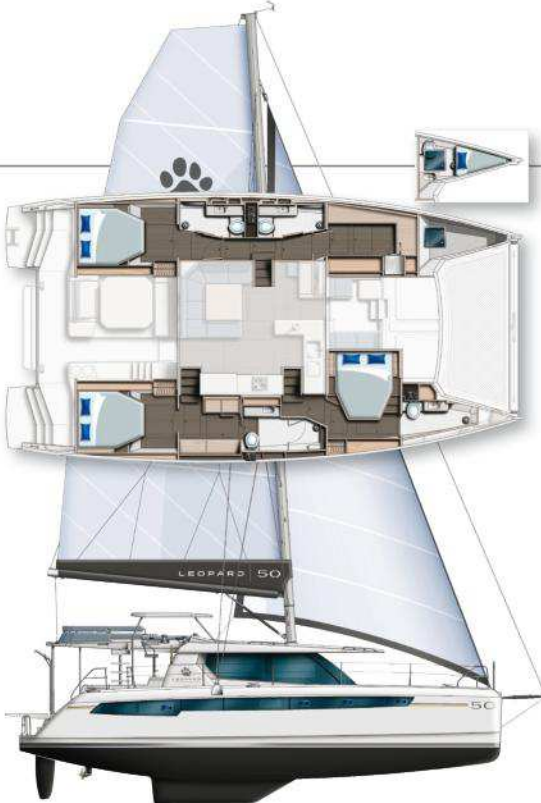
Visibility for the skipper is good forward and to starboard, but iffy to port where the house and hardtop block the view. Either dock to starboard, add a camera for portside viewing or be sure to have some crew stationed there to tell you what's up.

ACCOMMODATIONS

A little added length and beam makes a surprising difference, and you can order a Leopard 50 with up to five staterooms without cramping any of them. The size of this new Leopard allows for a capacious standard master stateroom aft to starboard with a dressing area that leads to an ensuite head. The dressing area has a built-in bureau outboard, a desk/vanity inboard and the berth falls somewhere between a king and a queen. That 17in of added beam also makes for a noticeable difference in the guest staterooms, which now have walk-arounds on each side of the berths, so you don't have to squirm inelegantly into bed.

The standard arrangement puts a VIP stateroom forward in the starboard hull with the same berth size as the master stateroom aft, again with a private entry and ensuite head with molded shower stall. In the port hull are two more cabins, each with private heads and showers. The forward cabin has a slightly smaller berth and can be fitted out as a workshop with a stacked washer/dryer. The five-cabin layout eliminates the dressing area in the owner's cabin and reduces the size of the head, creating a midships cabin with an athwartships berth and ensuite head. Last, you can opt for a mini-cabin (Crew? Teenager? In-laws?) forward in the port bow with a single berth and head. If you can't keep this straight, just know the Leopard 50 can be ordered with up to six cabins and six private heads to fit everything from liveaboard comfort to bareboat charter efficiency.

The galley on the Leopard 50 consists of a counter to starboard, with a Miele four-burner cooktop over a Force 10 oven and a pair of Vitrifrigo fridge drawers just aft. Forward is an L-shaped counter with sink and another fridge drawer under the counter. It's a convenient arrangement,



Leopard 50

SPECIFICATIONS

LOA 50ft 6in LWL 48ft 11in BEAM 26ft 5in
 DRAFT 5ft 3in
 DISPLACEMENT 45,415lb
 SAIL AREA 1,660ft²
 AIR DRAFT 80ft
 FUEL/WATER (GAL) 243/185
 ENGINE 2 x 57hp Yanmar
 SA/D RATIO 21
 D/L RATIO 173

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DESIGNER Simonis Voogd
 BUILDER Robertson & Caine
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 PRICE \$629,900 (base)

with everything just a step away and out of the traffic. Completing the saloon is a nav station to port, with chart stowage and a dashboard for electronic repeaters from the bridge.

UNDER SAIL

Ah, you're probably saying, the boat's going to be a bow-wow: raised rig, added weight, more windage. *Au contraire!* Our boat had a square-topped main from Ullman Sails and was optioned with a short bowsprit to carry a Code 0 for reaching, plus an asymmetric spinnaker. The result was plenty of power for this 50-footer.

I had great fun working the Leopard 50 upwind in 17-plus knots of wind in a lumpy Gulf Stream. The steering was also as light and sensitive as a round-the-buoys racer.

The Leopard, like many cats, isn't as close-winded as a monohull, or more accurately, it isn't happy jammed up to 45 degrees apparent, where we dropped to 7 knots. But cracked off a bit to around 60 degrees, I saw steady 9s and occasional 10s on the gauge, which will get you to Bimini or Catalina in fine style.

UNDER POWER

Standard power for the Leopard 50 is a pair of Yanmar 57hp diesel saildrives, and for once, you don't have to lift a berth to service the engines, with twin cockpit hatches providing easy access. The Northern Lights 9kW genset is tucked forward in an equally accessible deck locker.

Our test boat had a pair of the optional 80hp Yanmars, and we topped out at nearly 9 knots at 2,500 rpm. Having twin engines so widely spaced in each hull gives you spectacular control when turning in a narrow channel, and you can work the boat sideways into tight docks.

Of note on our review boat was the hydraulic transom platform that can carry up to a 10ft tender and also serve as a "beach" when fully lowered.

CONCLUSION

All told, I loved the Leopard 50, and I think you will, too. Fun to sail, well built and designed, and then there's that Upstairs Lounge. Nice! **S**



The saloon is light, airy and easy to move around in



Boreal 47

A robust, go-anywhere aluminum cruiser

By Adam Cort

The difference between a racing boat and a cruising boat is usually readily apparent. Differentiating between different grades of cruisers, however, can be another matter: the line between those meant to go off soundings and those better suited to staying within VHF range of land can be blurry at best—unless you're talking about a boat like the Boreal 47, a boat clearly ready to not only go from the Arctic to the Antarctic, but all points in between.

DESIGN & CONSTRUCTION

The latest design from Boreal SARL, located in France's Brittany region, the Boreal 47 is an evolution of the Boreal 44, with the extra 3ft coming in the form of a reverse transom incorporating a modest swim step.

Both the hull and deck are fabricated in aluminum: same with the pilothouse, or "command module," which incorporates a padded inside helm seat and magnificently large navigation surface with room for all the electronics your heart could ever desire.

The canoe body is carefully sculpted through the use of multiple chines and includes a centerboard partially enclosed in a kind of thick skeg, or shoe, which combined with a somewhat stubby rudder allows it to readily take the ground. At first blush, said rudder might appear inadequate to the job of controlling the boat under sail. However, the Boreal 47 also carries a pair of daggerboards well aft to help her track when sailing hard on the wind in particular. More on these later.

The double-spreader masthead rig includes a Sparcraft aluminum mast and boom with stainless steel wire rigging and a pair of headsails, both on Profurl furlers. Unlike many more "casual" cruisers, so to speak,

in which the inner forestay flies a self-tacking utility sail, the inner stay aboard the Boreal flies a true staysail for use in the kinds of dirty weather this sort of boat will inevitably encounter on its various adventures.

ON DECK

Topsides, the Boreal 47 is replete with practical details that serve to make life easier and safer at sea: safety railings to either side of the mast for extra security working forward; a massive lazarette beneath a kind of a mini lounging deck immediately forward of a robust optional aluminum arch; aggressive antislip deck coverings; sturdy welded-on mooring cleats and double stanchions; a teak toerail running stem to stern; and even a lip running along the trailing edge of the pilothouse that works as both a handhold and a vent for bringing fresh air below. The list goes on and on.

The boat is equipped with a single large wheel, which is nice for getting outboard so that you can peek around the house when steering hard on the wind. That said, the house remains a bit of an obstruction and I often found myself standing when at the helm to see where I was going. Of course, on passage an autopilot will typically be doing most of the steering.

Beyond that, the cockpit is fairly compact, refreshingly deep, and equipped with a number of strong points for a tether and nice big drains in the event you are boarded by a big sea. In other words, it's the perfect cockpit for passagemaking and dramatically different from the cockpits you typically see at boat shows these days. The trailing edge of the pilothouse also extends a foot or so over the cockpit benches, creating a nice pair of nooks to snuggle up into during a night watch or to get out of the rain.

Going forward, the welded handrails, jib tracks, headsail sheets, shrouds, dorades and safety rails create a bit of an obstacle course—again offering a striking contrast to the wide-open decks commonly seen at boat shows these days. However, there's also plenty to grab onto when moving about in a seaway. The foredeck itself is both large and wonderfully uncluttered—it seems a shame that this is where most cruisers will end up storing their dinghies, but there it is.

Forward of that, there is a suitably large sail locker and a sturdy aluminum sprit that serves as both an anchor roller and attachment point

for a Code 0. The overall effect, like that of the boat as a whole, is satisfyingly, even elegantly utilitarian, the kind of look any real sailor can't help but love.

ACCOMMODATIONS

As is the case topsides, there's a lot going on belowdecks. That said, on passage wide open spaces also mean that much more room to tumble should you lose your footing. A lot of what is "going on" also translates into storage space, a critical feature aboard any serious cruising boat.

At the heart of the saloon is a large table raised up to port with settees on three sides all with a good view of the outside world, that and an in-line galley to starboard. Between the two is a substantial divider that houses the centerboard trunk and also serves as both a great place to brace yourself when fixing meals and somewhere to store various food items. I am a huge fan of this kind of galley, since there is something nice and solid to lean up against, but you can also dodge one way or the other in the event anything hot spills off the stove.

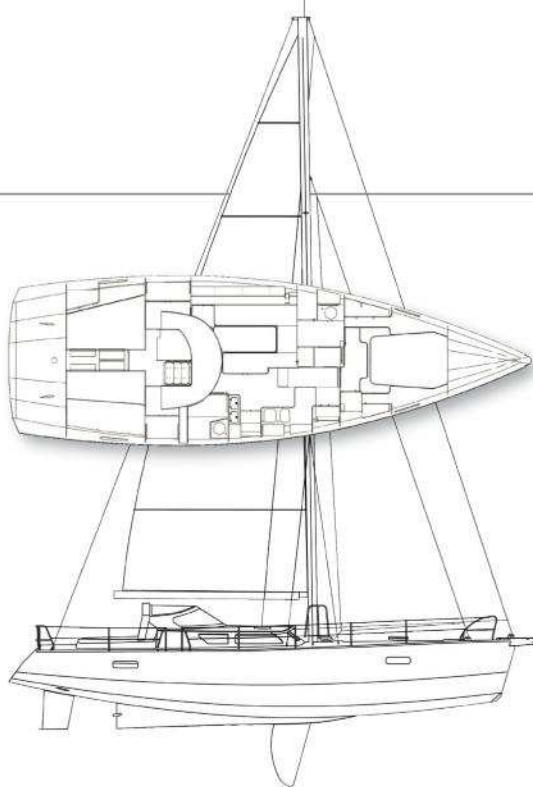
The owner's cabin forward aboard our test boat was large and very comfy, with the same ash joinerywork that, in combination with the many hatches and ports in the cabintrunk, kept the saloon feeling light and airy despite being set far down in the hull. (Mahogany is also available as an option.)

My one complaint is that the quarterberths in the two aft cabins of our test boat were pretty cramped (although full-size double berths are also available) at least for a six-footer like me, owing in part to the command module overhead. Even just pulling my boots on was a challenge as I kept bumping my head against the underside of the cockpit. If the boat had ever been seriously banging around? Heavens!

That said, it would be hard to overemphasize how nice it was having the module, especially on a night watch or in stinky weather. The view is amazing and again you have everything you need—VHF, chartplotter, AIS, paper charts—right where you need them. How much time does a sailor spend in a quarterberth anyway—besides sleeping, that is? Not much. I'll take the module any day.

UNDER SAIL

My test sail consisted of a delivery from Portsmouth, New Hampshire, to the Annapolis boat show with the boat's owner: none other than *SAIL*'s



Boreal 47

SPECIFICATIONS

LOA 47ft 9in **LWL** 38ft 2in **BEAM** 14ft 1in
DRAFT 8ft 1in (board down); 3ft 4in (board up)
DISPLACEMENT 27,230lb (loaded)
BALLAST 8,377lb
SAIL AREA 1,074ft² (main and genoa)
FUEL/WATER (GAL) 160/200
ENGINE 55hp Volvo Penta D2
BALLAST RATIO 30
SA/D RATIO 19 **D/L RATIO** 220

What do these ratios mean? Visit sailmagazine.com/ratios

DESIGNER Jean-Francois Delvoye
BUILDER Boreal SARL, Minihy-Treguier, France,
boreal-yachts.com
PRICE \$555,780 (base price)

own cruising editor, Charles J. Doane, who has named his boat *Lunacy*, after his daughters Una and Lucy. Despite the fact we had to burn a fair bit of fuel to stay on schedule, we still got in some good sailing, especially between Buzzards Bay and Long Island Sound. Close-reaching with the breeze in the high teens we clicked off 7-plus knots with ease. As the wind built into the low 20s, the helm became a bit much to handle. But as soon as Charlie put a reef in the main, we were back on rails.

Equally impressive was the boat's motion through the swells. At the time, some enormous rollers from Hurricane Maria were making landfall, cresting dramatically in toward shore and creating some rather impressive conditions in general. *Lunacy*, however, took it all in stride. Not only that, but her motion was at all times both easy and forgiving, with no slamming or whipping about—the definition of a seakindly boat that takes care of its crew.

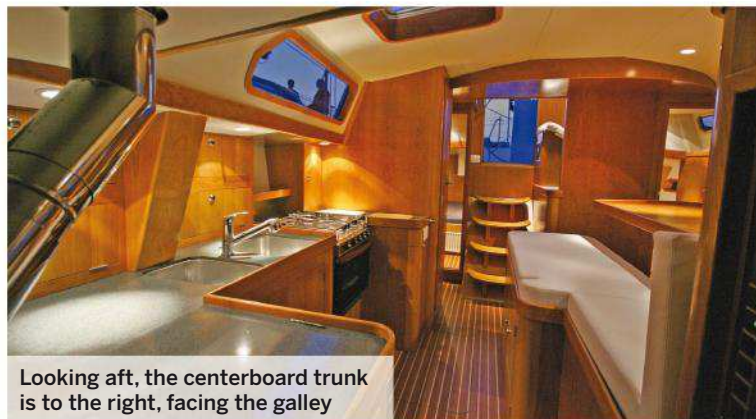
Later that same day, things got especially hairy as we entered The Race at the eastern end of Long Island Sound with nearly 20 knots of breeze going forward on us and blowing against the incoming tide. But while the helm loaded up a good bit in the puffs, the rudder never once broke loose, thanks in large part to the aforementioned daggerboards. All in all, a great boat for logging some serious miles. The boat's Code 0 will also be an invaluable asset sailing off the wind.

UNDER POWER

This is a big boat, the rudder is on the small side, and those daggerboards won't do you much good when close-quarters maneuvering. That said, we had no problem getting in and out of a fairly tight slip at Brooklyn's One^o 15 marina in a fairly stiff crosswind. Bottom line: this is not a boat for casual sailors, and part of being a sailor is being able to maneuver this kind of boat. A bow thruster is available as an option. Maxing out the throttle yielded 2,800 rpm and 8.3 knots of boatspeed. On our delivery, we usually had our 55hp auxiliary ticking away at around 1,800 and the boat moving along at about 7 knots.

CONCLUSION

The Boreal is an extremely well-made boat specifically tailored to take you pretty much anywhere in the world. To that end, it's more than up to the task of everything from battling big seas to navigating a thin-water estuary. I hope Charlie takes me sailing with him again soon! **S**



Looking aft, the centerboard trunk is to the right, facing the galley

Gear

BY PETER NIELSEN

SURVIVAL KITS

Mindful of the confusion that can accompany shopping for survival products, ACR has helpfully collected the most important items that a prudent sailor might need into a pair of "kits." The Globalfix Pro kit includes a Globalfix Pro Category 2 EPIRB, a C-Strobe rescue light, a signal mirror and Hemilight. The V4 kit (pictured) includes a Globalfix V4 EPIRB, a ResQLink personal locator beacon (PLB), Firefly Waterbug and Hemilight lights, and a signal mirror. Both come packed in a floating RapidDitch bag. **\$549 (Pro), \$799 (V4).** ACR, acrartex.com



WATCH THIS

If you're in the market for a high-end sailing timepiece with a few tricks up its electronic sleeve, the Breitling Exospace B55 Yachting belongs on your wrist. Not only does it tell the time with uncanny precision, it is equipped with a race timer system that has a host of functions and can be connected to a smartphone or tablet via Bluetooth. This allows you to check the timer, control the functions from your phone and store or share measurements. Clever, no? The rechargeable battery has a 10-year lifespan, and the watch is water-resistant to 100 meters. **\$7,170.** Breitling, breitling.com

A BETTER VISION

Vesper Marine's Watchmate series has long been the gold standard for user-friendly AIS displays, and the new Watchmate Vision2 transponder improves an already fine product that not only displays AIS data, but can be connected to up to eight devices, including smartphones, laptops and MFDs, via its built-in Wi-Fi. The touchscreen

display is IPX7 waterproof and can be mounted above or belowdeck.

It not only shows vessel data, but warns you of possible collision situations and acts as an anchor alarm and (if the crew wears AIS MOB devices) man-overboard locator. In short, it's an ideal accessory for both coastal cruising and oceangoing boats.

\$1,249. Vesper Marine, vespermarine.com





For more info on the latest sailing equipment go to sailbuyersguide.com

IN HOT WATER

Sweden's Albin Pump Marine has introduced its line of marine water heaters to the United States. Complete with 130V or 230V AC electric elements, the heaters can be plumbed into the engine cooling system. They feature ceramic-lined cylindrical tanks in 5, 8, 12 and 17gal capacities, and a 5.6gal rectangular tank is also available.

From \$775. Albin Pump Marine, albinpumpmarine.com



TOUCHSCREEN STEREO

New Zealand audio specialists Fusion have introduced the first-ever marine stereo with a glass touchscreen display. The Apollo

RA770 sets a high bar for boat entertainment systems; among a host of other features it has built-in WiFi streaming and features user-customizable Digital Signal Processing (DSP) that matches the amplifier output to the speaker parameters to ensure clean, distortion-free sound at all volume levels. Bluetooth, Optical Audio, AM/FM radio and AUX and USB inputs are all included and the unit is Advanced SiriusXM-ready. The smaller SRX 400 unit can be used as a standalone stereo or be linked wirelessly to the RA770 in Fusion's PartyBus system. Both units have built-in amplifiers and multi-language menu settings. **RA770, \$649; SRX400, \$349. Fusion, fusionentertainment.com**

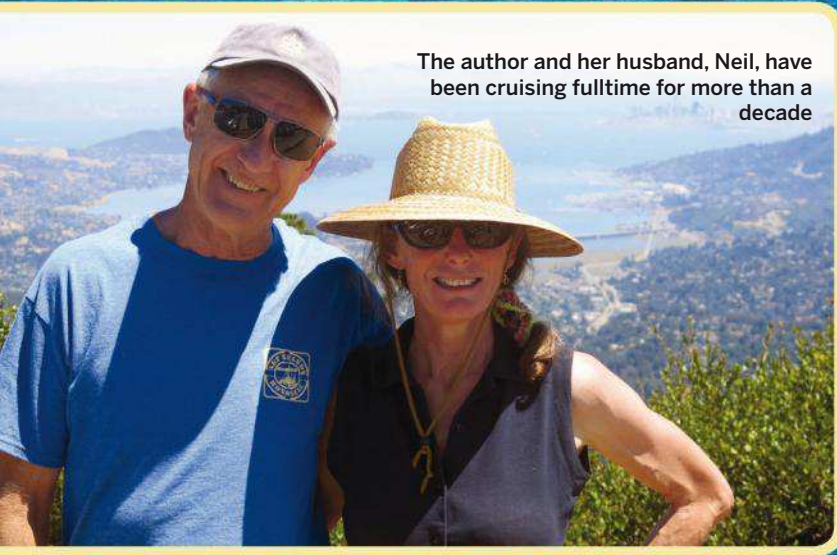


CHECK THESE

If you're sailing with new crew this summer or your kids have suddenly and inexplicably started to look up from their phones and take an interest in the finer points of cruising, these Quick Reference Cards from Davis are a great way to further their boating education. Well illustrated to get across their points in quick and easily digestible fashion, the cards cover the essentials from basic pilotage and navigation through seamanship, anchoring and weather forecasting to the many permutations of lights and day marks for shipping. The cards are made from plastic and can be stored in a binder. **\$9.99 each. Davis Instruments, davisinstruments.com**



Sun



The author and her husband, Neil, have been cruising fulltime for more than a decade

The winter of 2016-17 was one of the coldest on record in southern British Columbia. In June 2016 we had sailed across from Hawaii to Sitka in southeast Alaska aboard *Distant Drummer*, our Liberty 458. After enjoying a summer of leisurely cruising through the Inside Passage in Alaska and British Columbia, we reached Canoe Cove on Vancouver Island where we had decided to haul out for the winter.

We lived aboard all through that winter, and as we shoveled snow off the decks and slithered across the ice to the washrooms, it was dreams of hot sunny California days that kept us going. We were waiting for a big fat high to settle in the northeast Pacific to give us a steady northerly wind for the passage south. Our plan was to spend the summer following the sun southwards down the California coast.

FOG, FOG AND... FOG

Fog is a summertime hazard in the Pacific Northwest. We encountered it in Alaska and British Columbia, and it would continue to plague us all the way down through northern California.

PHOTO COURTESY OF SUZY CARMODY (LEFT)

Seeking

Cruisers chase the sun down the West Coast

BY SUZY CARMODY

After spending a glorious spring cruising in the Puget Sound and the Strait of Georgia, we re-entered the United States at Port Angeles on the Olympic Peninsula. It was a crisp, bright morning when we left Canoe Cove in British Columbia, but we arrived at Port Angeles in fog so thick we could not see the lighthouse at the end of the sandspit although we passed it only 300ft away. The low-frequency foghorn blasts of the ships in the Strait of Juan de Fuca sounded bovine and mournful as we passed them in the murk.

Our last stop before leaving the Strait of Juan de Fuca was Neah Bay, part of the Makah American Indian Reservation. It is the site of the Ozette Village, which was buried by a mudslide in 1560. Nothing was known of the village until a storm in 1970 exposed some of its remains and archaeologists have since uncovered six long houses. The story and numerous artefacts are displayed in the Makah Museum in the village.

Boats heading south tend to gather here to refuel, discuss weather and route planning, and to wait for the right weather to leave. There are two strategies for heading south: the inshore route is prone to coastal hazards such as crab pots, fog and heavy shipping, but gives you the opportunity to visit ports in Washington and Oregon along

the way. The offshore route, staying 60 to 100 miles off the coast, is the faster passage; it has stronger winds and higher seas but adds extra miles to the voyage.

Many harbors on the Washington coast have bar entrances that are treacherous when a big Pacific swell rolls in from the west. We were interested in visiting some of these ports, but they are often closed during bad weather and it's not uncommon to be locked in for several days. We were keen to see some of that California sunshine, so we rounded Cape Flattery and headed offshore.

For the first couple of days of the passage we had perfect sailing conditions; we were 60 miles out, enjoying glorious sunshine and a 15 to 20-knot northerly breeze, and making good time. It was not to last; soon a small low brought headwinds, then calm, then more fog. Four days into the passage we were approaching Cape Mendocino, which has a very bad reputation, and gales were forecast. We decided to sit out the bad weather in Crescent City, a town lying just south of the Oregon border. It was our first landfall in California. We anchored inside the breakwater off the river mouth. There was not much swell in the anchorage, but we were still buffeted by the northerly winds.

Crescent City was established in the 1850s during the California gold rush and must have been a wonderfully decadent and debauched place back then. In 1964 it was devastated by a tsunami, and it seems to have been in decline ever since. Visiting the Battery Point lighthouse was a trip back in time, and from the top we had a stunning view of the rocky shoreline northwards up the coast. Just a short bus ride inland lie the northernmost forests of California Redwoods. These magnificent trees grow over 200ft tall and more than 20ft in diameter. Wandering among them with the sunlight piercing through the canopy was quite a spiritual experience.

After waiting a week for a break in the strong to gale-force northerlies, we finally opted to motorsail around Cape Mendocino in light southerly headwinds but with the favourable south-setting California Current. We enjoyed the company of pods of dolphins and watched humpback whales breaching as we passed under the Golden Gate bridge. Unfortunately it was foggy, so we were unable to appreciate the spectacular entrance into

San Francisco Bay itself. Still, we were glad to drop the anchor in Richardson Bay off the Sausalito waterfront and spend a few days unwinding.

BAY TRIPPING

The weather in the center of the bay—an area known locally as the Slot—is determined by the inland low-pressure systems created by the very high temperatures in the Central Valley. In the morning as the land heats up fog is sucked through the Slot, billowing in under the Gate and rolling over the Sausalito hills. In the afternoons as temperatures inland soar the prevailing offshore winds are drawn into the Bay giving a strong, chilly westerly breeze.

Although Richardson Bay is huge, its average depth is only about 5ft making it inaccessible to most cruising sailboats. Visiting cruisers usually drop the pick close to the entrance where they are exposed to swell from across the Bay, boat traffic from Belvedere and the afternoon sea



breeze, all of which contribute to make it a fairly roly anchorage. As compensation, the view is quite incredible; Sausalito, Alcatraz Island and the Golden Gate Bridge are close by, with the San Francisco waterfront, the Bay Bridge and Treasure Island in the background.

After a week of sight-seeing in San Francisco we were satiated and in need of a rest. One of the best ways to get away from it all in the Bay Area is a cruise up “the Delta,” where the Sacramento and San Joachim rivers drain into the northern end of San Francisco Bay forming a nest of flat windswept islands and shallow muddy channels. With shifting sand bars and strong winds and tides, it helps to have some local knowledge. We set off for a long weekend exploring the Delta, buddy-boating with seasoned Bay sailors Sylvia and Barry on *Iolani*, a Hughes 48 yawl.

We anchored for the first night at China Camp, a cove on the southwest side of San Pablo Bay that was settled by Chinese shrimp-fishermen in the 1880s. Following the 1906 earthquake the population

swelled as residents from Chinatown fled the devastation, but now the settlement is uninhabited and is a national park. The anchorage is sheltered from the strong tidal currents that sweep much of the Bay area, but is exposed to the wind. During the night the breeze swung round to the north, and in one particularly strong gust we dragged over 600ft before the anchor decided to reset. We were glad it was a wide shelf with few other boats around!

Finding a balance between the wind and the tides for a passage up the Sacramento River makes the difference between having a fantastic sail or a slow bumpy ride. With a flood tide and a 15 knot westerly wind we had a fabulous sail through the Carquinez Strait and past the mouth of the Napa River. We held our breath as we passed under the railway bridge at Benicia (charted at 70ft vertical clearance at HHW) and then entered Suisun Bay where we sailed amongst the “mothball fleet,” a collection of WWII warships that forms part of the National Defence Reserve Fleet.

San Francisco and the Delta provided some enjoyable cruising during a two-week stopover





Morro Bay, and another fog bank rolls in...

About eight of the vessels remain at Suisun. It was fascinating to sail among these old relics of former glory.

After passing by Pittsburgh, we anchored in a meander of the river behind Delta Island. The entrance to the anchorage is very shallow, so much so that we touched the muddy bottom several times. However, the channel deepened again as we got further in, and we finally set the pick in 18ft. The next day we motored through Three Mile Slough, a sinuous, narrow waterway that connects the Sacramento River to the San Joachim River, then hoisted the sails in the main channel and had a leisurely trip up to Potato Slough against the ebbing tide.

Potato Slough is made up of a number of channel loops known as “the dormitories,” and we enjoyed paddling our inflatable kayak around the islands and channels, poking in amongst the reeds and watching the cormorants roosting in the trees. The water was warm enough to swim and fresh enough to serve as a shower too—was this summer at last? We dinghied around to the Pirates Lair, a small marina and pub that is a popular haunt for sailors; it was a treat to prop up the bar and have a chat to some of the locals.

We left the delta early in the morning, motoring against a flood tide in order to pass through the Carquinez Strait on the early ebb tide but before the westerly winds kicked making the water in the strait very choppy. After that we motorsailed across San Pablo Bay into the afternoon sea breeze and spent the last night of our delta expedition at anchor in Paradise Bay before returning to Sausalito the next day.

COAST HOPPING

Mark Twain once said, “The coldest winter I ever spent was a summer in San Francisco.” It was mid-summer, but we still had not reached the

The crew enjoyed the shameless kitsch of Santa Cruz



warm water and sun-drenched beaches we had been dreaming about—we needed to keep moving south. San Francisco to Half Moon Bay is an easy day sail and a convenient place to overnight on the way down the coast. We tucked in behind the breakwater at Pillar Point and took a walk along the cliff top, enjoying great views of the harbor, the ocean and Mavericks, the world-famous big wave surf break.

Leaving Half Moon Bay we dodged the crab pots that are a constant hazard in the coastal waters of California, and which we always kept a careful lookout for out until we reach a depth of about 300ft. A light northwesterly breeze filled in during the afternoon and we had a pleasant sail to Santa Cruz, arriving just before sunset.

It’s possible to anchor on either side of the pier, and the bay is calm and well protected, but the noisy barking and grunting from the sea lion colony under the pier does tend to disturb the peace. Santa Cruz is a wonderfully, shamelessly tacky place full of fairground kitsch. The pier and the amusement park on the boardwalk are a huge tourist



bors, seals, sea lions and sea otters are a constant source of entertainment.

The overnight passage from Monterey to Morro Bay around Point Sur was a rip-roaring sail, with a 6ft swell and winds gusting over 40 knots on the starboard beam. We rolled in the headsail and put three reefs in the main but were still racing along at 7-8 knots—that’s fast for us! As dawn broke we saw that we had split a seam close to the top of the mainsail, which had to be hand-sewn once we reached Morro Bay. Toward noon we rounded Morro Rock, the sugarloaf mountain that marks the entrance to the bay, and dropped anchor behind the sand spit in beautifully calm water.

A colony of sea otters lives in Morro Bay at the foot of the Rock close to the anchorage. Throughout the 19th century sea otters were hunted almost to extinction in the Pacific Northwest, but a small colony of 30 survived at San Luis Obispo, and the group in Morro Bay are their descendants. It was great fun to watch them going about their business in the still water of the bay, their bodies sleek and sinuous as they dive then surface clutching a clam and a rock. Their furry, whiskered faces seem to concentrate as they hit the clam with the rock to open it, then eat it and do it all over again.

SUNSHINE AT LAST!

Point Conception is the headland that marks the boundary between the



Anchored off the beach in Santa Barbara, the Distant Drummer crew basks in the sunshine at last

draw, but most of the crowds were on the beach enjoying a warm summer day. The only downside to anchoring at Santa Cruz was the difficulty of getting ashore. The public landing on the pier is the only place to tie up a dinghy but it is not very secure, is subject to some swell and is often cluttered with sea lions.

Next day we crossed the bay to Monterey and dropped the pick in the harbor to the east of Fisherman’s Wharf. The anchorage is exposed to winds from the north, but luckily it was light and from the west-southwest so we enjoyed a calm night. Monterey was a center for sardine-packing until the industry collapsed in the 1950s due to over-fishing.

We strolled past the old canning factories on Cannery Row, now converted into trendy shops and restaurants, but decided not to pay the breathtaking price for a ticket into the aquarium, as we probably see most of the exhibits from our back deck. The density and diversity of sea mammals off the coast of California is remarkable. Humpback whales, dolphins and porpoises are often around when we are sailing offshore. In the har-

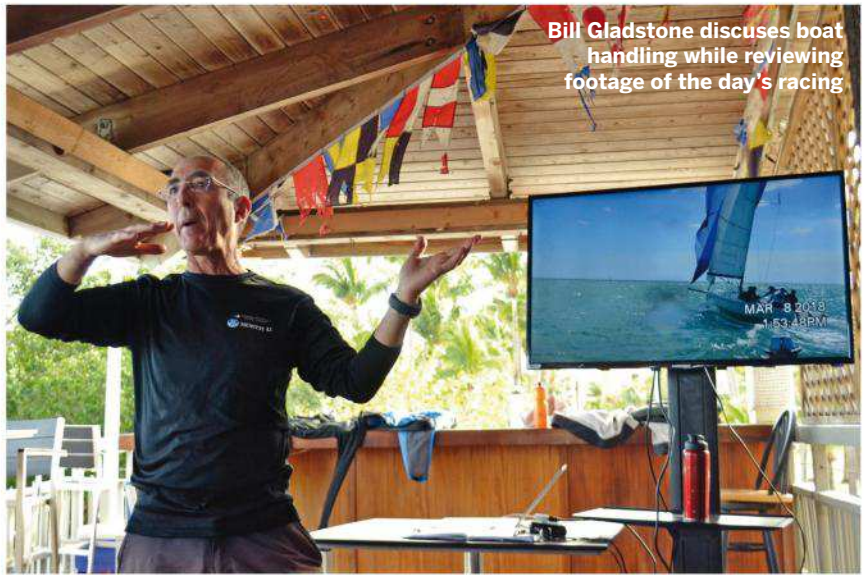
mostly northwest-southeast trending coast in Northern California and the east-west trending coast of Southern California. It is another cape with a bad reputation for strong winds and rough seas, but we had a beautiful sail with a 15-20 knot breeze in smooth seas. We rounded the Point and anchored for the night at Cojo Anchorage, a small cove just behind Point Conception with a fantastic view of the lighthouse.

From Cojo it was a daysail to Santa Barbara, where we dropped anchor east of Stearn’s Wharf in 15-30ft of water. Santa Barbara is known as the “American Riviera;” the Spanish-style buildings, the long sandy beach and the warm sunny climate do give the city a Mediterranean feel. Sunshine and blue sea, palm trees and beach volley ball—it was just like a Californian postcard. We had finally made it to the sun. **S**

Suzy Carmody and husband Neil have lived and cruised aboard their Liberty 458 cutter for 11 years. They are currently cruising down the Central American coast. To follow their adventures, check out their blog at carmody-clan.com



The fleet lines up for the start



BACK^{to} SCHOOL

North U's Regatta Experience program is not just a class, it's an adventure

BY LYDIA MULLAN

“Want to check the keel?” North U Coach Geoff Becker calls to me from back by the transom. We've just suffered our worst finish in the regatta and are absolutely flying on our way back to shore, spinnaker up and heeling at an angle that feels like maybe we're tempting fate. Geoff's whipping the boat, a Flying Tiger 7.5, up to speed in an effort to cheer us up—and it's working.

We've all agreed it would be a copout to blame our former lack of boatspeed on some hypothetical debris wrapped around the keel, but Geoff instructs me to check anyway. With the help of my teammate Eric, I slide down the hull, hanging upside-down from the safety line by my knees. We're heeled far enough that when I stretch out my arms, I can't quite touch the water. Instead, the spray reaches up for me and spatters my face. I grin despite myself, all frustration whisked away by the breeze.

I recently had the pleasure of sailing with Geoff, Eric and a couple named Sabine and Richard as part of the North U Regatta Experience program. Piggybacking on

Sabine (at far left) and the author prepare to hoist the spinnaker while Eric takes his turn at the helm



LOGISTICS

North U and 1D host several Regatta Experience clinics each year during the winter and early spring. You're on your own for travel, room and board, although Miami Sailing Week's title sponsor, Bacardi, made sure we had plenty of alcohol. Each course costs \$1,200 per person and includes the regatta entry fee, use of a Flying Tiger 7.5 and five days with a coach. For details, go to northu.com/regatta-experience

well-known regattas around the country—in this case the three-day Miami Sailing Week—the program includes two days of coaching before the regatta and then several days of racing with a coach on board throughout. Our group consisted of 24 sailors aboard five boats. Each day on the water began and ended with a classroom session. In the morning, these typically included the forecast for the day, notes on rig tuning and what drills or courses to expect. It's in the afternoon, though, that North U really shines.

"Welcome to today's post-sail session, titled 'It Looks so Easy From Here, Part...' how many of these have we done?" North U director Bill Gladstone jokes as we assemble for an afternoon session. The sailors in the program and our coaches are sitting in a casual jumble of chairs around a large screen. On the monitor is one of the many videos of our practice that day, shot from Bill's launch. The first few days I'd watched with more than a little trepidation, waiting to see myself on the monitor as some embarrassing flaw was pointed out, but it never happened. The North U guys are seriously committed to

keeping things friendly, whether it's onshore or out on the water, never singling out anyone. They also make a point of highlighting the particular strengths of the different crews, which in many cases can be just as informative as the weaknesses.

In the words of fellow participant EC Helme, "Bill is like a legend, so a chance to have him both give you some coaching before you get out on the water and then dissect what you're doing [afterward] is an amazing opportunity." This is high praise, as EC's no novice. He owns a J/92 which he races with the help of several of our other classmates. They'd all decided to enroll in the North U program together and get some pre-season practice in.

Despite part of the class regularly sailing together at home, there was a pretty broad range of backgrounds across the fleet. On my boat alone, Eric was part of EC's group, Richard and Sabine had done several North U clinics in the Flying Tigers and I'd had only limited experience in keelboats. (Geoff took great joy in calling out my clumsy "opti hop," when crossing the boat; Flying Tigers are much harder to jump across than dinghies, and I had an astonishing rainbow of bruises to prove it.)

Bill teaches with an easy and endearing humility, frequently saying, "I don't know if it works, let's test it tomorrow," whenever he sees something new. And as the North U coaches will tell you, there is always something new. With each class of racers comes a fresh set of skills, experiences and mishaps, all caught on tape by Bill from aboard his RIB, giving each participant the ability to watch themselves in action afterward.

"Sometimes when you're doing something either good or bad, you're not exactly sure. And when you see it watching the video, and they're walking you through it, that's really helpful," said Stephanie

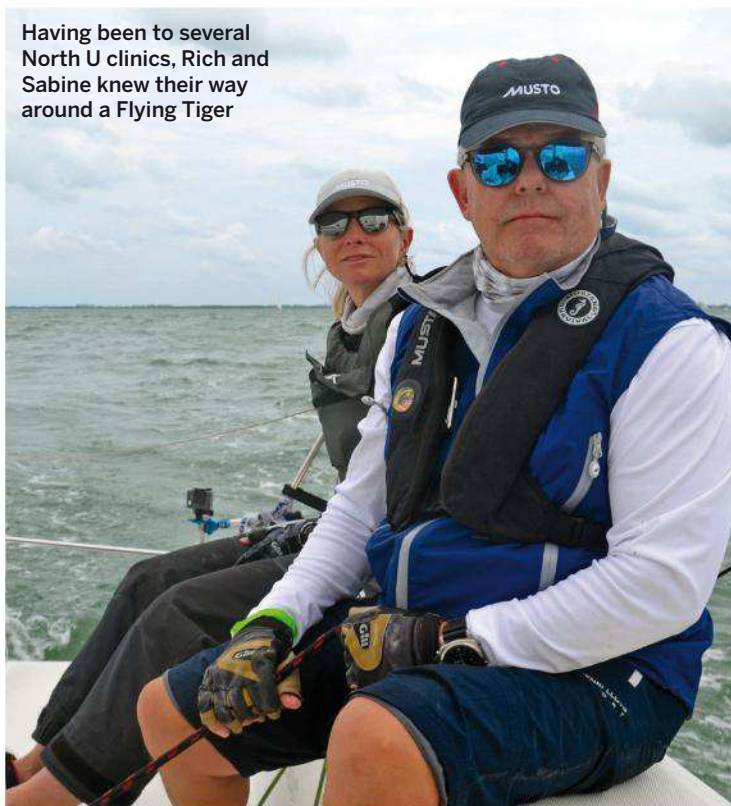


The author (at the helm) checks her compass heading on a downwind leg



Bill draws a course diagram during one of the morning classroom sessions

Having been to several North U clinics, Rich and Sabine knew their way around a Flying Tiger



Lambert French, who traveled from Rhode Island to take part in the program, and she couldn't have been more right. Watching yourself, your trim and your heading from a different perspective with the expert guidance of several professional coaches is an eye-opener. I think EC put it well when he said, "You don't know what you don't know."

Another one of Bill's favorite lessons is the "Two Percent Rule." It goes like this: most victories happen by being just two percent faster than the competition. "In a 100-minute race, winning by two minutes is a pretty significant lead" he says. So, instead of trying to teach some dramatic tactical moves, North U focuses on the finer points to score just two percent more boatspeed. EC, for example, whose J/92 is similar to a Flying Tiger, told me he was surprised to see this principle in action with a simple change of the angle to the wind. "We've been sailing these boats a lot thinner than I would've expected," he says. "I'm not sure we would have believed it would have worked, but in the regatta today it was very apparent that the coaches were absolutely right. If it wasn't for [my coach Brian] I'd be sailing this boat entirely differently."

On the water, we also rotated through the positions so that everyone had a chance to drive, trim and work the bow. For most of us who aren't boat owners, the chance to drive in the middle of a regatta as prestigious as Miami Race Week is a rare opportunity, but North U's rotation system allowed everyone a shot. Participant Mary Martin embraced this as a welcome challenge, saying that while she doesn't often get time at the helm during races, she was eager to get more experience. When I asked if she thought she accomplished that, the grin that lit up her face more than answered my question.

PHOTOS BY LYDIA MULLAN AND COREY SILKEN (TOP MIDDLE)



Between races, the author does a quick fix on the bow



Geoff (right) and Sabine hoist the spinnaker on the second day of racing

“Today I was out there driving in 22 knots of breeze. We were planing. We were screaming along,” she told me. And she’s not alone. Everyone seemed to have a thrilling story of being at the helm in 20-plus knots of breeze. Of course, there were also just as many—though somewhat less readily told—catastrophic tales of blown gybes, shrimping spinnakers or, in my team’s case, running aground. (Geoff calmly freed us from the sand bar we hit, but not before each of us was soaked from hiking to lift the keel off the bottom). Despite being in class, there’s no shortage of adventure.

Of course, there’s also plenty of fun. When I asked Stephanie’s husband, Taber French, why he decided to come, he looked at me like I was nuts and reminded me that both of our home states were receiving several inches of snow that day. In fact, aside from Richard and Sabine, who are Miami locals, everyone in the program seemed to be escaping some kind of ghastly winter weather back home. And in retrospect, the warm, turquoise waters of Biscayne Bay in early March may well have been the most popular part of the program. Aside from a 20-minute downpour late one afternoon (which I deemed “team bonding” as we all shivered together) the weather was postcard-perfect. To add to the idyllic scene, dolphins frequently came by for a visit.

North U also shared the spotlight for our dazzling week on the water with its partner, 1D Sailing, which supplies the Flying Tigers. In fact, 1D puts a tremendous amount of work into preparing for this program, from trailering the boats cross-country to mid-regatta emergency fixes. 1D’s Dave Smith even showed me a diagram of the boat setup that they’d drawn in the dust on the rear window of his car, noting that they’re constantly working on how to best maintain the boats, even when drawing supplies aren’t available.



For video from this program, visit www.sailmagazine.com/backtoschool

Throughout the week we got to know the guys from this Canadian company pretty well, and in keeping with national stereotypes, they proved great company. There wasn't a single day when one of them didn't ask me how I was doing and whether I was enjoying my time there. My answer was always "yes," even on the afternoon I had to admit, only half-jokingly, to feeling like the weak link on my boat. The very next day, though, I drove to a first-place finish, and as soon as I got off the water it was the 1D guys who were the first to congratulate me, saying: "Hey, Miss Weak Link! Heard about your bullet today!" I offered much of the credit to my teammates, and Richard and Sabine smiled proudly, since we'd also taken the overall lead. Richard asked me how to spell "fun," and I answered "W-I-N," a running joke on our modestly competitive boat (in the end, we managed to hold onto this lead and win the Flying Tiger class).

As the week went on, moments like this made a bunch of strangers sailing together for the first time feel more and more like a team. And many of our classmates on other boats started to feel like friends as well.

As Mary put it, "Sailing's a community, a community of friends



Bill (right) provides on-water support with the help of Connor Mackenzie from 1D

that supports each other both on and off the water. That's what it's all about. You can expand your community by going to events like this." If you're just joining this class to solidify your racing with the guidance of pros, prepare yourself for a much bigger experience. From the beautiful locales to the friends you meet along the way, North U's Regatta Experience is much more than a racing course. **S**

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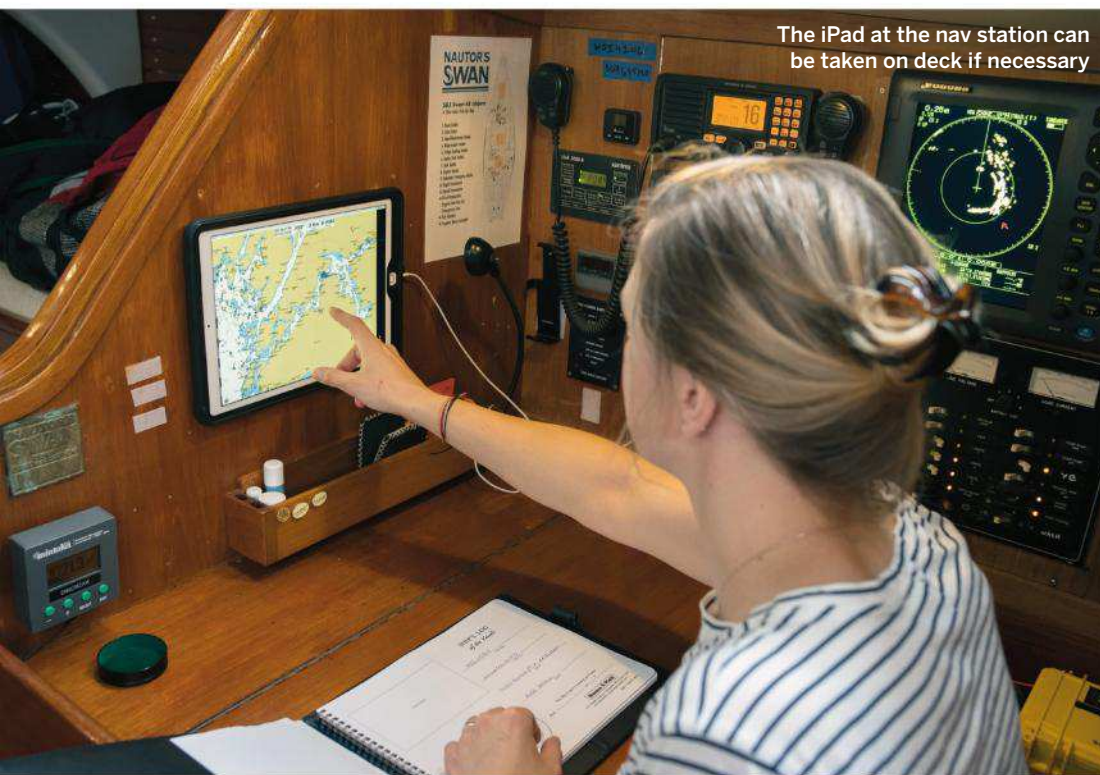
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The iPad at the nav station can be taken on deck if necessary

Losing the Plotter

The deceptive simplicity of navigating by tablet *By Andy Schell*

When my wife, Mia, and I first crossed the Atlantic on our Allied Seawind 36, *Arcturus*, in 2011, we used the same handheld GPS that my parents had aboard their Bristol 38, *Sojourner*, in 1993 when we spent the winter in the Bahamas when I was only nine. We've never owned a fixed chartplotter.

On *Isbjörn*, our S&S Swan 48, we're no luddites, but we emphasize efficiency, simplicity and presence of mind in how we outfit her. Which is why we now choose to navigate via a dual iPad setup—a large, semi-fixed iPad at the nav station below and a smaller, “portable” iPad, running the same software, that we can bring up to the cockpit.

To give some context here, we're offshore most of the time on *Isbjörn*. In 2017 alone we spent 137 days at sea, covering over 10,000 miles. Offshore, you don't need a chartplotter, save for the AIS data, and that only really in poor visibility or when a ship is in sight. We plot a position on our paper passage chart once

or twice a day and log the GPS position, DR plot, etc. every four hours at the watch change in the hardcopy logbook.

Inshore, of course, real-time navigation on some kind of chartplotter is a nice luxury

and makes navigating much less stressful, particularly in the labyrinthine archipelagos on both coasts of Sweden, where we've spent a lot of time recently. Still, in my mind at least, less is more.

You see, I like a clean helm. I like a nice compass, a big roll bar to hang on to and simple wind/depth/speed instruments mounted over the companionway where everyone can see them. When I'm on the helm, or teaching a crew to drive the boat, I like to be present—aware of my surroundings in the real-world, both from a purely philosophically perspective, but also for spatial awareness, to keep rooted in reality. Isn't it ironic that while sailing is a means of escape for many, with fixed chartplotters we remain glued to our screens, even at the helm?

A 30-something friend and Google employee who's currently on a mid-career sabbatical sailing his Outbound 46, *Pineapple*, in Mexico, said of modern helm-stations, “Folks seem to want a command center, with lots of fancy knobs and buttons and screens. But the reality of short-handed cruising is that you're almost never at the helm. The autopilot is driving, and you're doing something else.”

Enter the iPad. On *Isbjörn*, since we're almost always six crew onboard, we assign a dedicated navigator who's in charge of the iPad, kept in a waterproof LifeProof “Nuud” case, in the cockpit. Another crew is at the helm and focuses on sailing/steering the boat. The navigator can stand beside or behind the helmsperson, who has immediate access to the chartplotting software on the iPad.

If you're shorthanded, like in *Pineapple's* case, a simple, removable ROKK mount at



Isbjörn was fitted out with simplicity in mind

The author did not want stacks of electronics cluttering up the helm station and interfering with the view



the binnacle provides a stable platform for the iPad, turning it in effect, into your “fancy screen command center” right there at the helm when you need it.

Down below, we have a second-generation iPad Pro with a 12.9in screen velcroed to the bulkhead at the nav station, running the same, but independent, software and constantly connected to power. It also remains sealed from the elements in a LifeProof Nuud case. Should the navigator turn the portable iPad into a frisbee, we have a backup that can quickly be moved into the cockpit.

We don't trust the iPad's internal GPS, so we connect both tablets through our Vesper XB 8000 “blackbox” AIS transceiver, which, with its own dedicated, externally mounted GPS antenna, sends both GPS and AIS data over wifi to the iPad. Incidentally, we keep small-scale passage charts for offshore and large-scale harbor charts for the places we plan on visiting. We've got worldwide vector charts in the SeaPilot app.

For the nav software, we use SeaPilot, a relative newcomer to the market, and so far my favorite. SeaPilot is the recreational adaptation of professional pilot (the oceangoing variety)

BE PREPARED

A short word to the wise—more and more, most “iDevices” expect to be connected to the Internet all the time. Make sure you download the necessary charts and find software that supports offline use—which all the apps mentioned in this article do.

software, and I find the display easy to read and the vector charts the fastest I've tried in scrolling and zooming.

The iPad is more than just a chartplotter, obviously. While we don't clutter the device with social media apps and the like, we do use it for all sorts of useful things offshore. In iBooks, I have PDF copies of almost all the manuals for *Isbjorn's* equipment, as well as pilot books and sailing directions, most of which are government publications and free to download. We keep digital copies of our crew's medical history and passport forms, as well as all our onboard checklists.

We use my favorite GRIB reader, Weather

4D 2.0, for downloading and analyzing GRIBs via sat phone offshore. To get GRIBs and email offshore, I use xGate's iPad app over the Iridium 9555 handset, connected to a small “Optimizer” router. I have Apple's “Magic Keyboard,” which via Bluetooth allows me to type emails and blogs offshore right onto the nav-station mounted iPad, so I can leave my much more valuable (and non-waterproofed) laptop stowed away in its dry bag while we're at sea. We have a YB Tracker onboard *Isbjorn* that sends our position every 4 hours to our website, but also acts as a messaging device using the Iridium constellation. The YB Connect app is also on the iPad, allowing me to change the tracking settings and send and receive text messages.

Finally, the icing on the cake for me is that when the season is over, or in between trips, I can bring both iPads home (or to a coffee shop ashore) and properly update the software and download new charts, without needing an Internet connection on the boat. **S**

Andy Schell and **Mia Karlsson** use their S&S 48, *Isbjörn*, for ocean sail training; you can contact them at 59-north.com

The crew of the Volvo Ocean 65 *Mapfre* takes care of a bit off chafe while underway



Flogging: Flogging is the quickest way to damage a set of sails, especially membrane sails made from high-tech fibers like Carbon and Twaron. Neither of these fibers do well when they are repeatedly bent, which is exactly what happens when a sail is allowed to flog. Over time the delicate fibers will slowly fatigue. This applies to all fibers, but especially to these more exotic ones.

Flogging can come in many different forms: including simply letting your mainsail flap in the breeze as you motor back to the mooring. Therefore, either drop the main whenever you are motoring or sheet it on tight to prevent it from flapping. Similarly, while it's important that you head into the wind when hoisting a headsail, there is no need to create additional apparent wind by motoring at a higher speed than necessary. Just maintain enough way on to keep the bow pointed into the wind, and you'll go a long way to sparing your sail. It's the attention to small details that pay big dividends over time.

Another, more subtle, way of causing a sail to flog is not trimming properly. If the lead position on the headsail, for example, is too far aft, the leech will twist off and flap. You should make sure, then, that the leech line is properly tightened and use the trim line on the clew (if the sail has one) to it in where it should be.

Sail-care Basics

Taking care of your canvas doesn't just save you money, it's central to good seamanship *By Brian Hancock*

Knowing how to take care of your sails and how to repair them while at sea is an important part of overall seamanship. The last thing any sailor needs is to get caught on a lee shore with damaged sails. This applies to both racers and cruisers.

These days there is a fine line between the kind of engineering used for racing and cruising sails, as many cruisers are now opting for high-tech membrane sails, as opposed to conventional crosscut Dacron or a laminate. But while a membrane sail includes plenty of high-tech engineering in its construction, it is no more difficult to repair than Dacron.

Before we look at how to fix these different kinds of sails, though, we're going to take a look at some of the factors that fatigue sails in the hope that we can prevent having to do any unnecessary repair. Whether it's blowing dogs off chains, or you're chasing cat's paws in a drifter,

there are plenty of ways to ensure you get the most out of your sails over time. We'll then take on the subject of sail repair at sea next month in Part Two of this series.

UV Degradation: Right up there with flogging in terms of sail fatigue is that same ingredient that makes sailing so much fun, the sun. It has been known for a long time that ultraviolet (UV) light has a slow and deleterious effect on all fabrics, but some are more sensitive than others. Take Vectran, for example—it is a great fiber for making sails, both for racing and



It's readily apparent how the spreader can chafe the sail in this photo: note the reinforcing patch

cruising; however, show it any sunlight, and it pretty quickly starts to break down. Sailmakers and fabric makers know this, which is why they will encapsulate the UV-sensitive yarns between taffetas that have been treated with anti-UV additives. (The same thing goes for most fibers, but Vectran is especially vulnerable.)

In some cases, the mylar films on laminated sails will also be treated with UV inhibitors, which will go a long way to protecting those fibers in the mix that are most susceptible to UV degradation. When discussing new sails with your sailmaker bear this in mind and make sure that the sailcloth being recommended has adequate UV protection engineered into the fabric.

No matter what the fibers or type of construction used, all cruising headsails should have a protective UV cover along the leech and foot so that when the sail is left rolled up on the headstay the UV strip is outermost and completely protects the sail. If you don't like the look of a UV strip, you can try a genoa cover that goes over the sail once it is rolled up. It's simple to use—just hoist it with a spare halyard and zipper it closed as it is being pulled up the stay. (Once hoisted there are lines that will allow you to snug the cover closed so that it does not flap in the breeze.) A genoa cover can be especially useful with membrane cruising headsails, where it seems a pity to add a low-tech UV sunshield to the trailing edge of a high-tech sail.

The same applies to boom covers. Any time the mainsail is lowered and lashed to the boom it should be covered. For really bulletproof protection you might consider having a mainsail cover that includes a foil liner on the inside. This liner consists of the same material that is used for making space blankets and completely blocks the sun's harmful rays.

Chafe: Chafe is the other great enemy of every sailor. Unfortunately, it can't be prevented, only mitigated through the addition of chafe protection. All sails rub against the rig and lifelines, and an area that is constantly rubbing will soon develop into a hole that may, in turn, lead to the sail ripping. This applies to all sails, no matter their engineering. Fortunately, there are a number of things you can do to prepare both your sails and your boat to delay the inevitably as long as possible.

Start by adding spreader patches to both your headsail and mainsail. Each time you tack, the headsail, for example, gets dragged across the spreader ends, gradually weakening

the sail in that area, so protecting these areas makes a lot of sense. You can either go aloft and mark the sail where the patches need to go, or you can simply wait until you start to see the marks on the sail where it has been rubbing against the spreader.



A protective UV cover, like the leech and luff canvas aboard this performance-cruiser, is a must



Reduce sail chafe by covering your spreaders or spreader ends as well

While you're at it, you can also add some kind of chafe protection to the outboard ends of the spreaders by putting on a bit of leather, adding a plastic cover piece or simply taping the ends with stickyback Dacron. The same thing should be done where the headsail rubs up against the stanchions: add patches to the

sail and then cover the top of each station with some kind of protection. Another good idea is to add a strip of protection along the foot of the sail where it rubs against the lifelines.

Over-trimming a sail: As bad as flogging can be, over-trimming a sail can be even worse. These days many cruising boats have at least one electric winch aboard, and while this represents a terrific convenience, an electric winch can also sometimes lead to some serious sail damage. When you are cranking in on a sail by hand, there is a certain amount of information transmitted through the winch handle. If, for example, you are hoisting a genoa and it suddenly gets harder to wind on, then you know that perhaps the sail has hung up on something and you need to act accordingly. Electric winches, on the other hand, are so powerful they just keep on keeping on until something breaks, more likely than not, the sail.

If you are hoisting a sail at night, in particular, it may be a good idea to hand crank the last few feet, so that you an "feel" when it has reached either the hounds of the masthead. It's also a good idea to add full-hoist marks to your halyards. On a calm day at the dock, hoist the sail all the way up. Then, when it is at max hoist, mark the halyard against some corresponding point on the boat. (The edge of the winch is a good place.) You can also whip the halyard with twine in addition to ticking it with a waterproof marker. This way you will be able to feel it stand proud when it's dark.

While you're at it, do the same on your headsail sheets. Trim the sails perfectly and then make a mark. That way the sail trimmer will know to look at the sheet and never trim it past the mark you have made.

Exceeding the sail's designed range: Many of us have been caught in squalls and found ourselves with too much sail up, which can result in a permanently distorted sail shape, especially with laminated sails. Fortunately, there are a number of things you can do to avoid damaging your sails if you are caught in a sudden squall.

For example, the sail is at its most vulnerable when it is sheeted on tight, so if there is a sudden increase in wind the best thing you to do is to ease the sail out in coordination with the helmsman. Specifically, as you ease the sail, the helmsman bears away, thereby causing some the load to come off the sail while also preventing the sail from flogging.



Taping your turnbuckles removes another potential source of sail wear

This applies to both mainsail and headsail. In fact, a sail that is engineered for a certain amount of true wind when sailing hard on the wind can be carried in double the amount of true wind when sailing downwind.

Moisture, mildew, maintenance: While moisture and mildew do not actually weaken the fabric of a sail, they do make it look unsightly and can ultimately render the sail useless—unless, of course, you don't care about cosmetics. Most modern fabrics are treated with effective anti-fungal agents, and if you want to exercise an abundance of caution you can actually have the sail dipped into an anti-UV and anti-fungal solution. This may, in fact, be a good option for those sailors who have in-mast furling systems and are based in the tropics, since it's a challenge to stop the sail from getting wet, and there is no ventilation in the mast cavity to dry the sail out.

In terms of maintenance, taking care of your sails at the end of a sailing season is just as important as taking care of the sail while you are

out sailing. First and foremost, make sure that you rinse the sail with fresh water. The salt particles that are found in salt water crystallize as they dry out and the tiny crystals have sharp edges that can damage delicate fibers.

If your sails need cleaning, you can use a mild detergent like dishwashing liquid to clean them. For oil and grease, use an automotive degreaser such as Simple Green. There is only one chemical that removes rust stains and that is hydrofluoric acid. But be aware: it's very toxic and this should be done by your sailmaker in a controlled environment. Once the sail is rinsed and clean you should let it dry completely. Pay particular attention to the patches, which will be the last to dry. If they are not completely dry you may end up with mildew forming between the folded layers.

Next month: How to put together a sail-care kit for your boat. **S**

Brian Hancock is a Whitbread Race veteran, a long-time sailmaker and is the founder of Great Circle Sails, greatcirclesails.com

PHOTO BY PETER NIELSEN

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Keeping Your Cool

So you're off on your summer cruise and wondering how to store your provisions...

By Carolyn Shearlock

Getting the most out of your boat refrigerator means being able to have the foods you want on board, having cold drinks, being able to find what's in the refrigerator and using as little power as possible in the process.

Somewhat counterintuitively, all that starts by taking some of the contents out.

"What!" I hear you saying. "I'm already frustrated that I can't put as much in there as I want to!"

Bear with me for a minute. By knowing what doesn't really have to be refrigerated and removing it, there will be more room for the things that do need to be kept cold, the cold air will circulate better and it'll be much easier to organize and find the contents.

In homes, we tend to refrigerate a lot of produce that does just as well unrefrigerated. There are a number of alternatives to dairy products, for example, that don't require refrigeration until they are opened. Since these can take up a lot of space in the refrigerator, they are therefore prime candidates for removal.

STORING PRODUCE

When it comes to storing unrefrigerated produce, if possible buy vegetables and fruit that have never been refrigerated. Otherwise, lay them out to warm up and wipe off any condensation before storing them; items must be dry or they will rot. Be very picky when buying and don't accept any with blemishes or bruises, as they will go bad much more quickly. Ventilated bins are great for most items. Create "darkness" by placing a dish towel or old T-shirt over the contents.

Tomatoes: Buy them in varying stages of ripeness, including those that are still green. Either store them in a dark place, wrap them with paper towels or newspaper or stick them in tube socks—they need darkness to ripen. Unwrap when ripe and use within two days. By buying in various stages of ripeness, you can have a supply for two weeks or more.

Carrots and Celery: Wrap these in aluminum foil, but don't totally seal

the packet. Instead, leave little openings at the end for moisture to escape. Otherwise, they'll rot. They may dry out some, so rejuvenate in water. Both carrots and celery will easily last one week, often two weeks or more.

Mushrooms: Place mushrooms one or two deep in a ventilated tray or bin and they'll last up to a week, often longer than they last in a refrigerator. They may dry out a little, but will remain every bit as good when cooked.

Cabbage and Brussels Sprouts: Keep cool. Even in the tropics, cabbage will last several weeks as long as you protect it from bruising too much. Lettuce does not keep well even in the refrigerator, so cabbage becomes the "salad staple" for cruisers. Napa cabbage is a good alternative that's closer to the texture of lettuce and will last at least a week. If the cut edge of either turns black, just trim it off. Brussels sprouts generally last a week without refrigeration.

Squash and Zucchini: Small summer squashes last much better than larger ones and will keep 10 days or sometimes longer in bins. They don't



Organization is the key to getting the most out of your fridge

need any special treatment besides removing the plastic wrap. If they start to wilt, use them in a cooked dish instead of eating raw—you won't notice that they're not crisp. Hard squashes, like spaghetti and acorn squash, will last a month or more with no special treatment other than protecting them from bruising. Once cut, the entire squash must be used.

Citrus Fruit: Oranges, grapefruit, lemons and limes all last several weeks to a month if you wrap each one individually in foil and protect them from bruising. Store away from other produce, as citrus will cause other fruits and vegetables to ripen and rot more quickly.

DAIRY PRODUCTS

Again, carrying enough milk for breakfasts and sour cream for happy hour dips takes up a lot of refrigerator space, which you'll begrudge if you're out for more than just a few days. Another bonus of using non-refrigerated alternatives is that you don't have to worry about food going bad.

Instead of trying to find space for multiple large cartons of milk, buy boxed UHT milk in Tetra Paks that only have to be refrigerated once opened. Boxed milk also usually comes in quarts, so it doesn't take up much space even when it does go in the fridge. Boxed milk can sometimes be tough to locate in grocery stores, but most do carry it; it's often in the Latin foods aisle or with baking supplies or coffee. Almond and soy milk are also sold in Tetra Paks.

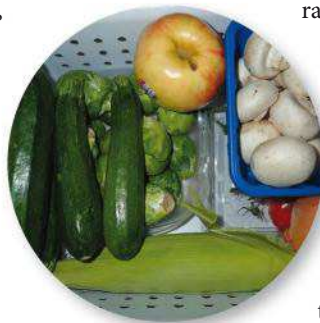
You can make your own sour cream from non-refrigerated ingredients by adding one or two teaspoons of white vinegar, lemon or lime juice to one 8-oz (250 ml) can of media crema (similar to half and half and sold in the Latin foods aisle of most groceries). Stir well, refrigerate for half an hour, then use as you would regular sour cream.

ORGANIZATION

Having less in the refrigerator alone will greatly improve things by making it easier to see what's there and find the items you need. However, by taking just a few more simple steps you can improve the situation further still.



Load your provisions into bins for easy access (below); inset: there's no reason to have to do without fresh vegetables and meat



The key is to have an organizational plan and always put the same categories of items in the same places. This, in turn, will both help you find items and reduce the time the fridge is open, greatly lessening the power required to run it.

Getting cold drinks out, for example, is the reason behind the majority of times the refrigerator is opened on our boat. So we don't just put "drinks" in one area, but go a step further and always put beer, water, sodas and iced tea in the same order, from left to right, and always put the warm ones in the back, so there's never a doubt as to which are the coldest.

Bins are almost imperative in large top-loading refrigerators, since by using several layers of bins, it's easy to remove the top ones to quickly get to items below. Bins will also help protect fragile items, such as greens and eggs. Keep drinks (and meats, if necessary) in the bottom layer where it's coldest and produce on the top where it's warmest and won't have anything falling on top of it.

Although I now have a front-loading refrigerator, I find that bins are still useful to keep like items together and organized so that I can get things out quickly and not lose any more cold air than absolutely necessary. Bins also make it easy to see if I'm getting low on something. I have a separate bin, or drawer for snacks, produce, eggs and medications.

Drinks are in designated spots, as is everything else. Even leftovers are always put in the same place!

My preference is bins with solid bottoms and ventilated sides, so that anything that spills is contained but cold air can still circulate. If you can't find any the right size, get solid ones and then use a drill or Dremel tool to make ventilation holes. Using bins also helps when it comes time to defrost the refrigerator. You can simply remove the bins and put spare pillows and blankets over them to keep the contents cool.

Frozen food goes into a cooler. Defrosting any time the frost gets over ¼in thick on the evaporation plates will significantly lessen the power used. Small boat refrigerators (particularly front-loading ones) are also subject to more temperature fluctuations than home refrigerators, as there is less cold mass and less cold air overall inside. For this reason, meat, poultry and seafood are best kept in the freezer (if there is no room in the freezer, put in the coldest part of the refrigerator, which is usually the lowest area). Before casting off, I remove the meat from any bulky packaging in may have come in, bone it if necessary and repack into packages that contain just enough for a single meal. Every day, I then remove that evening's meat from the freezer and let it defrost in the refrigerator section.

CONCLUSION

Once I refined how and where I kept everything, we could eat well with plenty of fresh meat and vegetables. Even with a tiny 3-cubic-foot refrigerator, we can easily go two weeks without a reprovisioning run. And that means that we get to spend more time in wonderful but out-of-the-way places! **S**

Carolyn Shearlock has lived aboard and cruised for 10 years on two very different boats: a monohull Tayana 37 (with a top-loading refrigerator) and now a Gemini 105M catamaran (with a front-loader); currently based in the Florida Keys, she's the author of theboatgalley.com, where you can also purchase her book, *Storing Food without Refrigeration*

Taming the Gybe

By Dick Everitt

A An accidental gybe can be very dangerous—an old friend of mine was killed by the boom slamming across. The whole crew must therefore be warned about the possibilities of being hit by flying lines or a rogue traveller whizzing across the track. A bad gybe can also damage the sail, track ends or gooseneck. It can even bring down the entire mast.

B There are several designs of boom brake that add friction and slow the boom crossing the boat.

C A preventer is a line led forward to stop the main gybing. Rigging it via a snatch block means it can be adjusted from the cockpit. Using a nylon line means it stretches if you dip the boom in the water. Beware: moving a kicking strap to the rail can cause the boom to break.

D When a boat gybes, the offset force of the sail and the heeled underwater shape of the hull can turn the boat. In extremis, it can go sideways or even broach.

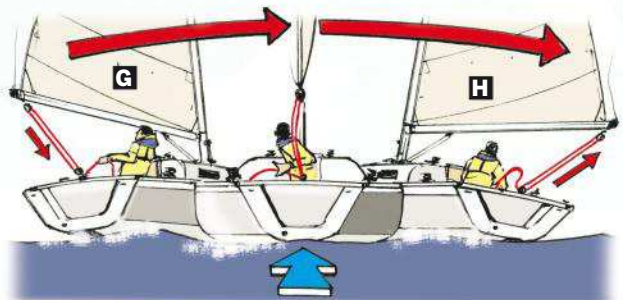
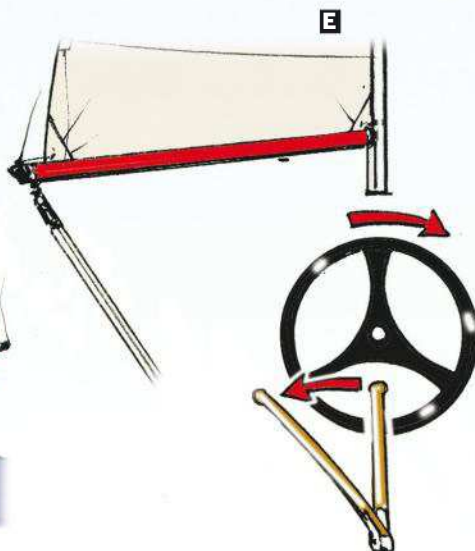
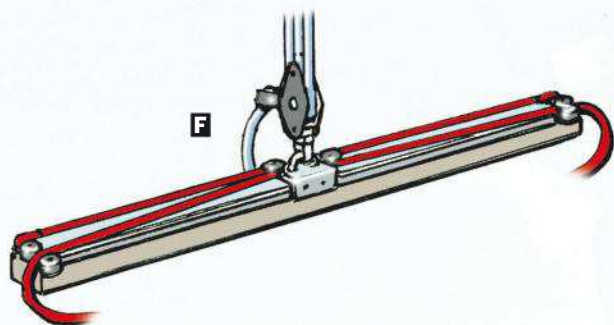
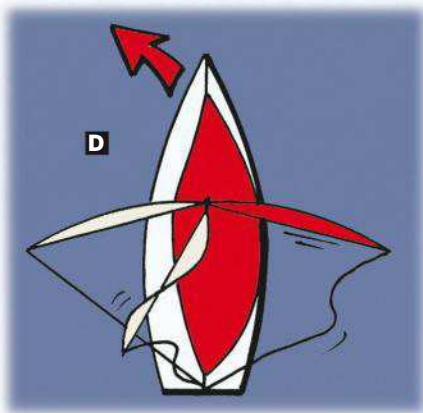
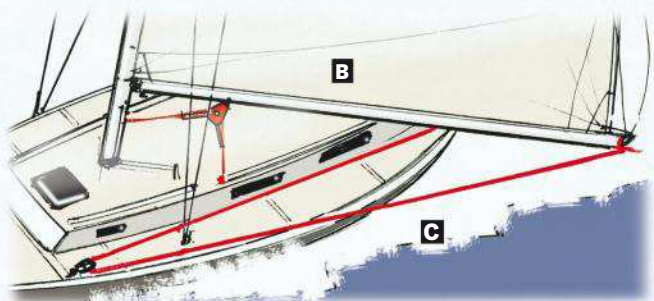
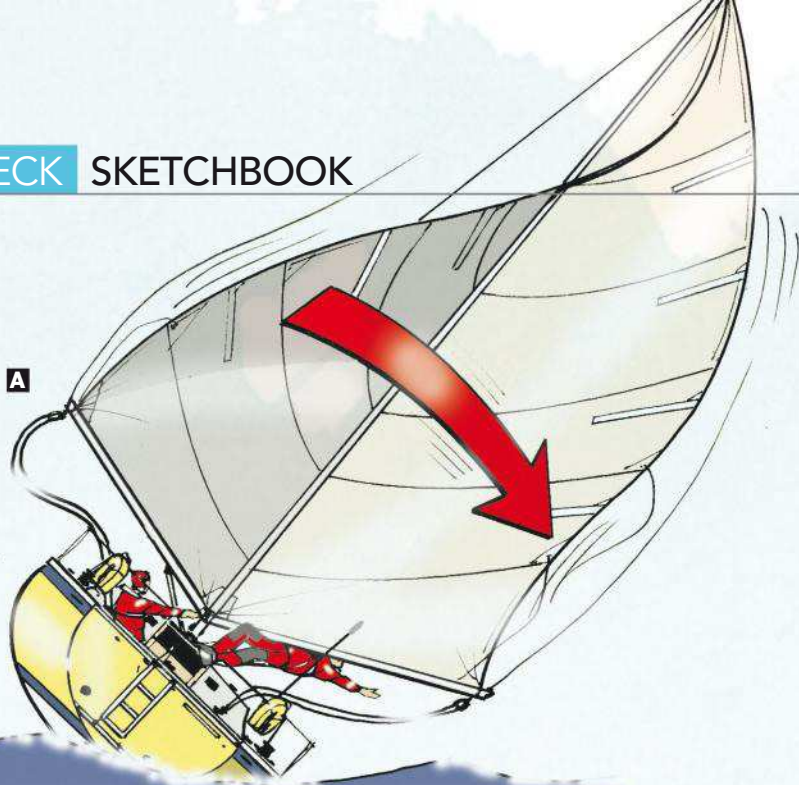
E Be careful steering downwind: watch the wind indicators or, better still, feel the breeze on the back of your neck. If the end of the boom starts to lift, steer to windward. An aide-memoire is “tiller toward or wheel away” from the boom. A controlled gybe can be done in different ways, but a common approach is to...

F Secure the mainsheet traveller so that it doesn’t slam across, then pull in the kicking strap to keep the boom down.

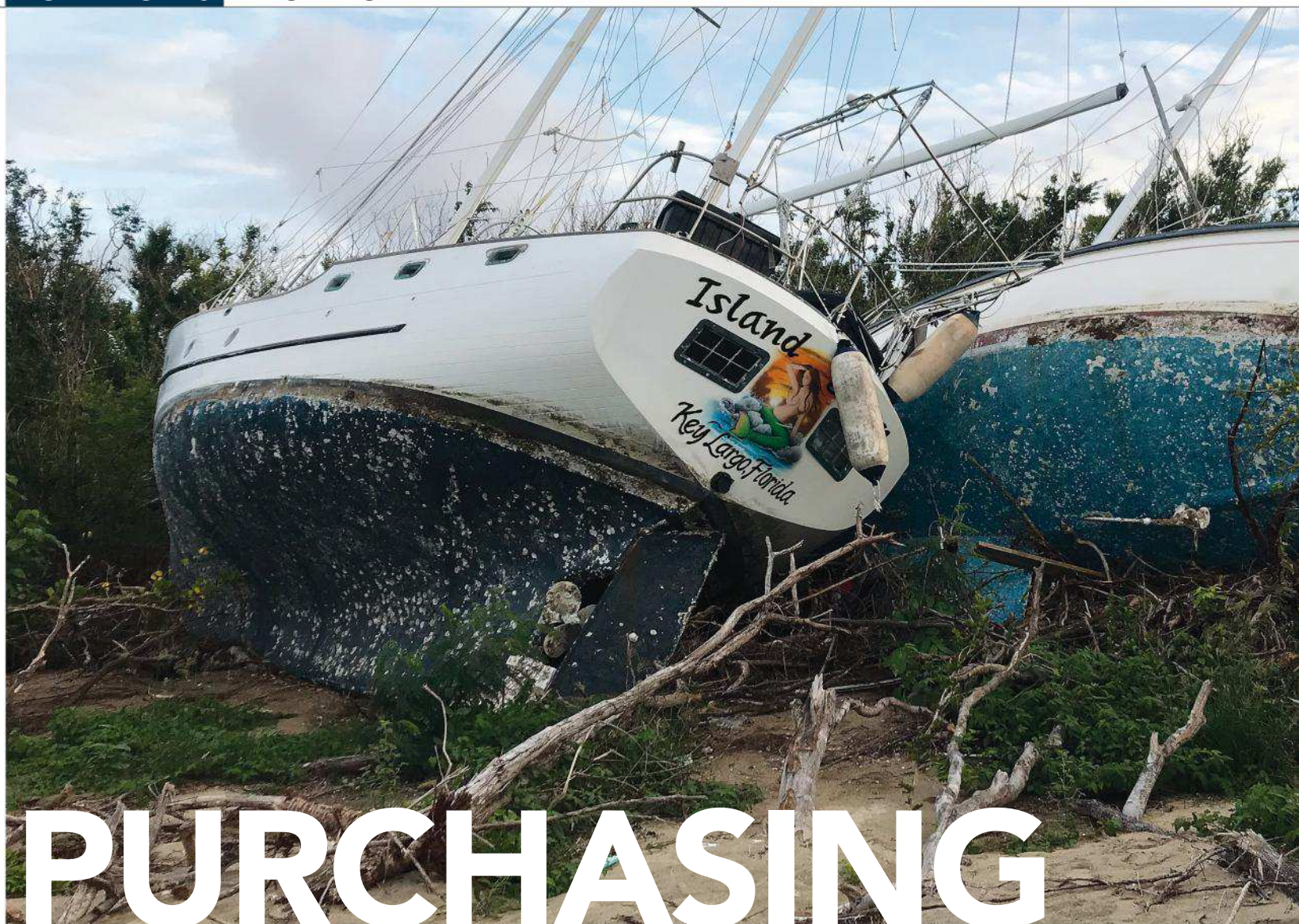
G Haul in the mainsheet. When the boom end is roughly on the quarter, start to steer through the gybe.

H When the boom is amidships, some skippers release the mainsheet and let the friction in the blocks slow the boom down as the sheet runs free. Others prefer to pull the main amidships, so that the sail stalls, and then let it out under more control. To prevent a broach (as in D) it might be necessary to “catch” the turn by steering the other way slightly.

Dick Everitt has sailed thousands of miles in various parts of the world. He has been an illustrator, journalist and engineer for more than 40 years



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PURCHASING A STORM DAMAGED BOAT

It may be an ill wind that blows no one any good, but still beware that storm-damaged bargain boat...

By Wayne Canning

This past hurricane season was particularly hard on boat owners in both the Caribbean and the Florida and Gulf coasts, thanks to Harvey, Irma and Maria. BoatUS has estimated that more than 64,000 boats were damaged in the United States alone. While for many boat owners these

storms have meant a loss, for others, they represented a possible opportunity.

In fact, before Irma had even cleared the coast, many bargain hunters were already looking for deals. But be warned: while this might seem like a great way to get a nice boat at a bargain price, some caution and common sense are needed to avoid purchasing a proverbial hole in the water where your money vanishes faster than light into a black hole.

First and foremost, before rushing off to a hurricane zone to find the perfect boat, it is best to take your time. The better deals on damaged boats will come from insurance sales—since these boats tend to have been worth more prior to a loss than an uninsured boat—and it often takes weeks or even months for the insurance companies to evaluate and arrange for salvage of the boats they insure. As a result, the good deals will not be gone if you wait. In fact, wait-



Good boats to be had for a song? Maybe, but be sure to look before you leap

to wait an entire season without a boat. After a large storm not only are repair yards fully booked, but the repair facilities may also be damaged, making getting repairs done difficult or impossible. Often these lightly damaged boats make a good investment depending on pre-loss condition.

Before looking for a hurricane boat to restore you must also decide if this type of project is right for you. Ask yourself if you have what it takes to make the needed repairs. Hurricane-damaged boats often require many skills and resources to rehab. Therefore, if you are planning on hiring others to do much of the work, I strongly suggest you reconsider getting one of these boats. Skilled labor is expensive. The fact that the insurance companies are liquidating the boats means they have already determined it was not practical to hire a yard to make the boat usable again. Ultimately, storm-damaged boats are only financially practical if you can provide the necessary sweat equity to save labor costs.

It also has to be considered where you will be able to work on a damaged boat if you get one. Do-it-yourself boatyards are getting increasingly rare. The boat will likely also need to be moved, either to where you live or, at a minimum, to a yard other than where it already is, further adding to expenses. Unless the boat is a small trailable one, there will be a lot to consider when it comes to working locations. Of course, if you go and work on the boat in its current location, you will be ahead of the game. But as most repairs can take weeks and or even months to complete, most of us have to move the boat to where we live and work.

If after taking into consideration all these factors, you still feel you have what it takes to handle a project of this type, it is time to think about selecting the right boat. With that in mind, I suggest you start by looking at boats as if you were shopping for a normal used one. You will, for example, still want to find a boat that was well maintained and that has the equipment and gear you want and need. For the time being, ignore the damage and evaluate the boat in its pre-loss condition. Check things like engine hours and the condition of the sails and rig. If the boat was poorly maintained and/or had a lot old worn-out equipment before it was damaged, keep looking. Also take some time to find the normal resale value for any of the boats you are looking at, as

this will help you later decide how to bid.

In terms of where to find the best storm-damaged boats. There are several sources and like most things, some are better than others. For example, I would leave contacting the insurance companies directly as a last resort. After any storm, insurance companies are inundated with calls and have little time to deal with bargain hunters because they are busy dealing with their client's claims. A much better place to look would be with those companies that specialize in liquidating these boats and which can be easily found online. In fact, these will be your best source, as these are the people charged with selling the boats once their claim is satisfied. You could also contact towing and salvage companies in the affected areas as well as local marine surveyors. Another option might be contacting a local insurance broker



A sunken boat will inevitably bring with it a whole host of problems

ing often results in better deals as there will be more selection in general for buyers.

Insurance companies will write a boat off as a "Total Constructive Loss," or TCL, for several reasons, and understanding these will help in selecting the right boat. Generally, the boat is considered a TCL if the estimate for repairs is around 75 to 80 percent of the insured value of the vessel. Insurance companies also know estimates rarely, if ever, run under but often run over, so they make an extra effort to cut their losses before starting repairs.

With larger storms, such as Irma, they may be forced to liquidate boats they would have otherwise had repaired as well. For example, if a boat cannot be repaired within a reasonable time period the insurance companies may total it so that the insured will not have



More often than not, repairing a storm-damaged boat is beyond the ability of most DIYers



Arranging a professional inspection is vital to ensuring you don't end up owning a money pit

for some help.

If you are not familiar with boat construction or skilled at doing major repairs, I would strongly suggest that you hire a professional to both help evaluate the extent of the damage and help determine how much it will cost to repair. Many boats may have hidden damage that is not easy to find right off. As mentioned before, you will want to have a good feel for a boat's pre-loss condition as well. There's no point in buying a boat you hope will be a quick fix only to find out there is major hull core damage!

Keep in mind when inspecting any vessel that you need to have the owner's or insurance company's permission to board and that your time aboard may be limited. Use caution when boarding, as there can be hazards from the damage or contaminants. Always wear shoes and protective clothing when inspecting a boat.

Not all storm damage is easily repaired, and some boats are to be avoided as a matter of course if you want to come out ahead. For the most part, I suggest staying away from any boat that has been submerged, even if it is only a partial submersion, since the extent of the damage from water intrusion can be difficult

to fully evaluate in the short time most bidders are given to inspect a boat. Boats that have been grounded can also have hidden damage, with repairs to rudders and running gear being particularly expensive. Boats with dock rash or which have had collisions with other boats or fixed structures are often your best bet. Rig damage can also be relatively easy to fix, although parts can be expensive.

Once you have found a boat you are comfortable with possibly repairing, it is time to look at the numbers. In fact, this is vital. Before you even think about placing a bid it is important to know your limits and stick to them, since it can be all too easy to get caught up in the excitement of the whole process.

There are two key numbers to keep in mind: the first is what will the boat be worth once the repairs are complete; the other is the cost to make said repairs. Whatever estimate you come up with, double it just to be safe. Don't forget to add in closing and transportation costs. That done, subtract the repair cost from the estimated finished value and you have your maximum bid. This should not only be your top number, but the one you stick to, no matter what.

In addition, be warned that purchasing a hurricane boat is often not a simple task, and there are some pesky bureaucratic black holes to watch out for. As noted earlier, most insurance companies will contract a company specializing in liquidating its insured assets. However, while some of these companies specialize in marine work, many do not. The larger of these are organizations are often very professional and will do their best to help you out, but not always, and some smaller, local companies may be downright disreputable. Before placing any money on the table, so to speak, know who you are dealing with.

No matter who you are dealing with, make sure you fully understand what you are buying. Make sure the seller has the right to sell the boat and that you will get the title free and clear. That free and clear part is especially important as you do not want to end up with a salvage or yard bill when the auctioneer's gavel hits the block and you become the new owner. Make sure you read and understand any contracts before bidding. Any reputable company will be happy to provide you with a copy of the sales contract prior to doing so. If there are



Beware of injury whenever you step aboard a hurricane-damaged boat

there were in charter service, and the charter companies are going to do, and did do what is needed to get back in business as quickly as possible. This means (and meant) stripping boats not worth fixing to get the ones that were repairable back up and into service. Many facilities in the area were also damaged, so getting help may be difficult at best, especially since many local yards are going to give priority to their regular customers—the charter companies. Getting parts to make even temporary repairs may also be difficult and expensive, and many of the boats were under foreign ownership, which will only serve to complicate things further still.

Bottom line: although it may be tempting, you are better off sticking close to home when looking for that great deal. **S**

limits placed on when the boat is to be moved make sure you understand that as well.

Many auction companies require that winning bids be moved within a short period of time, after which you will have to start paying storage fees. You also want to make sure that what you think you are bidding on is what you are going to get. For example, make sure any gear aboard when you viewed the boat is going to remain there after the sale. You do not want to bid thinking there is a full set of sails only to find out the previous owner removed them after they became yours.

Finally, knowing how to bid is also important. There are basically two types of auctions held with salvage boats. The first is an open bid, where you know just what the other person is bidding. The other is a closed bid, where you submit your best bid and hope for the best as you have no clue what other bids may have been placed. You may also come across modified versions of these, such as eBay, where you knew the high bid but may not know a person's proxy bid. Speaking of eBay, the days of the small closed auction are coming to an end as an increasing number of liquidation companies turn to this site to reach a larger group of the bidders in an effort to get the best price possible.

In many ways, bidding in an auction is a bit of an art. However, the key is to never get caught up in the excitement and end up bidding more than the boat may be worth. Again, set your top bid based on boat value less estimated repairs and expenses, and then stick to this number!

Returning to last year's hurricanes, with so many boats damaged in the Caribbean, many

have expressed interest in finding a storm-damaged boat in places like the BVI. However, for several reasons, I feel this is not a practical option.

For one thing, many of the damaged boats

Wayne Canning is a marine surveyor based in Southwest Florida who has sailed extensively aboard his Irwin 40, *Vayu*, which he purchased as hurricane salvage in 2006. Wayne also recently

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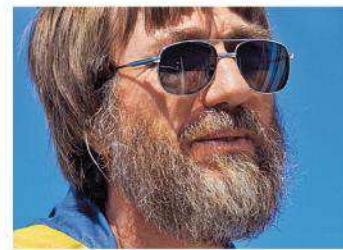
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A DOWNSIDE TO CLEAN SAILS?

Q: Is it beneficial to wash your sails each year? It appears to me that washing your sails can only weaken the sail fabric, just like washing your clothes does. Also, I would like to know how sails are laundered. I just can't envision them going into a washer and dryer.

— Paul Amundson, Oyster Bay, NY



BRIAN HANCOCK REPLIES

It depends on how you go about washing your sails. Usually the sail is laid out on some flat surface and a mild detergent is used to scrub the dirty spots. If you have a hard bristle brush and really get at it hard, then for sure you are going to weaken the fabric over time. If, however, you scrub gently with a soft brush, there will be no damage and doing this every year will not be a problem. Sails should never be put into a washing machine. However, for problem sails/stains, I suggest that you spot clean them first by treating the most soiled areas first and allowing the detergent to sit on the fabric and "soak." Over time and without too much effort, you should be able to get your sails back to looking as good as new. If you have mildew you can treat it by dissolving a half cup of Borax in two cups of hot water and rubbing it into the affected areas. Make sure that you rinse the sail thoroughly after doing this. You can also use the same solution to treat stubborn stains on the rest of the sail.

HOW MUCH ANTIFOULING?

Q: I apply VC 17 to the bottom of my sailboat every year. Could I skip a year or two between coats? The hull always seems to be full of slime at the end of the year anyway.

— Ron Buschman, via sailmail@sailmagazine.com



DON CASEY REPLIES

Copper-based paints do not prevent slime, but slime comes off easily. Not so much with hard fouling, like zebra mussels. So the definitive answer to your question depends on where you do your sailing. If unprotected boats there have hard fouling but you have only slime, the VC 17 is working for you. Odds are if you skip a year, your boat will suffer hard fouling—a poor trade. Since a VC 17 coat is so thin—around an eighth the thickness of a



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Always go with marine-specific solar panels for generating power offshore

traditional bottom paint—buildup should not be a problem. The course with the lowest chance of grief is to continue to apply a fresh coat every season before launch.

CHEAP PANEL BLUES

Q: I purchased a solar panel from an automotive store to give my house batteries a trickle charge over the winter. It is rated as waterproof, but I found that just one seagull dropping took the panel output of 0.75 amp down to almost zero until I cleaned it off. Are all solar panels this sensitive to a single pooparoo?

— J. Staats, San Diego, CA



GORDON WEST REPLIES

Inexpensive automotive/RV panels may be internally wired up in series, where a single drop of anything can bring them down to minimal charging current. Get a panel from a marine store! With its parallel type interconnections, a single bird drop won't much affect its output. That said, it is still a good idea to always keep solar panels clean, think on a daily basis when out at sea, in particular.

ENGINE COMFORT LEVEL

Q: I'm considering purchasing a 32-year-old Ericson 26-2 with the original raw-water cooled Yanmar 1GM10. There is no record of total hours on the engine, (we're guessing 1,500-3,000) and no meaningful records detailing any significant repairs, rebuilds or replacements other than part of the wet-exhaust system. "Routine" maintenance done by the current owner of six years seems to be within guidelines. De-

spite the boat being in drop-dead gorgeous condition, with many expensive upgrades and improvements that speak to the really quite lavish care afforded it, I'm gun shy of the raw-water cooled 32-year-old Yanmar: especially after three separate marine diesel repair and maintenance companies told me, "Stay away." Am I possibly putting myself in harm's way without an engine survey? (And what can they tell me anyway?) Or not so much?

— Steve Kendall, Seattle, WA



NIGEL CALDER REPLIES

It's not worth spending money on an engine survey. Fundamentally, all you need to know with an engine of this age is whether or not it fires up reliably from a cold start (make sure it is cold), and whether or not it overheats when fully loaded. If it fires up, it will likely continue to do so for some time to come. And if it doesn't overheat then the cooling system is not plugged. Of course, with an engine of this age you could have a catastrophic failure at any time (e.g. the cylinder walls corroding through). However, if you do have any significant problems, it is not worth trying to repair, since an engine of this size and horsepower rating is not that outrageously expensive to replace. Ultimately, I would suggest your decision is largely dependent on your own psychology. If you are a bit of a risk taker and can relax with this old engine and otherwise love the boat and the price is good, I would go for it. If, on the other hand, the engine is going to cause a continuous nagging doubt, then it's going to spoil your fun and may not be worth it. **S**

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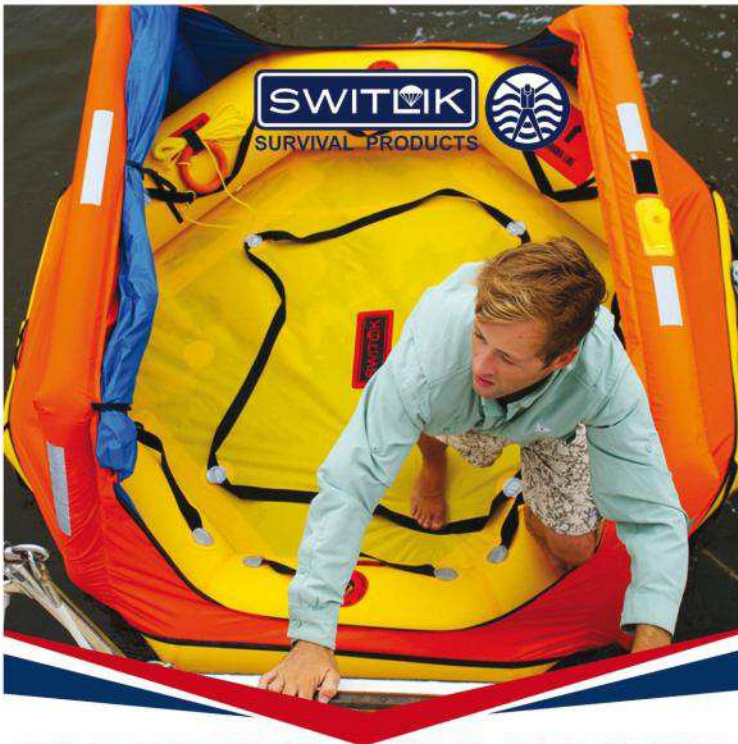


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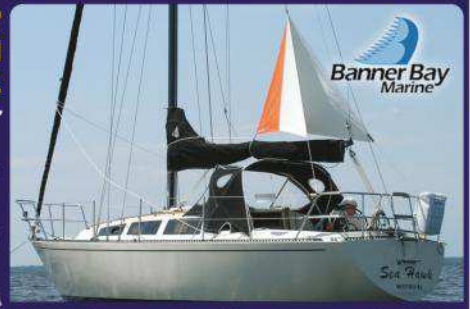
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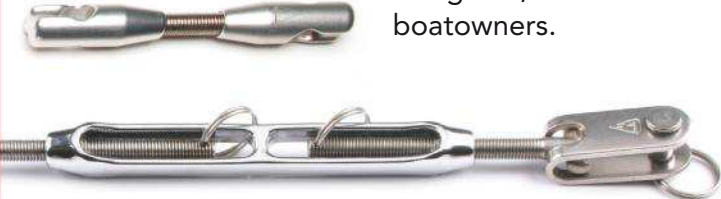
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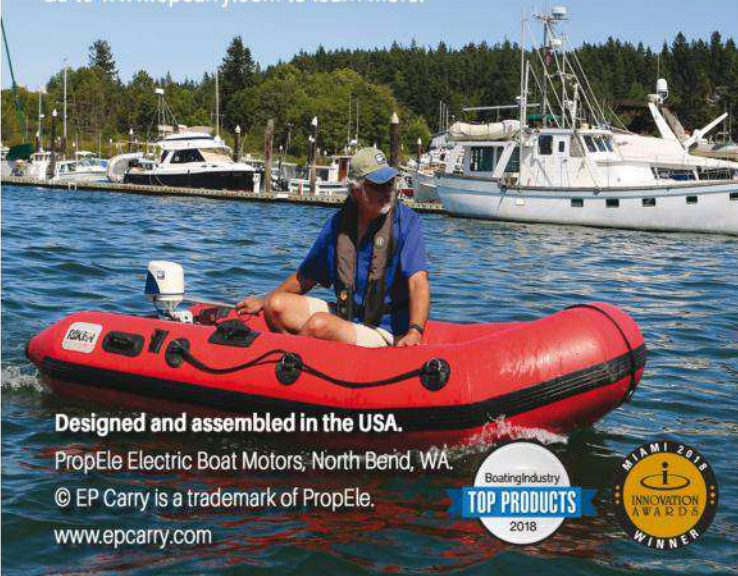
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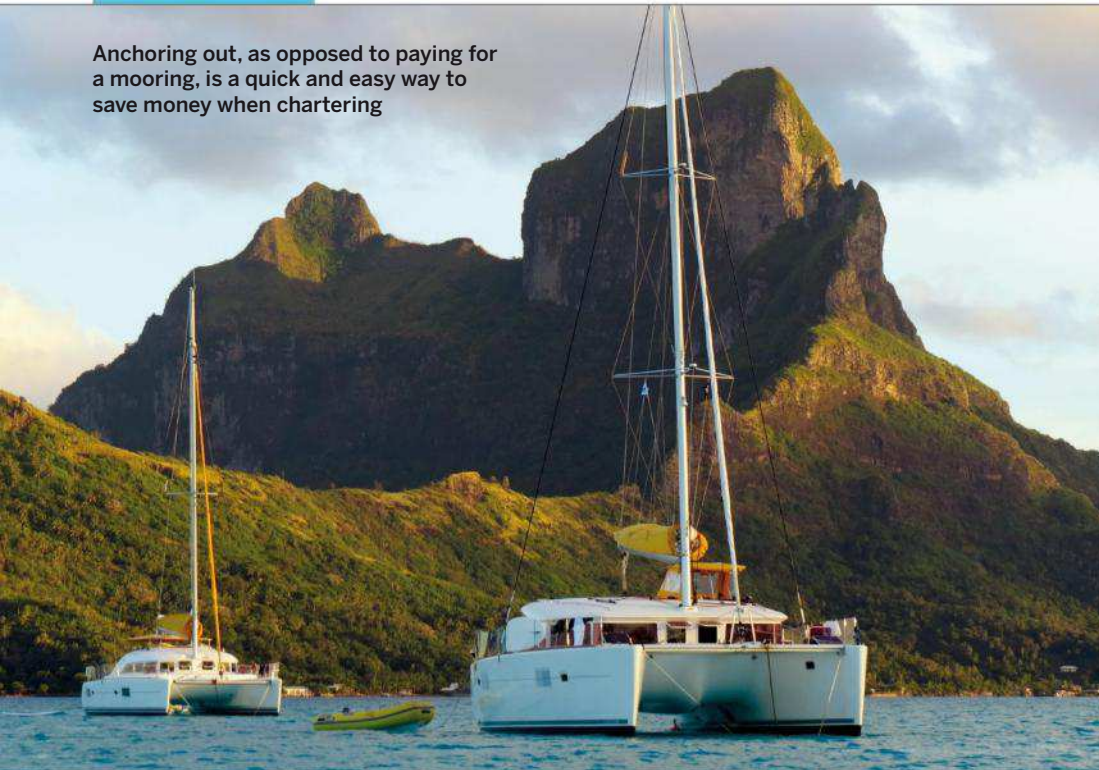
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Anchoring out, as opposed to paying for a mooring, is a quick and easy way to save money when chartering



Cheaper Chartering

How to save money on fabulous vacations *By Zuzana Prochazka*

Chartering beautiful boats in exotic locales will give your wallet a workout. Expenses go well beyond the cost of the vessel and airfare. It all adds up quickly, but there are ways to pinch enough pennies on each charter to get a head start on the next one. Here are some tips on how to cut costs without devaluing the experience.

BOAT

Bareboat charter weeks are a perishable inventory, and when a boat sits unused, that's lost revenue. That's why charter companies have last-minute deals that can be up to 20 percent off at specific destinations or added days (10 for the price of seven). If you're open to various locations and have a flexible schedule, sign up for their newsletters and special offers. Then work with their in-house travel department for short-notice deals on airfare. Fly mid-week and not only will you save on air, you'll arrive when the base personnel aren't as harried as they are on the weekends. Also, for small parties, consider a monohull. Catamarans are not only more expensive, they're also harder to squeeze in while, say, Med mooring in Europe.

Definitely consider shoulder seasons, which differ depending on where you're chartering. You can usually save 20 percent to 30 percent by going earlier or later than everyone else. The Caribbean is generally good all year except September and October during hurricane season. The Med can be good in May and June, and also September and October. You can save a third or more during these times, and you'll have most anchorages to yourself.

Also consider second tier charter companies. The boats are usually older and perhaps not as equipped, but ask yourself how much you really need. That said, definitely check out the company's reputation beforehand to avoid unpleasant surprises.

Most companies now start their charters at 1700, allowing you to sleep aboard the first night. Ask for a technical checkout and chart briefing that afternoon/evening so you can leave early the next day. If the boat isn't chartered before or after your week, you may be able to stay another night at the dock for 50 percent off the day fee and save on hotels.

FOOD

Just like at home, dollars disappear when it comes to eating. However, there are numerous easy fixes that won't leave you feeling cheated. When it comes to provisioning, for example, do it yourself. Even if you get full provisioning from the charter company (which almost nobody does), you'll still end up at the market looking for more of something—usually alcohol—so why not just do it all yourself? You'll get exactly what you want, and it will definitely cost you less per person, even including the cost of the cab ride back to the boat with all the frozen goods. For staples like sugar, salt, pepper and seasonings, consider bringing your own in Ziploc bags. You won't go through much so why waste the rest? Make a list of what you need and aim to come back with nothing. The amount of waste when it comes to charter provisioning can be staggering.

Along these same lines, build in opportunities to eat out so you can get the local flavor—pun intended. Eat like, and with, the locals: stock local brands/types of provisions (like beer, yogurt and fruit) and eat at smaller establishments rather than big hotels and tourist traps. Also, eat out for lunch rather than dinner, which is often half the price of the same meal six hours later.

When you do decide to go out, have happy hour aboard to save on pricey cocktails and wine. Then after dinner, have a nightcap aboard as well. In most cases, a sunset view before or after is guaranteed on the boat, but not at the restaurant. The drinks will also be cheaper and never watered down.

OTHER STUFF

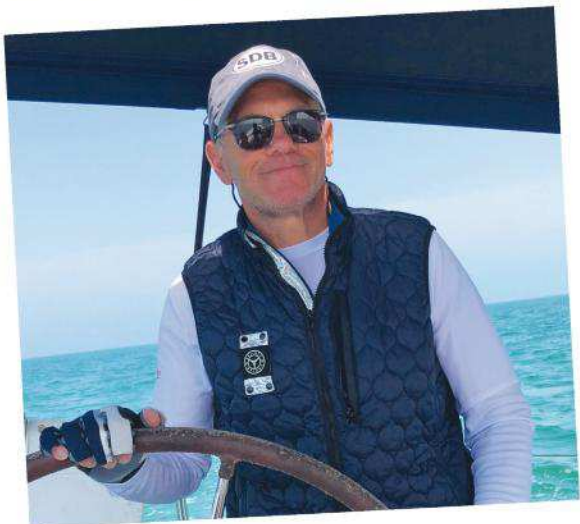
Unless you're in an area where moorings are mandatory (like parks) choose to anchor rather than pay a fee for a ball. Doing so can save you \$25-\$75 per night. I'd just as soon trust the boat's ground tackle as a mooring anyway, so don't assume they're safer. If you have the swinging room, save the money.

Finally, consider fuel costs. If there's a genset aboard, charge with that rather than your engine(s), since it's more fuel-efficient. If there's just enough wind to motorsail but not enough to really sail, keep the rpms low or run just one engine on a cat (usually the leeward will provide the best balance).

Finally, pack light and save on luggage fees. You'll surprise yourself with how little you'll need for a week in the sun, and that's \$25 that will start the charter kitty for next time. **S**

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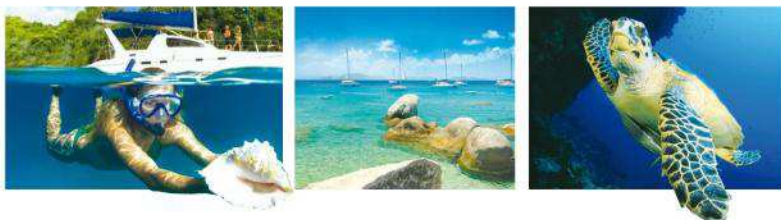
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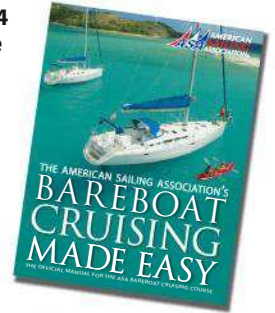


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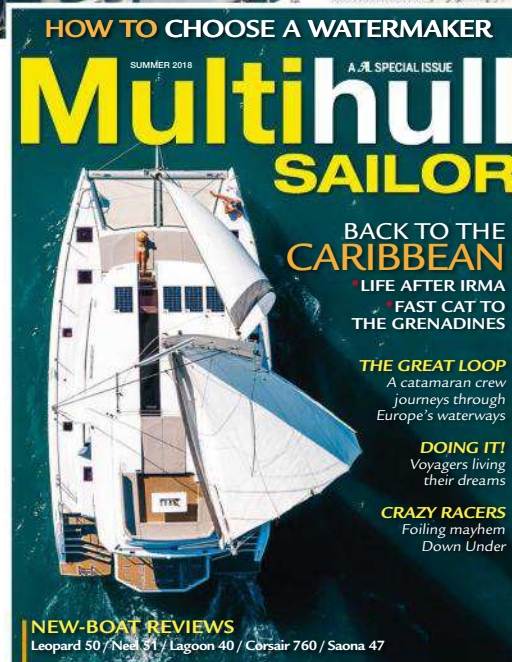
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2008 49' Hunter - \$250,000
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1980 44' Cherubini - \$169,500
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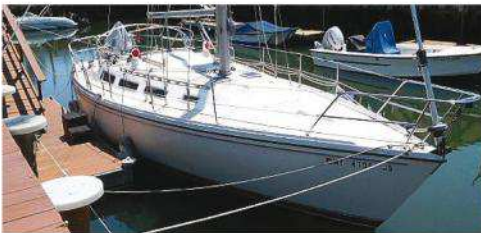
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JEANNEAU YACHTS



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2005 Jeanneau 49 - Mint..... asking \$249,750



2014 Beneteau 50 - asking \$289,000



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in new refits....\$499,000

75'	1974 Franz Maas Expedition Sailing Yacht.....	\$159,000	41'	1987 C&C 41'	asking \$69,900
57'	2012 Jeanneau 57, mint, less than 100 hours.....	\$699,000	41'	1985 C&C 41	\$37,700
54'	2004 Jeanneau 54DS.....new awlgrip, never chartered, well equipped..	\$249,800	41'	1982 Morgan Out Island 41.....	\$35,000
51'	2003 Morris 51	\$499,000	40'	2005 Wauquiez Pilot Saloon..... excellent condition.....	\$175,000
50'	1983 Ta Shing Orion.....	asking \$199,000	39'	1987 Pearson 39-2	asking \$65,000
50'	2014 Beneteau	\$289,000	38'	2006 Hunter 38.....	\$129,400
49'	2005 Jeanneau SO 49i.....less than 300 hours	asking \$234,000	37'	2013 Jeanneau 379 Performance.....	\$179,900
47'	2000 Catalina 470 new awlgrip, recently refit, excellent condition	\$199,000	36'	1999 Catalina 36' MKII	\$86,000
47'	1987 Alan Warwick Custom Offshore	\$339,000	36'	2015 Jeanneau SF3600 (9 racing sails).....	asking \$274,500
45'	2011 Jeanneau 45DS.....mint condition.....	asking \$285,000	36'	1995 Sabre 362	\$95,000
43'	2002 Jeanneau 43, very good condition, many upgrades.....	\$155,000	34'	1983 Hunter 34.....	\$22,000
42'	2017 Bavaria 42.....less than 100 hours.....	asking \$268,000	32'	1975 Bristol Sloop 32	\$28,000
42'	2007 Swan 42... NYYC Club Version, reduced price.....	\$245,500	32'	1984 Vindo.....a unique classic, beautiful.....	\$25,000
42'	1985 Lacoste 42	\$59,000	30'	2016 Sparkman Stephens 30	\$135,000
42'	1993 Catalina 42.....	\$99,900	27'	1925 Herreshoff S Boat.....	\$112,900
42'	2015 HH42...HPR IRC Carbon Fiber, rig race ready	\$475,000	20'	2015 Com-Pac 20' Horizon Day Cat	\$39,000
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JEANNEAU YACHTS



JEANNEAU YACHTS



Jeanneau 349, two cabins, fully equipped, in stock



Jeanneau 440- Recent Boat of the Year, in stock

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Coming Soon - JEANNEAU 490



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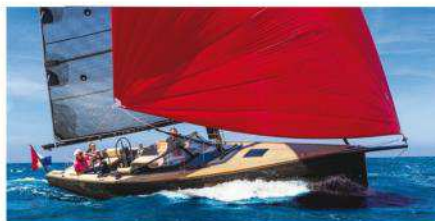
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1994 HINCKLEY SOU'WESTER 42

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1989 HINCKLEY SOU'WESTER 42

EILEEN has an ash dinette interior and 2005 55-hp engine. Electric stowaway, air conditioning, new electronics, excellent paint & varnish.
\$325,000 | SOUTHWEST HARBOR, ME | 207-460-7589



1987 HINCKLEY SOU'WESTER 42

SHENANDOAH is a very nice, deep blue hull "dinettes" sloop with 1,000 hr 2001 Westerbeke. Extensive upgrades in 1998, well maintained.
\$275,000 | SOUTHWEST HARBOR, ME | 207-460-7589



1979 HINCKLEY BERMUDA 40 MK III

EVENSONG is a lovely electric stoway sloop with dinette/navigation station interior. 2013 Westerbeke 50, E120 Raynav electronics.
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SUNSHINE is a very rare custom Hinckley Pilot 35 Sloop with a raised cabin trunk for added headroom and a startboard galley.
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1963 HINCKLEY SOU'WESTER 30

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MJM 35z (above) MJM 43z (below)
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54 Amel 54 '06,'07 – \$550K,\$632K



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40' Sabre 402 '00 – \$199K



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40' MJM 40z '16 – Call

Sistership



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2009 LEOPARD 47 PC



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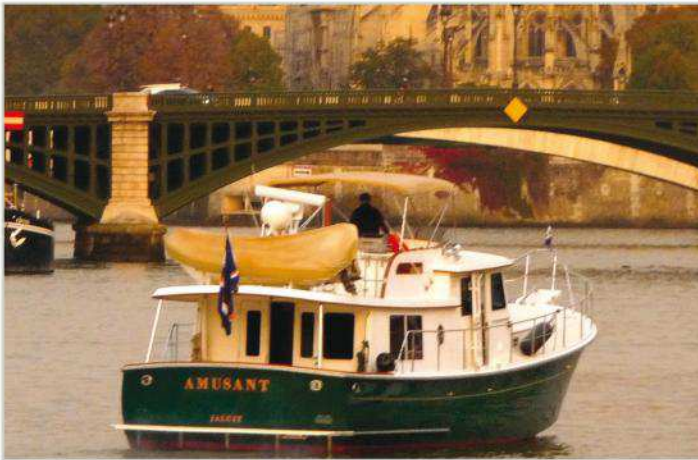
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KROGEN EXPRESS 52 (2006): Perfect opportunity for American buyer to cruise through Europe, as she is already docked in London! Great layout, with master and guest, all in cherry wood. Twin Yanmar diesels, large pilothouse with plenty of room for the Stidd helm chair, with flybridge and aft deck. Asking **\$799,000**, lying London.



SWAN 53 (2013): This is a very lucky boat, having escaped the hurricanes of 2017 without a scratch! All the good stuff like carbon rig/Park Avenue boom/wheels, huge aft cockpit, and four cabin layout, 220/115 power, Quantum and North sails! Arriving Newport late June, at **\$1,500,000**.



TRULY CLASSIC 58': Contemporary classic from the yacht magicians Hoek, in 2001. Very glam, much refitted in this ownership for powerful, relaxed shorthanded sailing, she is the business. Owner's fleet is burgeoning – she must be sold – offers welcomed. Lymington, **UK. £525,000**



HUMPHREYS 77': Hatched 2002 of composite, UK build, but rebuilt totally 2016 by our very own Berthon Boat Co in the UK, little of the original yacht remains. New designer interior, AV, comms, paint, decks – the list is long. She is offered for sale for rather less than the 2016 yard bill! Palma de Mallorca. **€1,850,000**



PASSPORT 515 (2008): KRISTINE. Fantastic cruise equipped 2 cabin version with \$150,000 in upgrades last summer, new electronics, sat comm, davits, Dinghy, electric in mast furling. Special waterway friendly mast, and Bahama friendly draft. Yanmar diesel, Air, generator, watermaker. Everything! New listing, In Rhode Island. **\$650,000**.



SWAN 62FD (2005): Extremely practical modern-generation cruising Swan from German Frers. Twin wheels, easily-handled rig and a fantastic interior layout. Ruthlessly organized owner, everything in its place. Lying Edgartown, ready to go. **MAJOR PRICE REDUCTION, now at \$690,000.**

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1995 - Sanderling - Recently refit with custom touches; wheel steering

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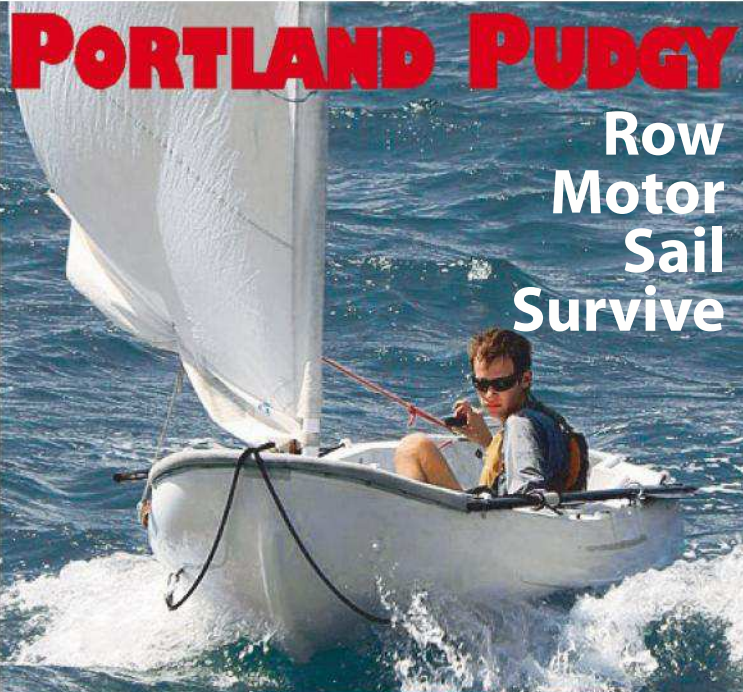
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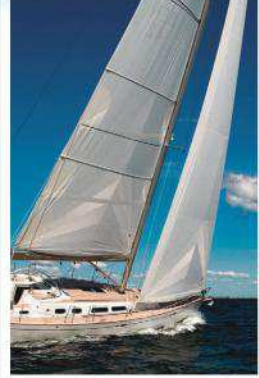


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Southern Ocean Sweepstakes

Remembering the Golden Globe Race may be harder than we think

Here we go! The 50th anniversary of the Golden Globe, the first singlehanded nonstop round-the-world race, is upon us. On July 1 one tribute event, the Golden Globe Race 2018, will start out of Les Sables d'Olonne, France, with a fleet of 19 amateur skippers setting out in production fiberglass boats, none longer than 36 feet, to race around the world without stopping. Meanwhile, another event, Longue Route 2018, is sending out another 26 amateur solo skippers, most in boats 43 feet and under, to also sail nonstop around the world. The latter is not a race, but more a “challenge in company.” Participants may start from and return to any Atlantic port in Europe or North America (north of 45 and 41 degrees north latitude, respectively) at any time between June 18 and September 30.

So the Southern Ocean will be unusually crowded this year. Potentially there will be 45 amateur singlehanders, all of them in relatively modest non-specialized boats, banging around Antarctica together in high southern latitudes. It is, in the annals of sailing, entirely unprecedented.

One question I've been asking myself: is it harder to do this now than it was before? The answer, not surprisingly, is yes. Average surface wind speeds and wave heights in the Southern Ocean have steadily increased since the 1960s and particularly so in the last 20 years. Significantly, the biggest spikes are seen in extreme peak conditions, and the “hottest” spot in the course is the stretch between Cape Town and Australia.

The simple anecdotal evidence bears this out. The 1968-69 Southern Ocean summer season during the first Golden Globe was, relatively speaking, mild. Bernard Moitessier, in particular, had it pretty easy at first in the Indian Ocean and this helped him achieve the transcendent state that led him to abandon the race after rounding Cape Horn and sail around again to Tahiti. Of the three competitors who made it into the Southern Ocean—Moitessier, Robin Knox-Johnston and Nigel Tetley—none were knocked out there.

This past season's crop of Southern Ocean amateurs, by comparison, have had a rough ride. Guirec Soudée and his famous chicken Monique on their steel cutter *Yvinec* got rolled hard between Cape Horn and Cape Town. The indomitable Michael Thurston, sailing with two crew on his 48ft ketch, *Drina*, was knocked down twice in the southern Indian Ocean, with the boat's steering pedestal sheared off the second time. While setting a record for circling Antarctica south of 60 degrees, the Polish crew on the Oyster 72 *Katharsis II* had their boom shattered southwest of Australia. And our own SAILfeed contributor, singlehander Randall Reeves, attempting his Figure 8 circumnavigation of the

Americas and Antarctica, was knocked down and crushed by a wave in the southern Indian Ocean. This blew out a doghouse window on his 45ft aluminum cutter *Moli*, wiped out most of his electronics and bent a solid aluminum cockpit rail down on top of a primary winch.

Randall, before heading home from Tasmania to California to try again next year, told me in an e-mail that he had seriously underestimated the power of the Southern Ocean and hadn't yet mustered the courage to take photos during peak conditions.



Randall Reeves aboard *Moli* in more “moderate” conditions in the Southern Ocean

“I'm too scared, and it feels like bad luck,” he wrote, “like Actaeon, who spied the goddess Diana bathing, and she sicced his own hounds on him. I don't want to tempt fate any more than I am already.”

Even the pro sailors in this year's Volvo Ocean Race fleet have not escaped the deep south unscathed. Vestas 11th Hour Racing was dismantled southeast of the Falkland Islands in March, and Team Sun Hung Kai/Skallywag tragically lost crewmember John Fisher overboard 1,400 miles west of Cape Horn.

I can tell you one thing for sure: all the folks in these two Golden Globe tribute events will catch hell out there, and many or most of them will not finish the course. I will be a little surprised if they all come out alive. Which is not an argument for calling the whole thing off, but it is an argument for paying both these events the attention they deserve. I, for one, will be following them closely at longueroute2018.com and goldenglobrace.com. **S**

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