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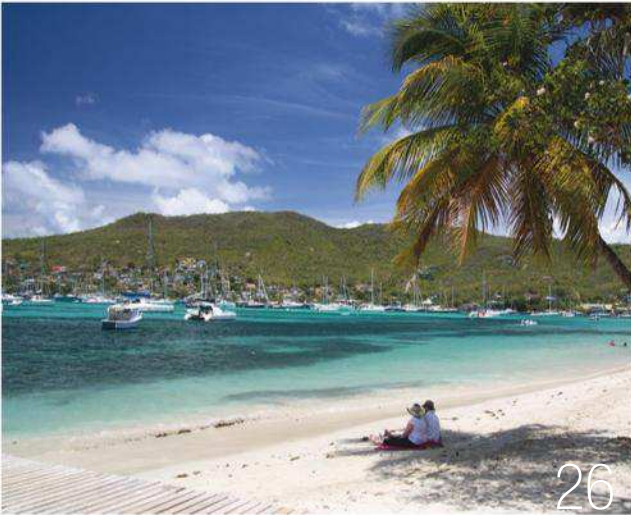


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Cover photo: A sailboat moored off the Gibson Island Yacht Squadron, Gibson Island, MD  
Photo: iStockphoto

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Volume 23, Number 5

Blue Water Sailing, LLC  
747 Aquidneck Avenue, Suite 201  
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phone: 401.847.7612 • fax: 401.845.8580  
web: www.bwsailing.com

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**T**hat title was made famous by Lin and Larry Pardey back in the days when they were sailing their 24 foot *Seraffyn* around the world. Even in the 1970s and 80s, 24 feet was a small cruising boat to be sailing across oceans. That it also did not have an engine made it all that much more extreme. Yet, the Pardeys made safe if slow ocean passages and always arrived at their destinations in one piece. So it can be done.

In the same time frame BWS contributing editor Patrick Childress sailed a Catalina 27 singlehanded around the world. Not only was it a simple but sturdy production boat, it too had no inboard and relied upon an outboard for auxiliary power. Patrick and his wife Rebecca are now out sailing the world aboard a Valiant 40 which they regard as a large and commodious yacht by comparison to his little 27 footer.

My own first offshore passage was made with my Dad and a friend aboard our family's first cruising boat, a Tartan 27. It was in the early 1960s and I was no more than 14 or so. We left southern Cape Cod in Massachusetts in early morning and got to Buzzard's Bay and the Cape Cod Canal just at sunset. The 27 had an inboard Atomic Four gas engine so we cranked it up and motored through the Canal to Massachusetts Bay.

There was nearly a full moon and a fair westerly was blowing so we pointed the 27's bow northeast on a course for Cape Ann. Taking two hour overlapping watches we hand steered and tried to keep a course by following the North Star. We rounded Cape Ann the next noon or so and shaped our course for the Isle of Shoals off New Hampshire instead of sailing right across the Gulf of Maine, just to be safe. The Isles were illuminated with moonlight as we passed and the lighthouse's beam was a reassuring sign that we knew where we were. There was no GPS, SatNav or even Loran in those days. Late in the afternoon the next day we sailed into Boothbay Harbor, Maine, and tied our little 27 footer up in the marina for the night. We had made it and I was oddly elated.

I remember that trip so vividly because it was when I fell in love with sailing, the sea and making offshore passages. It's not for everyone, but it is for me. And, we also learned that long coastal runs and offshore

passages can be made in small, affordable and easy-to-sail cruising boats. You really don't have to wait to live your cruising dreams. You can go small, go inexpensive, go simple and go now.



photo by Bill Kund

A handwritten signature in black ink that reads "George Day".

---

## Editorial

Editor & Publisher George Day  
george@bwsailing.com

Editors-at-Large John Neal  
Amanda Swan Neal

Contributing Editors Bill Biewenga,  
Patrick Childress, Rebecca Childress,  
Pete Dubler, Heather Francis

## Advertising Sales/Production

Art Director Sandy Parks  
401-847-7612 sandy@bwsailing.com

Ad Director Scott Akerman  
207-939-5802 scott@bwsailing.com

Advertising Sales & Marketing Consultant  
tomcat911@comcast.net Tom Casey

---

## Circulation Customer Service

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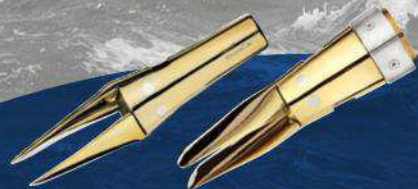
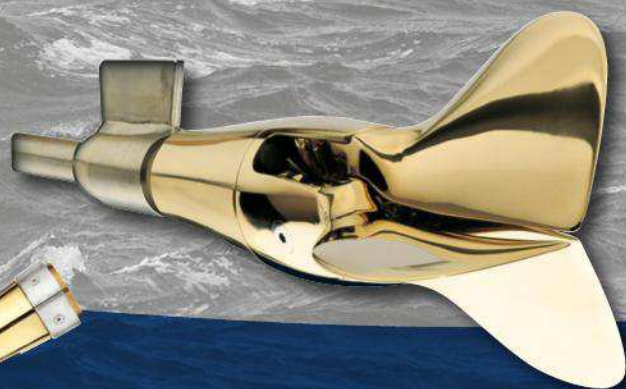
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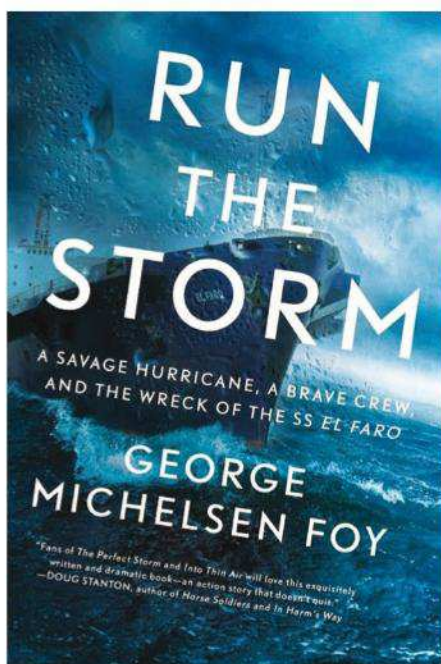
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## Summer Reading for Blue Water Sailors

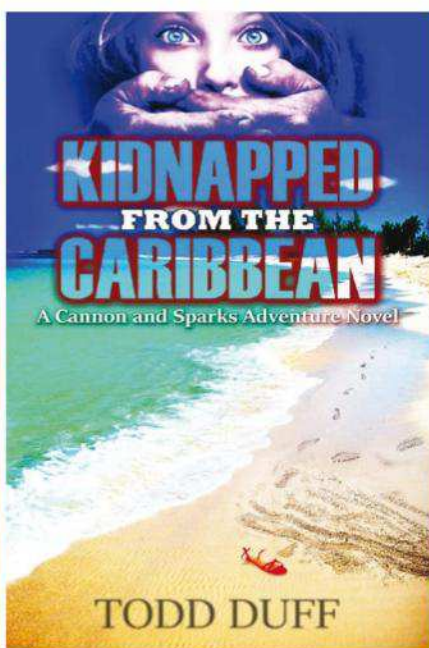
*This summer as you are out on your boat cruising along the coasts or making passages to distant lands, you'll have a lot of time to tune out the news and bury yourself into some good books. Here are a few choices of good reads that have come to our attention in the last few months.*

*Happy sailing and happy reading.*



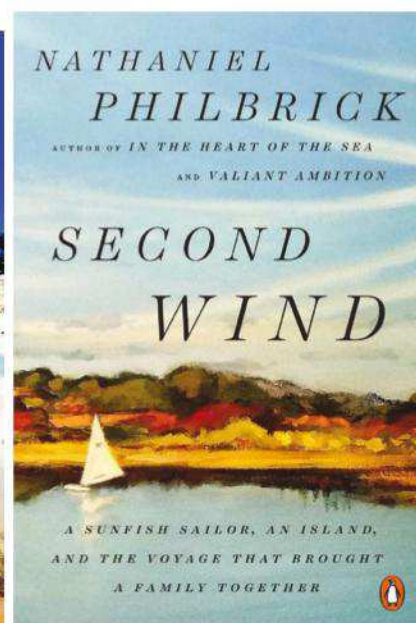
**Run the Storm**  
By George Michelsen Foy  
240 pages, Scribner

George Foy has a deep affinity for the sea and has written several good books, both non-fiction and fiction, that have the sea as a main character. *Run the Storm* is the story of the ill-fated cargo ship *El Faro* that was lost with all souls in a violent hurricane just east of the Bahamas in 2015. This is inside the Bermuda Triangle. You get to know the crew, the ship, and the savage hurricane that sadly killed them all.



**Kidnapped for the Caribbean**  
By Todd Duff  
250 pages, Tablet Publications

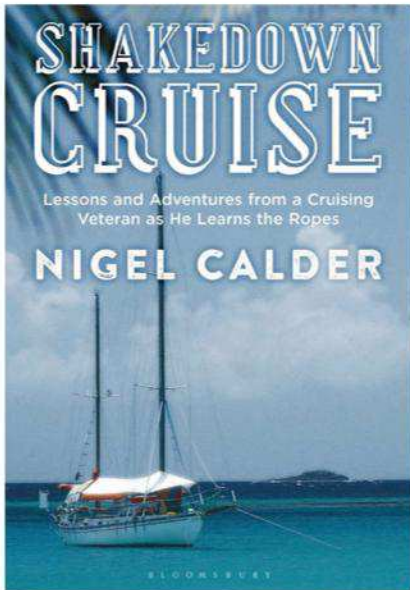
A fast paced thriller starring a dynamic male and female team aptly named Cannon and Sparks, *Kidnapped from the Caribbean* takes you on a roller coaster ride of twists and turns, from the Caribbean to Central America, to the White House and even the Amazon. Todd Duff is a veteran cruiser and a prolific marine writer, so it is fun to see him craft a rollicking good novel that will appeal to sailors everywhere.



**Second Wind**  
By Nathaniel Philbrick  
212 pages, Penguin Books

Nate Philbrick is a best-selling author of histories, including *In the Heart of the Sea*, which won many awards. His new book, *Second Wind*, is a memoir that reflects on his sailing life, on the pleasures of sailing and racing a Sunfish and on the family that sailing brought together. Located in Nantucket, the memoir is also a pean to that famous New England island that was once home to the whaling industry and is now home to America's elite. As always, Philbrick writes with warmth and style.





**Shakedown Cruise**  
 By Nigel Calder  
 188 pages, Adlard Coles

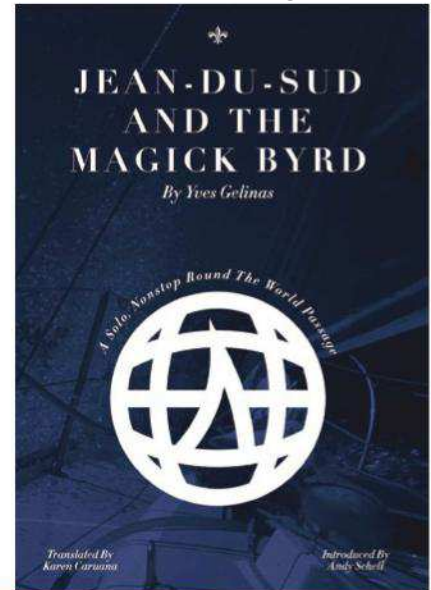
Nigel Calder is one of the most renowned marine writers in the world. His claim to fame is primarily his vast technical knowledge of all things mechanical on boats and his

ability to explain how things work and how to fix them in language a luddite would understand. His new book, *Shakedown Cruise*, is a sailing memoir that covers his first cruising adventures with his family, the adventures that forced him to become a technical wizard. So, if you want to know the expert before his rise to fame, the stories in *Shakedown Cruise* will make you smile.

**Jean du Sud and the Magick Byrd**  
 By Yves Gelinas  
 170 pages, 59 North Publishing


A non-stop circumnavigation via the five great southern capes in a 30-foot, Alberg-designed sloop, is no small undertaking. Yet that is exactly what Yves Gelinas set out to do. And, despite being capsized and dismantled in the Southern Ocean, that is exactly what he accomplished over a period of 280

days. Part of the magic of the tale, first published in French in 1986, is that it proved his design for a simple, elegant windvane self-steering device was excellent. He did not hand-steer for 280 days. Thanks to Andy and Mia Schell who bring us this tale in English to introduce their hero and old friend to the American sailing audience.




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# Beyond the Blowouts

*Without warning, the sudden dull pop of the spinnaker exploding shook us to our feet and into action. Thousands of miles to our landfall and with a limited sail inventory for downwind sailing, we needed to pull some rabbits out of hats*



It happens. Usually, it's unexpected. And watching sails disintegrate is never a joyful experience. Sails blowing out are the result of any of a number of causes. Old, over-exposed thread, colder denser air providing a heightened force for a given wind speed, or just too much wind and pounding surf providing excessive loads that go

beyond the designed specifications for the sail's name but a few of the potential causes of failure. Most of those reasons for sail failure can be avoided if we, as sailors, live within our means, accepting the limits that our equipment has and honoring that reality. Of course, there are the unforeseen sudden gusts, an out-of-sync wave or other causes for failure, but many of the reasons are avoidable.

Chafe is not your friend. Protect sails from chafing on lazy jacks, spreaders, sharp objects such as split pins or other sharp edges. Some hazards can be taped over, and others can have a dab of silicon applied to soften the harsh or sharp edge. Lazy jacks can be especially

destructive to laminated mainsails on the leeward side. When the main is reefed, the resulting sail at the foot can chafe in unexpected places for longer periods of time, leading to premature aging. Even the most diligently applied preventive maintenance and careful procedures sometimes result in a torn sail or dramatic blowout.

If a sail blows out, get it down immediately and keep it onboard in the process to minimize additional damage. If the damage is to your mainsail, and you need it to continue moving, you may be able to reef beyond the damage. In any case, your first thought should be about damage control, and limiting that damage from worsening.

How you are able to repair your sail will be partially determined by the extensiveness of your sail repair kit. For extended passages, I fill a small duffle bag with the following items:


- Needles of various sizes
- Waxed thread
- Sewing palm that has a reasonably comfortable fit and doesn't have sharp edges which can cause blisters if used for an extended period of time
- Double-sided tape (sticky on both sides of the tape to quickly put seams together prior to stitching if necessary)
- Sticky-back Dacron (large sheets for repairing spinnakers or large holes)
- Sticky-back Dacron (4" wide rolls for long fabric tears or to use for anti-chafe on top of stanchions, the back side of spreaders or elsewhere)

- Sticky-back, high tensile fabric (Kevlar / Carbon or Spectra large sheets for mainsail repair)
- Sticky-back, high tensile fabric (4" rolls for long tears in high stress areas of sails)
- Sail ties (10 each, 8' long to be used for repair purposes if necessary)
- Pliers
- Long, heavy-duty scissors
- Hot knife (butane preferably so it is portable)
- Hair dryer (either 110v or 220v, depending on the vessel's electrical system)
- Rubbing alcohol for removing salt and drying sails quickly prior to a repair using sticky-back material
- Various sizes of webbing, preferably tubular since that is stronger than single-ply webbing
- Spare battens or splinting material

In addition to the above items you might also include hardware

such as spare slugs for the main sail, spare hanks or climbers' carabiners for use in a hank-on headsail or other types of hardware that you use in conjunction with your sail inventory, such as shackles for tack and head fittings or high tensile line to be used in lieu of bolt rope. Few boats carry such an extensive sail repair kit. Eventually, many wish they had. And, in fact, I've used every item mentioned above at one time or another, happy to have the right repair equipment available.

As we were delivering a Gunboat 48 catamaran from Cape Town, South Africa to Norfolk, VA, we were sailing downwind in sunny, warm, stable conditions in the South Atlantic. Suddenly, and without warning, the spinnaker ripped an eight-foot gash across the upper third of the sail. We scrambled to get the sail down




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before it got worse. However, in the process of taking the chute down, the tear worsened, and the lower part of the sail fell overboard between the two hulls. As we began to overrun the sail, the damage only worsened. Slowly, we brought the sodden heap back onboard. It appeared to be a devastating blow to our progress, given the fact this was our only true downwind sail, and we had more than 5,000 miles left of our passage. We got to work, using the sail repair kit described above.

Fortunately, the tear was along a seam. We didn't lose any material, and it was a relatively straight rip. We took the sail into the main salon, carefully spreading the chute out, isolating the torn area on which we would begin work. Starting at one end of the rip, we carefully cleaned the area around the failure, using fresh water to clear away the salt and using a little rubbing alcohol to help accelerate the drying process. We were able to match one side of the tear with the other. For the full length of the rip, we carefully applied a line of 4" wide sticky-back Dacron. We applied that strip in 10 inch to 12 inch lengths so we could keep the mend consistent and the edges of the original material in close relationship to the way they were originally aligned. After we applied a strip of the sticky-back, we used the handle of a scissors or screwdriver to rub the sticky-back Dacron vigorously, firmly pressing the sticky-back to the torn sail and generating a little heat with the rapid rubbing friction. We went through that process on both sides of the sail, applying the sticky-back to both the inside and outside of the sail. Five hours later, to the amazement of the boat's owner, we re-hoisted the sail. The repair

lasted for the remainder of the trip, at least 3,000 miles of which was sailed downwind with that sail pulling the cat.

Different sails, types and weights of sail cloth and types of failures deserve different types of repairs. You may be able to make the repair stronger than the original sail in that particular area, but that approach is of little value and may put stress on the adjacent parts of the sail. When making your repairs, take your time to do the job correctly. Doing it wrong may mean doing it again – if the next failure doesn't result in complete destruction of the sail. Try to make sure that new seams are not puckered. If your repair looks like cosmetic surgery out of a Frankenstein movie, it probably won't last long through the next puff of breeze. If you are stitching the sail together or tacking down the self-adhesive sticky-back material, realize that too many stitches and needle holes weaken the overall sail in those places. Failure can again occur if a tear results by connecting the needle holes. When you resume sailing, understand that your sail is probably weakened, and reduce sail area accordingly.

On a few occasions, while racing in wild conditions with experienced sailmakers onboard, we have re-built sails after some of the material was completely destroyed or lost. Admittedly, the sail was a bit smaller, but it still worked. You CAN put it back together again. Get to work and give it your best shot.

The best repairs are done with the right tools and some practice. Occasionally, you may find yourself without one or the other. If I really needed a sail to get somewhere because of extended distances, lack of diesel fuel or other extenuating



circumstances, I probably wouldn't let either the lack of a proper sail repair kit or lack of experience stop me. Please don't tell any sailmakers where you got the idea, but if forced to do so, I might even stoop to using Duct tape to repair a sail. Of course, it will need to be cut away later, further causing damage to the sail, but in an emergency, a lot of things will work in the short term that you may regret in the longer term. I will caution, however, that the use of 5200 for sail repair does require parental supervision and a complete disregard for doing things the right way.

A few words to the wise would include, "take care of your sails but be well prepared for the 'unforeseen.'" Eventually, the unforeseen will happen and having the right kind of sail repair kit and some knowledge of how to use it will serve you very well. **BWS**

*Bill Biewenga is a navigator, delivery skipper and weather router. His website is [www.weather4sailors.com](http://www.weather4sailors.com). He can be contacted at [billbiewenga@cox.net](mailto:billbiewenga@cox.net)*

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# Galley GUIDE

## Small Steps to a GREENER GALLEY

**P**rovisioning, food storage and meal prep require a lot of time and effort when you must organize and cook almost every meal you eat. Making small, conscious changes in your routine doesn't take much effort, but it will make a difference both in your galley and on the planet.

I've been interested in making our lives more sustainable since we moved onboard *Kate* in 2008. I actively make decisions to lower our impact on the environment, especially when it comes to a place where I love to spend my time; the galley.

### REDUCE, REUSE, RECYCLE

For decades it seems like this slogan was practiced backwards; the emphasis always put on the end action, recycling packaging. In recent years, with the startling realization of what plastics, their use and manufacture, are doing to our environment the focus has finally shifted to reducing waste.

In fact, people are even trying to live "zero waste." By rejecting single-use plastics such as straws and plastic bags, choosing package-free products and mindfully reducing the amount of unnecessary "stuff" they bring into their daily lives, they strive to create little or no waste. The old slogan

has been updated: Refuse, Reduce, Reuse and Recycle.

"Refuse" and "Reduce" are a great way to start greening up your galley, especially since many of the

places we visit don't have the infrastructure to support recycling programs. Local markets are the place to find fresh produce, almost always without packaging, but transporting the fruit and veg back to the boat requires a bit of planning.

A smart way to avoid single-use plastics is to pack reusable produce bags and larger carry bags when you go provisioning. My produce bags are not cotton and many would point out that polyester is still a plastic. However, they are made of 66 percent post-consumer recycled materials, so at least they are working toward being better plastic. Light and small but durable and strong they carry everything from the most delicate lettuce to a dozen potatoes. I regularly take them to the market and, when we occasionally shop at a grocery store. The staff at the weigh station are happy to slap the price sticker on my reusable bag rather than a plastic one. They wash easily and have been in regular use for the past five years,



saving me from bringing countless, flimsy plastic bags into the galley.

My everyday carry bags have evolved over the past decade. In need of something strong I started with a bulky canvas tote. It did the job, but due to its considerable size I only used when I specifically went on a provisioning run. I was still bringing home the daily incidentals in plastic bags. Then for years I had a selection of lightweight, foldable shopping bags that we used until there were holes in bottom and the seams were coming apart. I had trouble finding a suitable replacement, ones that were both durable and affordable, not just inexpensive and cheaply made.

Bagpodz, a system of reusable, sustainable shopping bags, checked all the boxes. Available in a five or 10 bag pack, each set comes in a compact tube designed to be easy to use, and hard to forget at home. The bags are dispensed through a large zipper one at a time, making it quick and easy to pack away a large load.

The colorful ripstop nylon bags are about the size of standard plastic grocery bags but are rated to carry 50 pounds each and are water repellant, perfect for those heavy loads and not so dry dinghy trips home. With a clip large enough to fit over the handle of a grocery cart handle the Bagpodz five pack is small enough to fit in my purse, which means that I can refuse plastic bags everyday, not just on planned outings.

What I like most about Bagpodz is that the company uses bluesign® certified materials. Bluesign® is an international system that works to ensure that “the textile industry manages the natural resources soundly and responsibly, reduces water and air emissions, improves its waste water treatment and generally reduces its ecological footprint.” By choosing Bagpodz I can refuse plastic bags, as well as support a global organization that works to reduce the impact that manufacturing the product has on the environment. That’s smart shopping.

**WASTE NOT, WANT NOT**

Over the years I have gotten pretty good at shrinking recipes to feed just the two of us and upcycling leftovers into creative next-day meals. Even so, I still find myself tossing out food that was forgotten in the fridge or neglected on the counter. This year my top galley goal is to reduce food waste.

I started by being more conscience of what food stuffs I have on board, trying to use up all the fresh goods before they spoil, and sorting through cans and dry goods before buying more. I regularly ferment and make preserves on board, both as means of conservation and to avoid the waste of prepackage items, but I am always on the lookout for other methods of food preservation.

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I have long been in



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Making healthy snacks with The Food PANtrie to keep us going during those long days in the boatyard, [www.thefoodpantrie.com](http://www.thefoodpantrie.com)

terested in dehydrating fruit, but I haven't had much success making my own drying racks or keeping the critters at bay. Although electric dehydrators are inexpensive we neither have the space or the power to keep one on board, so I had long given up on the idea. A few months ago, I discovered the Food PANtrie, a hanging, non-electric food dehydrator and I have been madly dehydrating ever since.

Measuring 14.5 inches square and 36 inches tall when hanging, the Food PANtrie folds down to a modest three inches thick. It has five drying trays that are enclosed in a mesh net, which is fine enough to keep even the smallest ants and fruit flies out, but easily unzips and tucks away when you are loading and unloading the trays. A hard top and bottom create a shell that protects the delicate mesh when collapsed, so nothing gets damaged while fitting it into a storage compartment. The best part is that the Food PANtrie uses only passive solar heat, so there is no leaving an appliance plugged in unattended, and there is no drain on the batteries.

I have been taking advantage of tropical fruits in the Philippines,

filling my dehydrator with mangoes, pineapples, papaya and bananas. The process of dehydrating is simple: cut up the fruit, arrange on trays and hang in the sun. In three-to-four days, depending on the weather, you have delicious dried fruit, without any added sugar or preservatives. The Food PANtrie can also be used for making jerky, drying herbs and sprouting, especially if you like wheatgrass. When tomato season comes around I am really looking forward to making my own sundried tomatoes.

Dehydrating is a terrific way to make healthy on-the-go snacks for kids and a wonderful opportunity to teach the next generation of sailors about food waste and sustainability.

Another way I have been trying to reduce food waste is by exploring new ways to store food on board. Like most voyaging sailors I have a collection of heavy duty containers for storing leftovers, and my selection of glass canning jars also get used for keeping the unused portions of canned goods and small snacks. But produce, so irregularly shaped, usually ends up in a ziplock bag before it goes in our small fridge. Although I wash and re-use my ziplock bags for months I knew there had to be a better solution.

I was a bit sceptical when I discovered Abeego, a washable, reusable, sustainable food wrap. Besides wondering the obvious – will it really keep foods fresher, longer like

it claims – Abeego is, as the name implies, coated with beeswax. I was very concerned that it would turn into a sticky, unusable ball in the heat of the tropics.

So, you ask, what is reusable food wrap? Abeego is made of a hemp and organic cotton fabric that is infused with beeswax, tree resin and jojoba oil. It is an all-natural, breathable way to preserve, protect and transport food. Available in four sizes it can be wrapped around containers, folded around food or shaped into bowls. When warmed by the heat of your hands the beeswax sticks to itself, allowing the wrap to hold its shape or stick to whatever you are covering.

Happily, Abeego did not turn into a giant sticky, unusable ball in my galley cupboard. In fact, I am a little surprised how regularly I use it. Besides replacing the ziplock bags in my fridge I've used it to: cover an open bottle of wine – it lets the wine breathe but keeps the flies out; wrap a cut onion – amazingly the smell didn't permeate the



Abeego in action in the galley, [www.abeego.com](http://www.abeego.com)



## WHATEVER'S IN THE FRIDGE FRITTATA

A frittata, sort of a stovetop, crust-less quiche, is a great way to use up leftovers or small bits of vegetables in the fridge. I have provided a basic recipe, but you can throw whatever you have in the pan; spinach, chicken, corn, grated carrot, cooked shrimp, mushrooms, you name it. Served hot or cold, it keeps well and can be enjoyed for breakfast, lunch or dinner.

1 Small Onion  
½ Green Pepper  
2 Small Cooked Potatoes  
½ Cup Ham  
2 Tomatoes  
½ Cup Grated Cheddar Cheese  
6 Eggs  
3 Tbsp Cold Water  
Oil

Dice onion, pepper, potatoes and ham. Thinly slice tomatoes. Break eggs into a large bowl, add cold water and beat until frothy. In a heavy bottom 9" frying pan heat oil over high. Sauté onion and pepper 3-5 minutes, until soft. Add ham and potatoes and fry 5 minutes, stirring often. Pour in beaten eggs and shake pan to distribute evenly. Turn heat down to low and cover. Check ever 5 minutes and cook until eggs are almost set. Arrange tomatoes on top, sprinkle with cheese and place under broiler for 2 minutes to cook top. Cut into wedges and serve hot, warm or cold. Excellent reheated.

whole fridge; and protect a delicate head of lettuce – not only does it stay crisp but Abeego provides enough insulation that it doesn't freeze when accidentally placed directly against the cold plate.

I use the giant wrap most frequently, it is the perfect size to wrap the baguette style loaves of bread I bake in my solar oven and it stays fresh on the counter for four days! The best thing is after use you just wash Abeego with water and a little soap, hang it to dry and it is ready to use again and again and again.

We try to live low impact not because it is trendy, but because every day we see firsthand how humans are impacting the Earth; beaches littered with trash, plastic floating in the ocean miles away from shore and declining fish populations. You can't see these things first hand and not act; at least we can't.

Sometimes it is a struggle, and

I cave to convenience and disposability, no one is perfect. I remind myself that each small, positive action I make, in conjunction with the small, positive actions of others, does make a difference. As someone once said, "Individually we are a drop of water, together we are an ocean." **BWS**

\* Items were sent to *Blue Water Sailing* for testing, however all opinions are those of the author.

*Heather Francis is originally from Nova Scotia, Canada. She has cooked professionally on land and on yachts. These days you'll find her in the galley of Kate, the Newport 41' sloop she and her Aussie partner, Steve, have been sailing fulltime since 2008. They are currently looking for wind the Philippines. To follow their adventures log onto [www.yachtkate.com](http://www.yachtkate.com)*



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# Saint Helena Beckons

Deep in the South Atlantic Ocean, the tiny island has a long and storied maritime history and is a favorite cruising landfall by Craig & Peter Smith



In distant memory are Susan and Eric Hiscock and company, those pioneering sailors who, during Peter's childhood, planted the seed of a life on the sea – not only in him, but others germinating through the years into today's cruising fraternity. Saint Helena always seemed to receive a whole chapter in the Hiscock's epistles,

as it was an important stop in the long haul from South Africa to the Caribbean, Bermuda, or the Azores, on the final leg home to England in their tiny vessels. Their stories were read by generations, they became legendary and Peter has long had Saint Helena on his list of destinations for his own vessel.

Many years and ocean miles

into his own sailing life, a number of ex-pat "Saints" are to be found working and settled on the Falkland Islands, characters who rekindled old dreams and firmed the island on *Kiwi Roa's* itinerary for the passage after South Africa and Namibia.

On moving up the Skeleton Coast, Peter went as far north as Walvis Bay, partly because it cre-



ated a favorable heading to Saint Helena in the South Atlantic trade winds. The angle allows a fast reach with a two- or even three-sail rig, for a quick and comfortable passage. Saint Helena found itself of practical value for all shipping navigating this region in earlier times, as well as the more modern cruising yacht, by offering fresh water, fresh meat,

provisions and repairs. However, from its first discovery until today, the primary factor that justifies continuing UK investment is its strategic value.

We found Saint Helena no disappointment, as it has changed little from the descriptions given in those early Hiscock days. This may be a fragile state of affairs however, as the new airport was

well under construction (and now open at the time of writing) during *Kiwi Roa's* visit – which may be expected to drag the isolated Helenians finally away from the age of sail and steam, and into the modern one of tourism.

Landfall was made during the night at Sugar Loaf Point, the northern extremity of the island, which emerged gradually from



Above; *Kiwi Roa* securely moored at St. Helena, below; the *St. Helena* brings goods to the island on a three-week schedule

early morning mist, and dawn brought us into James Bay. A relatively new town suburb, Half Tree Hollow, appears on the heights while Jamestown remains hidden in its valley, heralded by rolling and pitching local vessels moored off the 'Landing' and cruising yachts farther away in the roadstead anchorage.

### JAMES BAY

Visiting yachts reside in a mooring field to the southwest of James Bay, a dinghy ride of some distance from the harbor (and often precarious). The mixed fleet of international cruising yachts to which *Kiwi Roa* now belonged is very seasonal and always in a state of flux.

Stories abound of yachts lost through being poorly anchored or unattended. We were confident our Rocna anchors would provide reliable anchoring but the areas with good holding are very deep and swinging room was going to be a problem. A large yacht was

lost only a year prior to *Kiwi Roa*'s visit, resulting in new and more reliable moorings being installed farther out in deeper water on the west side of the bay, which allayed our concerns.

In this less congested area, *Kiwi Roa* picked up one of the red buoys, designated for heavier vessels over 25 tons, and shackled on a chain strop for added security; the rope tether provided on the mooring was showing chafe from the previous user. A lighter yellow mooring lying downwind was

close enough to run a long line to, which kept the bow to swell, if not wind, most of the time.

Saint Helena is definitely isolated. The passenger and cargo ship, the *St. Helena*, has been serving the island since regular passenger liner shipping between South Africa and Britain dried up in the mid-20<sup>th</sup> century. Technically a "Royal Mail Ship", and amongst the last of her kind, the RMS *St. Helena* typically does a round trip from Cape Town on a three-week schedule; at the time of our visit



it was the only ticket on or off the island for residents.

Local self-propelled lighter and service vessels complete the final link in the island's supply chain for inbound or outward freight. Passengers, ships' crews, and local stevedores are collected by ferry launches, the oldest of which is reputedly over a hundred years old and was mentioned by Hiscock in one of his books.

The larger ships anchor well out in the bay for safety and the reduced swell in deeper water. Goods are off-loaded and brought to the seaside commercial offloading area, the Landing, and are hoisted ashore by a large crane. This system can be carried out even in rough swell conditions and has worked well over the island's history.

An efficient and cheap ferry service operates in the Bay, running yacht and commercial personnel to and from their vessels. The

Landing, the only practical way to get ashore, can be tricky or even dangerous in a dinghy, depending on the size of the swell. The ferry service was accordingly well received. In Hiscock's day, the same crane used to unload the lighters was used to pluck dinghies directly out of the water.

### JAMESTOWN

Customs and immigration seems to operate in a last-century time warp, but the compulsory health and evacuation insurance you have to buy is a modern development brought about by the increase in visiting yachts. This requirement has less to do with hordes of wealthy baby boomers cruising down an increasingly beaten path, than it does with the effective closing of the Red Sea at the hands of pirates; today the sailing routes around Africa have reverted to the pre-Suez Canal days when all yachts and ships had to

round the Cape of Good Hope.

The steep valley in which the original town was built constrains and preserves this place, redolent with maritime Empire, in another time warp. Jamestown extends some three miles along the glen floor, above which a one-way lane built into the hillsides creeps skyward; the road was originally intended for horses and carts, and today, other than some paving, it is very much the same. The buildings the Saints live and work in are a living museum of Georgian and Victorian architecture. Around town and in cobblestone back lanes you find centuries-old refurbished cannons and ships' anchors.

The fortifications across the valley mouth are still original, although the entrance gate "the Arch" built in 1832 replaced an earlier moat defensive system. The "Castle" adjacent the Arch now houses the police station, the courthouse and some municipal

The oldest Anglican church south of the equator





Above, the "Arch", part of the fortifications for the island, below; the town of Jamestown





Jonathan, thought to be the oldest living land animal resides on St. Helena

administration offices. Old mortars, one on each side, guard the gateway. An original prison is still in use but the police station next to it is now used by Immigration services.

Jamestown features the oldest Anglican church south of the equator, which dates from 1774. The tower of Saint James' Church originally featured a spire that nearly doubled its height; but it was deemed unsafe and removed in recent decades.

### THE ISLAND

We were gifted a tour of the island interior by our Saint friends, who Peter had met in the Falkland Islands. Jamestown is Saint Helena's only really feasible harbor and landing, but nonetheless it is inland where much of its history and beauty lies. The damp highlands nurture a fertile and green terrain, often hidden in mist and fog.

Life on Saint Helena is inextricably

linked to the sea, and it was from the coast that the settlement developed inland. In the early days, the island and Jamestown's main importance, other than as a naval base, was as a reprovisioning and repair stopover for sailing ships. Some timber, in the form of the larger trees, were removed for ships' spars and other repairs and that, coupled with introduced pests, did substantial damage to inland fauna which in turn resulted in serious erosion of valuable topsoil.

Goats, bred as meat for passing ships', have slowly but surely contributed to the invasive wear and tear on island over the centuries. Today a reforestation operation is ongoing that is run by volunteers who are replanting shrub-like gum trees and other native species.

We were amazed to see so much flax, once used in a local rope making industry. It was introduced in the 1870's with the aim

of providing the island with a cottage export industry. The success of this project did not come until the escalation of demand for rope driven by the war 40 years later, whereupon production surged and continued through until after the second war into the 1950's. At its zenith some 20-percent of Saint Helena's accessible land was set to flax production, along with a commensurate employment of islanders.

Flax is no longer harvested in any serious quantity but it still grows abundantly, especially in the more inaccessible areas of the island where it stabilizes the soil against erosion and provides excellent wildlife habitat and bird feed.

On the topic of foreign invaders, Jonathan the Seychelles giant tortoise has been counting his years since 1832, making him possibly the oldest reptile on the planet. He lives on the estate of the Georgian era Governor's residence,



Longwood, where Napoleon stayed when he was incarcerated on the island



The 699 steps of Jacob's Ladder

Plantation House, built in 1792.

Another 18<sup>th</sup> century property, originally a farm, “Longwood” was Napoleon’s residence of incarceration, where he lived out the rest of his life after his imperial and military ambitions in Europe ended in disaster at the hands of the British and allies. His ultimate punishment: permanent exile to the most remote and inaccessible place those enemies could think of.

The rear of the estate holds a residential complex. Napoleon had his own personal staff who lived on site. The location of the property is isolated even on Saint Helena, and was considered difficult for an escape or rescue.

Back at the northern coast but above town on the western valley side, Jacob’s Ladder was built originally as a funicular rail, serving Ladder Hill Fort in the early 19<sup>th</sup> century. But the rails and cars were later removed while the staircase remains. It is now a shortcut to the new suburb of Half Tree Hollow at the south side of James Valley. Its 699 steps have been run up in a re-

cord five minutes and 17 seconds, but a little more time invested prevents a heart attack and allows sightseeing.

Ladder Hill Fort is now called home for some local residents, mostly government employees. Much of Saint Helena’s development over the centuries revolved around military defense construction.

#### FORTIFICATIONS

Over a dozen or so batteries, forts and other defensive structures were built around the island during

its early history, mostly to defend against the French. Munden’s Battery, built into the cliffside north of James Bay, grew from its birth as a two-gun emplacement in the 17<sup>th</sup> century into a more modern installation during the world wars.

First and second world war gun emplacements are much in evidence on either side of Jamestown. There remain two six-inch caliber types, installed in 1903, featuring a maximum range of 25,000 yards. They served as the island’s coastal defense for half a century,







although there swirls some doubt around their effectiveness had they ever been fired in anger.

There is a story that the *Admiral Graf Spee* rounded Saint Helena and was sighted on more than one occasion, that the gunners were itching to fire at her, but were forbidden in the knowledge that the German pocket battleship could shell the island in response while remaining safely out of range.

Ladder Hill Fort provided an excellent position for the defense of James Bay and the town. How-

ever, the Germans never attacked the island. Several similar guns were originally installed, but were moved to England in 1940 in response to the imminent invasion threat at home.

The High Knoll Fort is a redoubt built by the East India Company on the highest point on the island, at an elevation of 1,900 feet; Its origins are in the very late 18<sup>th</sup> century, intended to protect against rear approaches to Ladder Hill Fort.

The high ground is com-

manding. The original tower was upgraded in the 19<sup>th</sup> century as an expanded redoubt capable of housing the island's entire population in case of invasion. It was designed to withstand a short siege, with vegetable gardens and water wells incorporated.

#### AT AN END

With the difficult logistics, cruise ships and tourism have not yet invaded this quiet, special place, and the tyranny of distance has kept the population living in a maritime state that is now consigned to history in most of the world. When the new airport starts to host flights in earnest, the island will be quickly dragged into the modern era, and for better or worse, destined to never be the same again. **BWS**

*New Zealanders Craig and Peter Smith (son and father) are life-long sailors, boat builders and voyagers. They currently sail their large aluminum sloop Kiwi Roa. Peter is the inventor of the ROCNA anchor.*



# CRUISING THE WINDWARD ISLANDS

From Antigua south to Grenada, the southern islands of the Lesser Antilles offer near-perfect cruising without the crowds

by Bob Osborn

**T**he islands of the Eastern Caribbean form a graceful arc from Puerto Rico south to Trinidad, close to Venezuela. The Leeward Islands run from Anguilla to Dominica and the Windward Islands from Martinique to Grenada, a distance of approximately 450 miles.

Each year I run *Pandora*, our 47-foot Aerodyne sloop, designed by Rodger Martin, south from our home in Connecticut. Past seasons have taken us to the ICW, Bahamas, Cuba and in most recent years, the eastern Caribbean.

The Windward islands, the southern portion of the Lesser Antilles, was Brenda's and my destination for the 2017/2018 cruising season. They are a chain of islands running north-south for a distance of approximately 200 miles, south of the Leewards. The main islands of the chain, north to south are Martinique, St. Lucia, and St. Vincent. The Grenadines, which are part of St. Vincent, are made up of many smaller islands, before reaching Carriacou and Grenada the most southern islands in the Windward chain. The Windwards got their name because ships sailing to the New World were required to sail closer to the wind to reach these islands versus the Leeward

The author's 47' Aerodyne, *Pandora* at the Pitons, St. Lucia



Classic Yacht Regatta, Antigua

islands to the north.

As a cruising destination, the Windwards are just about ideal with short, line-of-sight passages between islands. Passages between islands generally offer an exhilarating ride in brisk trade winds but the wind angle is usually a comfortable reach with consistently easterly trade winds. During the winter months, wind speeds are

generally in the low 20s to low 30s, strongest between December and March when the "Christmas winds" blow; as spring approaches they diminish to the mid to high teens.

#### ANTIGUA

Many skippers agree that the best place to make landfall from the U.S. or Europe is in the more

southern islands in the Caribbean, and for me, Antigua, centrally located and technically at the southern end of the Leeward chain, offers a near perfect starting destination for a season of cruising.

From there it is easy sailing south to the Windwards as well as north to the BVIs and Puerto Rico. The Bahamas are also reachable if your plans take you north later in the season. Visiting the often crowded Virgins is best in the spring when the charter crowds are less. Not surprisingly, easy reaching, both north and south from Antigua, was why the British Navy used that island as their primary base during the age of sail.

Many cruisers also leave their boats in Antigua while they head home for the holidays following their run south in the fall. Dockage and moorings are plentiful



Beach St. Anne in Martinique; inset, one of the "boat boys"



The author and his wife at Clement Distillery; below Fort de France, capital of Martinique

and inexpensive by U.S. standards. Additionally, there are plenty of skilled craftsmen available to fix anything or make upgrades that might be required following a run south. A skilled workforce is one of the reasons that many of the sailing mega-yachts make Antigua their home for the season, and it's a rare day that craftsman are not working hard on some job or other to keep these magnificent machines in top condition.

While the northern islands in the Caribbean are relatively low in elevation and thus fairly arid, the more southern islands offer dramatic scenery and lush mountains with many islands sporting spectacular rainforests and rivers.

### MARTINIQUE

The largest island in the Windwards, and one of our favorites, is Martinique and is rich in history and has many services for visiting cruisers. The largest charter fleet in the Windwards makes its home in Le Marin with a huge marina and well maintained mooring field at prices that are quite low by U.S. standards. I rented a nearly new mooring for a month for \$125 U.S., less than the cost of two nights in some of the harbors in the Northeastern U.S. that I have visited. And, just about any item you might need for the boat can be found at

the three nearby chandleries.

Making crew changes in Martinique is easy with regularly scheduled flights to the U.S. at very reasonable prices. For example, a round trip on Norwegian Air to Providence, RI, or New York, can be had for about \$250 U.S.

It's a great idea to rent a car to explore the island as there are many huge U.S. style markets within easy driving distance and if you are into hiking there are numerous trails in the rainforests. For the energetic, a hike up to the crater lip of Mount Pelée, the dormant volcano that erupted violently in 1902 makes for a wonderful day. Be sure to bring a rain poncho as Pelée is true to its name as one of the "islands that kiss the clouds".

For Brenda and me, the best thing about Martinique, and the other French islands in the Windward chain is the excel-

lent and reasonably priced French food and wine. And, if you are into rum, there are many wonderful distilleries on the island, worth visiting.

There is nothing quite like heading ashore early in the morning to check email on the balcony of a French bakery overlooking the harbor while enjoying a cup of café au lait and a fresh croissant.

Many cruisers are familiar with the Virgin Islands as a result of charter vacations, but fewer have ventured south to the Windwards which also have a vibrant charter fleet. Most of the islands are safe but there is some concern about safety in the harbors and for this reason, most cruisers unfortunately bypass St. Vincent and instead continue on to the beautiful Grenadines.

We also heard a lot about "boat boys" in some harbors hassling



Marigot Bay resort, St. Lucia, fishing boats on the beach Marigot Bay

cruisers, but our experience was that a simple “no-thanks” generally sent them on their way. Of course, we also found that they could be very helpful for picking up a mooring or even assisting in booking a rental car from an agency that was less expensive than the ones associated with the big marinas.

## ST. LUCIA

The next island is St. Lucia, only 20 miles south of Martinique. There are a number of wonderful harbors on the leeward side including Rodney Bay, a great spot for provisioning. A short distance further south is Marigot, one of our favorite stops when we are looking for a bit of luxury. For \$30 U.S., the daily price of a mooring off of the Marigot Bay Resort and Marina, you are also entitled to use the pool and other facilities of this first class resort, including two infinity pools, as well as the hotel concierge who will arrange for just about anything you might need.

St. Lucia is also known for the dramatic Pitons, the remnants of two long extinct volcanos located on the southwestern tip of the island. These towering spires of rock rise abruptly from the water over one thousand feet and offer a spectacular view unequalled by any place we have visited.

With a modestly priced park pass you can pick up one of the numerous moorings available at the base of these magnificent rock formations. Get there early in the day to get one of the best positioned moorings. There is no way to anchor as the bottom drops off precipitously, very close to shore. Our mooring, perhaps only 100 yards from the black volcanic sand beach, was in 140 feet of water. There is also a beautiful resort on the beach that you can visit with your dinghy. Bring your wallet!



It's a treat. Way up on the hillside, overlooking the dramatic peaks is the striking Dasheene Restaurant and Resort with an amazing view of the nearby Pitons, a spot not to be missed for a meal or a drink as the sun sets.

## THE GRENADINES

South of St. Vincent is the first island in the Grenadines, Bequia, another favorite island, with colorful culture and a vibrant sailing community. The week-long Easter Regatta is very popular with both competitive sailors and laidback cruisers, and boats come from all over to enjoy the parties and daily racing. Bequia is also a particularly good place to have canvas work done with many cruisers, includ-

ing us, opting to get sun protective chaps for their tenders. We ordered ours, had them the very next day, and they fit perfectly at a price that was half or less of what we would paid in the U.S. We also had some varnish work done and were very happy with the results and great value. Many cruisers we met along the way plan to have varnish work done each season when they visit and we will too.

Boatbuilding is also alive and well in Bequia, supporting a very active youth sailing program.

Bequia is the northern most island in the Grenadines and while most cruisers avoid St. Vincent because of persistent security problems, the Grenadines, a chain of many small islands that some





Soufrière, Saint Lucia

say remind them of the Bahamas, are a joy to visit. This season, our first to the area was somewhat limited but based on our experience, we plan on doing more exploring next season.

We visited The Tobago Cays, that certainly reminded us of our time in the Bahamas with its mostly low islands with vibrant reefs teeming with fish and turtles. South of The Tobago Cays are plenty of other islands in the Grenadines, each only a few miles apart, that we look forward to exploring.

#### **SAILING WITH SALTY DAWGS**

We will surely be back next season and our plan will be to make a run from New England south with the Salty Dawg Fall Rally, the largest rally to the Caribbean from the U.S., including a stop for a few days in Bermuda, before continuing on to Antigua.

As the Antigua port captain for the rally, I can promise a great arrival with many terrific events planned in Antigua for rally participants. This year there are planned departures for the Salty Dawg Fall Rally from the Essex Yacht Club in Essex, CT, and the Blue Water Yachting Center in Hampton, VA. Interested in learning more about making the trip? The non-profit Salty Dawg Sailing Association [www.saltydawgsailing.org](http://www.saltydawgsailing.org) is a great group and can help you make your voyage the best possible.

And speaking of landfall in Antigua, I can't imagine a place that will wow you and your crew more than an arrival at the iconic Nelson's Dockyard in English Harbour, long the home of the British Royal Navy and once home to Lord Nelson himself.

Many magnificent classics and modern speed demon sailing yachts make Antigua their home



port and jumping off point for exploring the eastern Caribbean for the winter season and perhaps you should too. You won't be disappointed. **BWS**

*The author has kept a blog of their travels for over a decade with regular updates of places that they have visited including a number of seasons in the Bahamas, extensive travels on the Intracoastal Waterway and two months exploring the south coast of Cuba in March and April of 2016. See BWS September 2016 for Cruising Cuba: A First Timer's Perspective as well as BWS September 2017 Into the Leeward Isles for articles about these destinations.*

## RESOURCES:

Local information on Antigua and Barbuda.  
[www.antigua-barbuda.org/](http://www.antigua-barbuda.org/)

Antigua Marine Trade Association portal:  
[www.antiguanice.com](http://www.antiguanice.com)

Weather routing: Chris Parker's Marine Weather Center, the first choice of cruisers in the Caribbean.  
[www.mwxc.com](http://www.mwxc.com)

Salty Dawg Rally to the Caribbean: The Largest rally to the Caribbean from the U.S.  
[www.saltydawgsailing.com](http://www.saltydawgsailing.com)

Cruising guides to the Caribbean: Chris Doyle has a series of excellent guides.  
[www.doyleguides.com](http://www.doyleguides.com)

Navigation guides: NV Charts and cruising guides are very accurate and available in print and electronically.  
[us.nvcharts.com/](http://us.nvcharts.com/)



Tobago Cays, Grenadines;  
inset, junior sailing on Bequia



Seaward Yachts

# Pocket Cruisers THAT SAIL FAR

**T**oday's cruising fleet is made up of boats that are much larger than they were only just a decade ago. There is a lot to be said for the comfort and speed of larger cruising boats. And with all of the modern sailing gear and electronics available to us, big boats are much easier to handle than they used to be. But they are also much more complicated and thus more prone to need maintenance and repairs than small, simpler boats of yore.

Small boat cruising now includes boats up to about 35 feet and it is worth noting that some of the largest builders of production sailboats have very few models in the 35 and under category that could be considered a boat you could live aboard. Smaller week-ending boats and daysailers are more common in their range.

## POCKET CRUISERS

The term "pocket cruiser" was coined a generation ago to identify

the many small but capable cruisers that were launched at the beginning of the fiberglass age of boat building. Boats like the Pearson Triton, Tartan 27 and Catalina 30 were all considered perfectly suitable boats for a family to cruise for a week or an entire summer.

The early fiberglass pocket cruisers were often designs based on hull shapes that had evolved from the days of wood construction so they had long overhangs, attached rudders and narrow beams. They were cramped and tended to heel over hard in a blow. If the leeward rail went under, you knew it was time to reef.

Today's pocket cruisers make the best use of fiberglass technology and offer much beamier and voluminous hull shapes with longer and thus faster waterlines. Boats like the Hanse 315, Beneteau 31, Jeanneau 349 or the Catalina 315 have the space inside of 40 footers from the old days. And the modern designs sail so much better, too.

**It is not the size of your boat that matters, it is the size of your dreams**

With roller furling genoas, full battened mainsails and cruising spinnakers, these small cruisers can really perform and will make your weeks on the water more fun than ever.

Today's boats are designed to sail fairly upright and use beam and even chines to provide a lot of initial stability. Sailing flat is more comfortable for everyone onboard and is faster than pushing the boat too hard and burying the rail. It means the boats can be sailed efficiently without heavy crew on the rail which means a couple can still get great performance without having to bring the whole neighborhood along. Plus, because the designs are quite light, you end of



reefing early and often, which takes the sweat out of managing your pocket cruiser when the breeze picks up. Some companies will even offer in-mast furling on their smaller boats, and that simplifies sailing even more.

There are a lot of good cruising boats in the pocket cruiser category between 25 and 35 feet. Beneteau offers their 31, 35 and the First 30. For entry level cruising or for those who just like and want a modest size cruiser, these designs will get you on the water and really cruising at an entry level price.

Beneteau's sister company Jeanneau builds two designs in this category—the 33i and the 349—that are big little boats. They are beamy, have long waterlines and spacious interiors. The 349 that was introduced two years ago is a stellar performer under sail and has accommodations of a much larger boat. The thing about boats from the Beneteau Group is that owners benefit from the economies of scale such a large company can earn and from the huge dealer network. The boats hold their value because they are so well known and the quality is reliably consistent.

Catalina's 315, built in Florida, is an American classic among the fleet of pocket cruiser. Light and powered with an ample rig, the boat sails very well and is a real pleasure to handle. Catalina continues to build "American Style" into their boats so you will find solid joinery below decks and a lot of traditional features that set them apart from the fleet. Details like solid wood doors and louvers on cabinets turn the little 31-footer into a properly fitted out yacht.

Com-Pac yachts from Florida offers the very capable Com-Pac 27 that is a truly proper little yacht with ocean sailing capabilities. Very solidly built and with a lot of traditional touches, the 27 would make a safe and comfortable entry level cruiser for a young family or a fine last boat for a couple who are aging out of big boat sailing. Like the Catalina, the Com-Pac 27 has a yacht finish that is both classic American styling and adds to the warmth and saltiness of the boats.

Seaward Yachts are also built in Florida and are part of the Island Packet company with was recently bought by Darrell and Leslie Allen. The Seaward 26 and 32 are unique boats with swing keels and kick-up rudders. The boats were designed in Florida for the shallows of



Bavaria 33



Jeanneau 30i



Catalina 275



Beneteau First 25



Susan & Eric Hiscock

Florida's west coast and the Bahamas across the Gulf Stream and in those waters they are ideal. But, the designs have also proven popular in the Chesapeake Bay, Southern New England and the Great Lakes. The 26 is a roomy little weekender while the 32 is a cruising boat that can be your home for long cruises.

Germany has become a world leader in production boat building in the last decade and three companies—Hanse, Bavaria and Dehler—have small cruisers that are modern pocket cruisers. The Dehler 29 is one of the most popular racer-cruisers in Europe with large well-established fleets that get together to both race and cruise. The Dehler brand is not that well known in North America but the boats and the builder behind them are first class.

Hanse has quietly but steadily

built a market for their boats in North America that now accounts for a significant slice of new boat sales. The Hanse 315 is a perfect little cruiser that is fast, easy to sail, roomy and affordable. It even has twin wheels. Hanse is a high volume builder but they do not skimp on materials, hardware and the quality of the workmanship.

Bavaria made a big push into the American market over the last five years and is still trying to build market share. Their 33-foot cruiser, designed by Farr, is a huge 33 footer with a lot of interior volume, a large cockpit and wide open side decks. Bavaria builds a lot of value for the dollar into their boats.

American builder J Boats offers several racer-cruiser designs that fit the pocket cruiser profile. The J/97E that was introduced two years ago is a smart sailing, high quality boat that will acquit itself well on any race course and will double as a fun and comfortable

cruising boat between regattas.

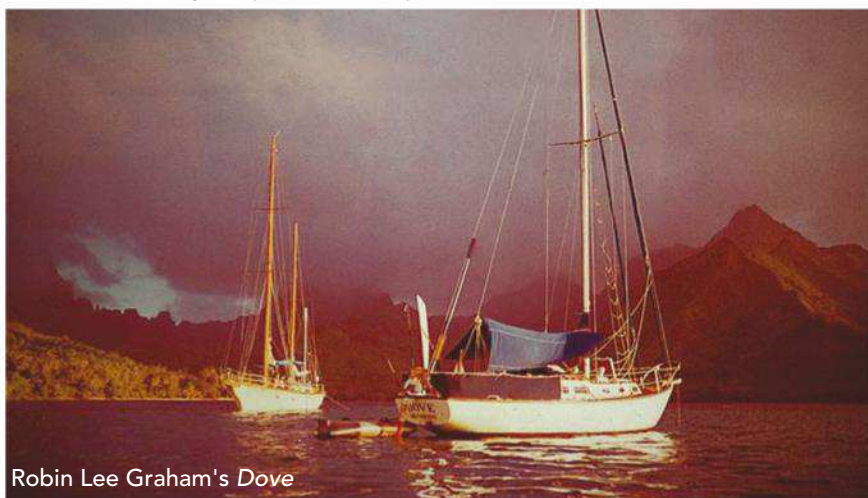
Last but not least in this category, Tartan has three boats that will appeal to sailors who want that special combination of performance and cruising comfort in their under 35-foot cruiser. The Tartan 3400 is a beautiful, traditional cruiser that brings all that Tartan is famous for to the market for smaller cruisers. The 3400 sails sweetly and has very pleasant accommodations.

The Tartan 101 and 115 started life under the C&C brand, which is also owned by Tartan. When the company decided to split off the C&C brand, they renamed and re-engineered the two designs to meet traditional Tartan style and construction. Both boats are fast racer-cruisers that have done well in fleets all around America. But, they are also great little cruising boats that will be the right combination of qualities for couples or family who want the best of both worlds.

#### NOTABLE SMALL BOAT VOYAGES

Since the early days of yachts there have been many great adventures and cruises in pocket cruisers so it is fair to say that it is not the size of your boat that matters, it is the size of your dreams. Here are some of my favorites.

In the 1950, not long after the end of World War II, Susan and Eric Hiscock had a 30-footer built to a Laurent Giles design with a circumnavigation in mind. In 1952, they set off from England and spent three years sailing west about via Panama, the Torea Strait and the Cape of Good Hope. Their voyage was a model of seamanship and prudent adventure and they laid a wake that many, many sailors would follow.



Robin Lee Graham's Dove

Also in the 50s, Englishman John Guzzwell succumbed to the call of the sea. With a modest budget, he built a 21-foot Laurent Giles design that he named *Trekka* and in this little boat he set off from his home in British Columbia around the world. In 1959, after many adventures and several years, he returned to B.C. as the youngest solo circumnavigator in the smallest vessel to sail around the world.

In the Sixties, a young Californian decided at the age of 16 that he thought it would be a good idea to sail his family's 24-foot Lapworth sloop singlehanded to Hawaii. Along the way, he hatched the plan to sail his little boat around the world. Surprisingly, his parents went along with the plan and even more surprisingly the National Geographic agreed to take installments from him along the way. In 1970, Robin L. Graham returned to California as the world's most famous sailor and the one who instilled visions of world sailing in thousands of young dreamers who had followed his trip.

In the Seventies, Lin and Larry Pardey began their lifetime of seafaring aboard their 24 foot Lyle Hess designed *Serrafyn*. In this little cutter, they made epic voyage after epic voyage as they sailed eastabout around the world via Panama and Suez Canals. Their books and lectures inspired a whole generation of cruisers.

Also in the Seventies, Yves Gelinas set off on his Alberg 30, *Jean-du-Sud*, from St. Malo in France with the intention of sailing non-stop around the world via the five great southern Capes. While he had to make a stop to repair his mast, he finished his circumnavigation in Canada having sailed 28,000 miles alone. Gelinas is the



inventor of the elegant and simple Cape Horn self-steering windvane and his prototype steered his boat around the world in all conditions.

In the Eighties, young Tanya Aebi convinced her father that instead of attending university she would get a much better education if she sailed solo around the world. Her father agreed and took the tuition money he had saved and bought her a 26 foot fiberglass Folkboat design named *Varuna*. Learning as she went, Tanya spent two years cruising around the world in the classic tradewind route via Panama and Suez. She returned to her home port in New York City to a hero's welcome and her book, *Maiden Voyage*, remains a best seller 30 years later.

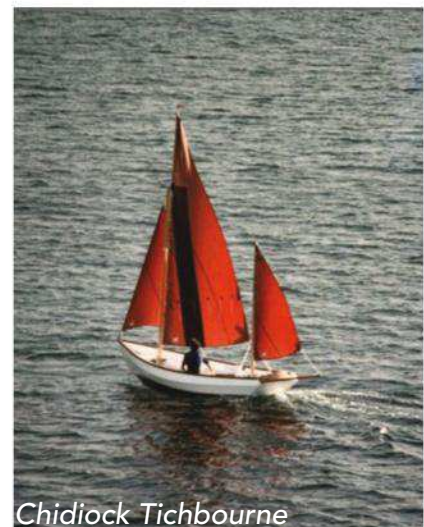
More recently, in 2011 and 2012, young Matt Rutherford sailed a borrowed, 27-foot Albin Vega sloop north from his home in Maryland to the Northwest Passage. His mission was to complete a non-stop circumnavigation of the America via the NW Passage and Cape Horn. The grueling and arduous adventures took him 10 months yet he prevailed. And along the way he raised \$130,000 for a local Maryland charity.

#### WEBB CHILES

No one epitomizes the soul of the small boat voyager than American Webb Chiles. Since

the 1970s he has made five and a half circumnavigations, mostly singlehanded. His boats have always been small but none smaller than *Chidiok Tichbourne*. This 18-foot open Drascome Lugger, is considered by most to be a fine daysailer and a good bat boat that had no business blue water sailing. Yet, Chiles did indeed sail the boat around the world via the Panama and Suez Canals and he was even arrested in Saudi Arabia as a spy because authorities did not believe a man could or would sail such a boat along around the world.

He is currently, at age 75, sailing a Moore 24 racing boat around the world and has thus far got to Australia. It is his hope, he writes, to complete his sixth solo circumnavigation before he leaves this planet. **BWS**



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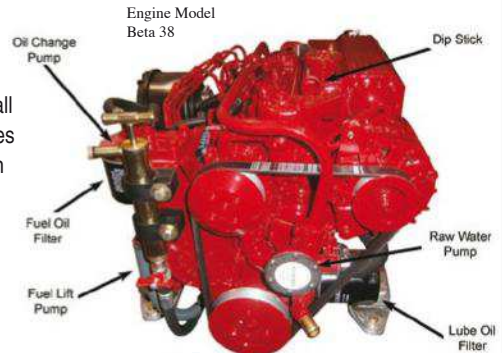


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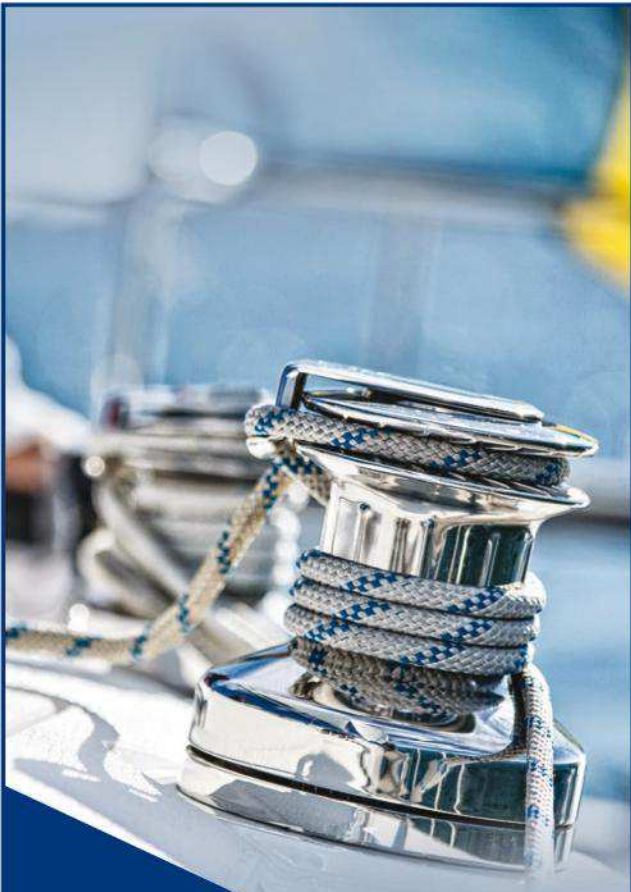


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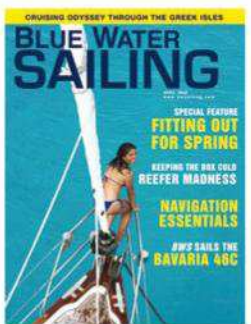
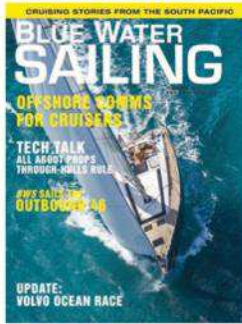
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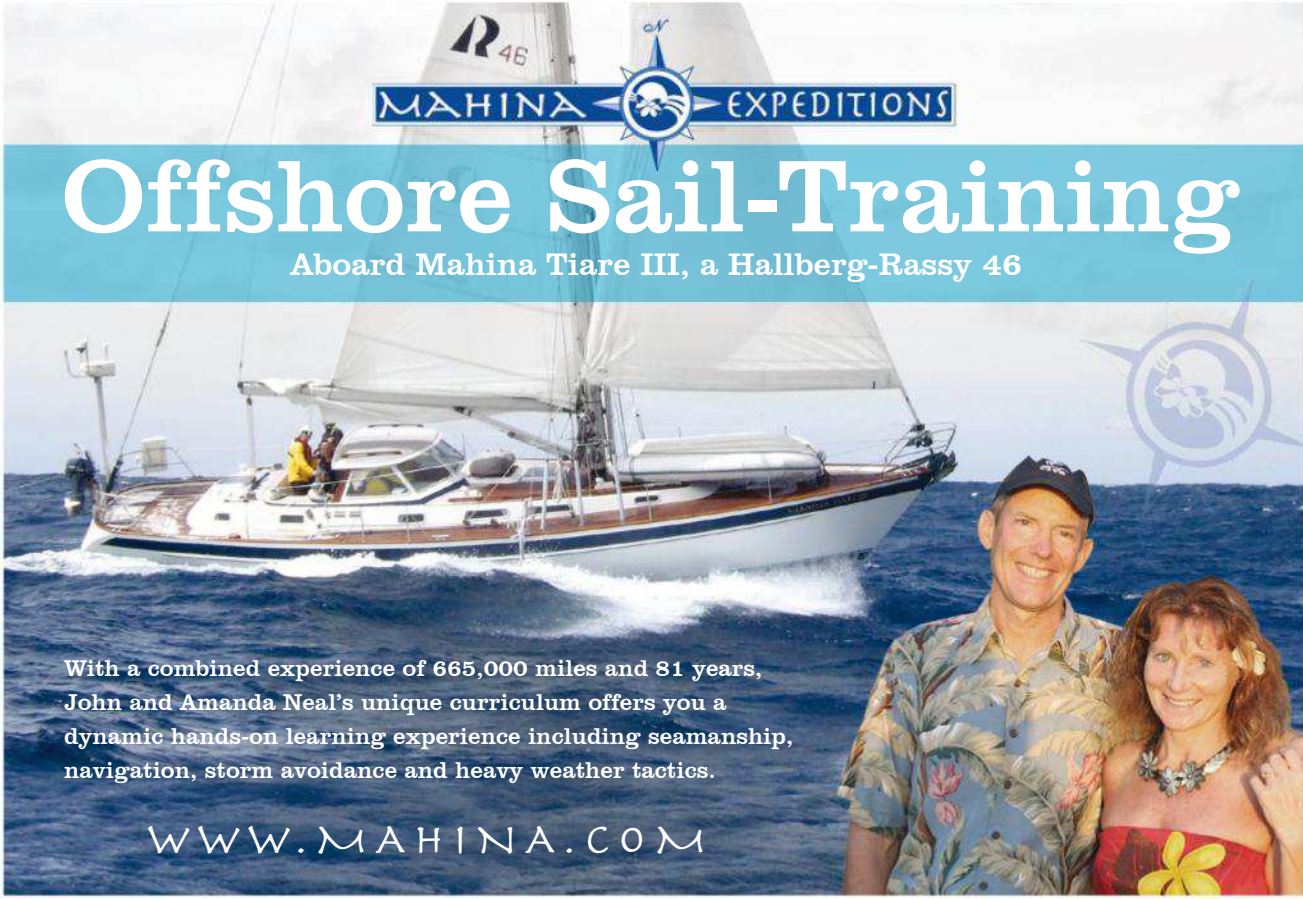
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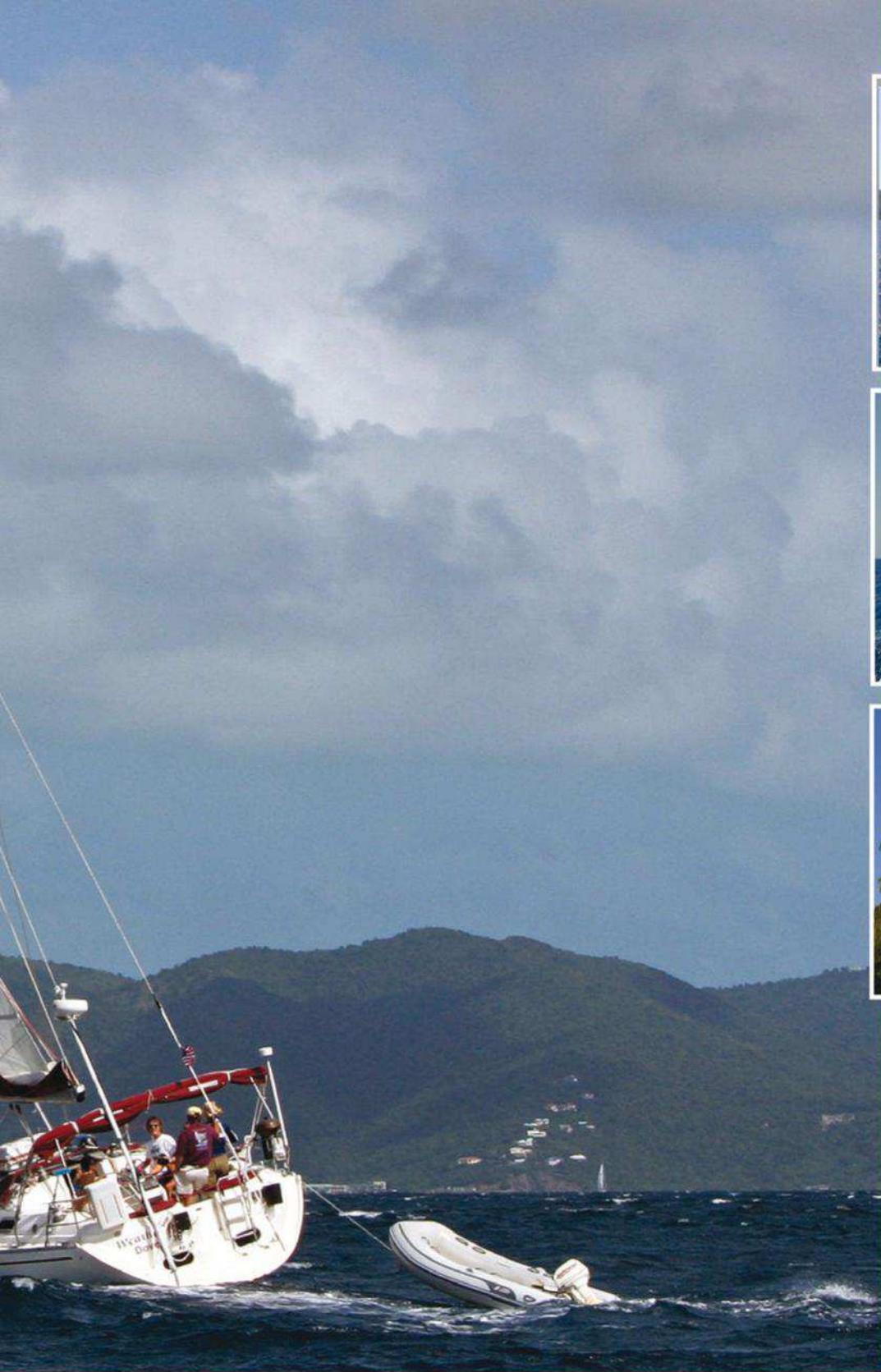


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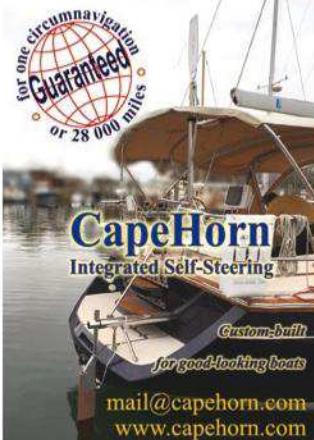


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# POWER STRUGGLE

## When a new engine becomes the best option

Pushing the throttle slowly down, I watched the RPMs climb and listened to our old Perkins diesel chug away. *Yahtzee* moved forward over a pane of glass and I settled in to enjoy the scenery of Alaska's stunning Resurrection Bay while the boys played on deck. Then it happened.

All of a sudden, a horrible whining noise came piercing through the air. Quickly easing back on the throttle, it stopped, but when I sped back up it returned. I shut the engine off, dropped below for a quick inspection and then tried it again. Same noise.

Jill took the helm and I did the checks down below again with the engine running. At first it was hard to tell where the noise was actually coming from, but I soon zeroed in on it. It wasn't the engine at all, the noise was coming from our sail drive's transmission. Not good.

When we returned to Seward — albeit slowly and limping — I arranged for a mechanic to have a look and listen, and my diagnosis

was quickly confirmed. The gears inside the transmission were slipping badly.

On newer sail drives, that problem can be remedied relatively easily. But on our 34-year-old relic, we discovered quite the opposite. Upon thorough investigation by our capable mechanic, it was determined that the 34-year-old drive couldn't be repaired in the water, and might have to be taken completely out of the boat to be rebuilt or replaced. An expensive proposition, to be sure.

After further consideration and talk of also needing a rebuild of the engine in the not too distant future, we decided to do something I'd been thinking about for a while: we needed to re-power.

There are numerous decisions we make as cruisers, and for those of us with boats of this vintage the simple truth is that engines can be tired. And re-powering can be inevitable. I knew that when we bought *Yahtzee* six years ago and I've relearned it time and again as we've thrown money at various engine problems. In all actuality, I'd been researching

a new engine for years.

The reality of a re-power is that the project is both costly and time consuming. But the flip side is that a new engine breathes life into a boat. Modern diesels are quieter, more efficient and often times smaller than their older counterparts. And by getting the old one out, I'll be able to clean up the engine compartment, replace ancient insulation and rework the fuel system. Plus, a new engine will restore a level of confidence that had been fading in recent years.

As I write this, a new Beta 50 with a sail drive is being assembled in North Carolina and my excitement at starting the project is growing. Once it's all said and done, I know that the effort and expense will be worth it. Because we know we want to keep cruising far and wide, we just need the power to do it. **BWS**

*Andrew, along with wife Jill and sons Porter and Magnus, are currently cruising Alaska aboard their Grand Soleil 39 Yahtzee. Follow their adventures at [threesheetsnw.com/yahtzee](http://threesheetsnw.com/yahtzee).*



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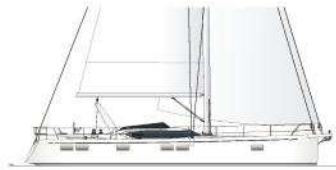
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