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A LETTER FROM THE "EDDIETOR"-IN-CHEEF

KEEP YOUR HEAD UP



DAVID LEVESQUE

I ran into a guy the other day. Well, walked briskly into him is more like it. I don't run much these days. Regardless, I walked briskly into him, and did so after several repeated warnings of, "excuse me", "hey bud", and "heads up!" Nothing...he kept on my path and whilst I attempted to avoid him, still managed to walk right into me, briskly. He then abruptly popped up from his intense concentration of ignoring the world, glared at me like I was the antichrist, and kept on moving. Even after I reluctantly, and somewhat sarcastically, spouted an,"excuse me", he still glared like Pacino in Scarface. I thought, keep looking at me like that pal, and next time I'll plow right into you. Briskly.

It's becoming increasingly obvious I'm losing tolerance for the every-man-for-himself mentality I unfortunately see lately. And for the record, I'm really trying, honest. I'm seriously making a conscious effort to understand and adapt to the ever-changing current state of affairs. And truthfully, I don't know how the Hell y'all do it. Or if you even can do it. Guess it depends on your age demographic, honestly. Those who are 20 - 30 years older than I, will no doubt struggle in certain ways to adapt vs. those 20 - 30 years younger. Notice I said "adapt", not conform. I've taken great pride in being a non-conformist; a rebel to some extent. Adapt, yes. Conform, not a chance.

There's a difference, you know. Adapting vs. conforming. I know all too well how I'd cringe each time I'd witness my parents painstakingly slow process of ordering in a restaurant, picking out groceries, or saying goodbye at a dinner party. Come on already, I'd say. Let's go! Yet over the years it would get increasingly easier to be understanding of their generation. And then of course I'd watch my kids have an even harder time than I at getting it. That's the 20 - 30 over/under rule I spoke of. It was always interesting, and honestly sometimes frustrating, to watch my parents adapt to changes in society. Yet somehow manage to never conform or alter in any way their beliefs and principles. I have to respect that, even if I didn't always understand it. But then something strange happened...I actually started to get it. And I even liked it.

So full disclosure, I lost my Mom on September 7th. It's very hard to write that, let alone say it. It's still very raw and I'm sure it will remain that way for a long time. I've heard before what it's like losing a parent, yet could never fully comprehend the full measure of grief, until now. And it hurts, a lot. As kids and adults we often roll our eyes or become impatient with our parents. Then they're gone and we'd give anything to have them back, even for a moment. To say those things we always forgot to say or simply ran out of time saying. You think, oh I'll just tell her tomorrow, but then tomorrow doesn't come, ever.

My Mom was a rebel in her own right. A non-conformist who kept her circle tight. She taught my sister and I the value of always respecting others, but certainly expecting respect in return. Notice I don't say "demanding respect." Mom felt if you have to demand it, maybe it wasn't worth having anyway. Move on and pray they find peace. People should give respect, and you in turn give it back. So why exactly has this become an exception, not the norm? It certainly shouldn't be. Yet unfortunately we're going the wrong way on this part. It should not matter at all what generation you come from, respect for others should be across the board. You don't have to agree, and you don't have to approve, yet you should, at the very least, respect. Adapting, and conforming alike.

I've always been impressed, and blessed to be honest, to work in an industry so inspiring and real. With great respect, and friendships. Where people can agree to disagree, and still break bread, or drink beer, together. To be fair, not everything is roses and unicorns in any business, I've just found the marine industry to have a higher concentration of really good humans than anywhere else. And then there are cruisers. Which takes my little portion of the population to an even greater level of awesome. So there it is, I love what I do because what I do never seems like a job.

I have the privilege to share stories of inspiration and motivation. Stories that hopefully will push someone to go farther, to dream bigger. Stories like the all-female crew of Maiden. Or those of exploring the Newfoundland coast, diving into the mysteries of Dean's Blue Hole, or even how two knuckleheads figured out how to change engines 1000's of miles from home. These stories mean so much to me, because I know they mean so much to you. Thank you for the privilege to share them on the pages of this publication.

As Mom used to say, you don't have to like everyone, but you should love everyone.

Cheers,

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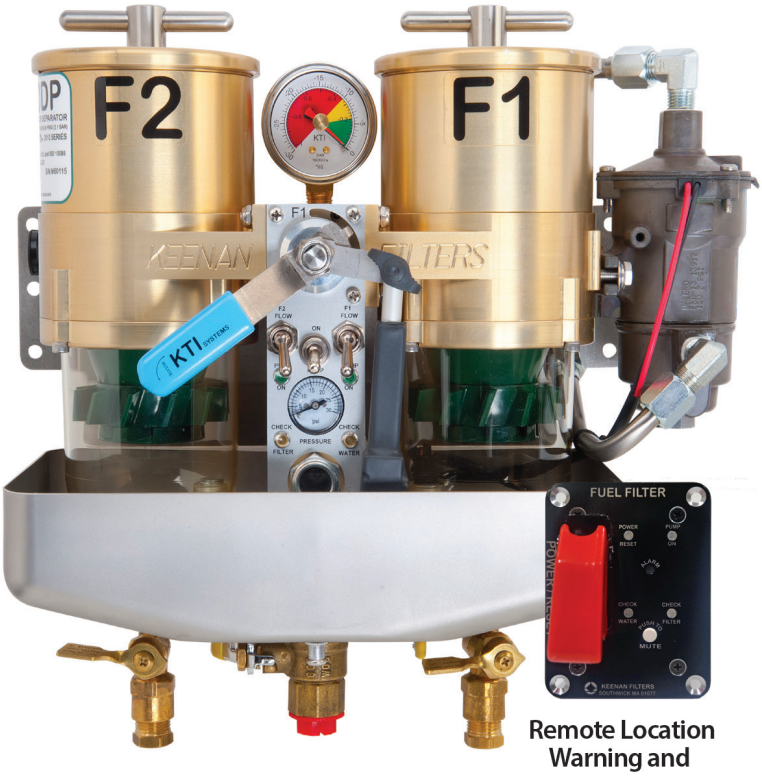
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Sunsail

50TH ANNIVERSARY- AN EPIC ADVENTURE!

By Erik & Melanie Kyle

From time to time- as a publisher of a boating magazine, we are asked to be a part of something special, and this year was no different. Sunsail is celebrating its 50th year of service in the British Virgin Islands- an Epic milestone for one of the oldest and most trusted charter services in the world. As part of the celebration- we were asked to join the adventure of cruising the BVI with 11 other vessels over one week, enjoying the scenic beauty of the Islands and relaxing by sailing through some of the most Epic waters on the planet!

The BVI did not disappoint! We have chartered there in the past and loved to see these sights again- but this time was different. We went with a group of boats on a Flotilla- so it was like taking a whole neighborhood of friends along with you to every destination. We all felt safe sailing these









waters in a larger group and traveling together gave us great opportunities to get to know new people and have some really fun events as a group.

When we first arrived in Tortola, we were at the airport on the eastern tip of the Island, about an hour's drive back to the historic city of Road Town, where they completely rebuilt the Sunsail base. After Hurricane Irma in 2017 - which devastated the BVI - the Sunsail/ Moorings base underwent a significant rebuild with improvements at every level. From the welcome desk to the shower facilities, the restaurant and pool, the commons area, and a brand-new grocery store right on the base. Everything we needed to get our journey underway was right there, and everything was top-notch! Oh yeah- and by the way, as you looked out at the huge field of incredible boats, there was staff to accommodate any and every need concerning the adventure we were about to undertake. They are simply incredible people whose sole goal is to ensure you are taken care of and that your vessel is ready with absolutely no operation challenges.

50 YEARS Sunsail

After settling in on our boat- a beautiful 454 Leopard Catamaran- we got to meet our cruising companions for the week. A great couple from southern California had a flare for the sailing lifestyle and some fantastic experience racing for many years. At once, we knew we were going to get along very well. That night, we went to Charlie's restaurant, located right at the charter base, and had a delicious meal while getting to know our crewmates. Later that night, we met up with our hosts to go over the game plan for the trip and see how we could help. Of course, their response was to relax and enjoy everything these charters had to offer. So that's exactly what we did. The next morning, we went to a great buffet breakfast hosted in the chartroom, where we got to meet all the other flotilla members and go over the charter briefing. This welcome to the Sunsail 50th anniversary event lasted about 2 hours before we headed to our vessels and started to get underway.

Our first destination was Norman Island SW of Tortola, home of the world-famous Willey T's- an old pirate ship converted into a restaurant/bar. It's known for many shenanigans, including jumping off the stern of the boat into the pristine waters of the Caribbean. When we

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arrived at Bight Bay on Norman Island, we gathered at the Pirates Bight for a Rum cocktail competition. Every boat created its own Rum drink, and wouldn't you know it- the press boat (that's us) got to be the judges for every concoction to determine a winner based on taste and presentation. It was a hard job to do- but we finally got there, and the winners were well rewarded!

50 YEARS Sunsail

From Norman Island, we enjoyed another epic sail up the Sir Francis Drake Channel to Virgin Gorda, where we settled into Leverick Bay. Ashore, we enjoyed a phenomenal buffet meal compliments of our Sunsail hosts at the restaurant there- complete with a DJ for the after-meal festivities. The next day, we found ourselves in a RACE to Anegada- due north past Necker Island- home of Sir Richard Branson- with steady NE winds at 15-18 knots. We finished with the second-best time of 1 hour and 35 minutes. Interestingly, we arrived just moments before a squall blew in with torrential rain and 35-knot winds. Some on our Flotilla were not so lucky, but all the sailors had great seamanship and knew to lower their sails head into the wind and holdfast. The squall only lasted about a half hour- so the rest of the day was spent playing games and hanging out on the north side of the Island at Tipy's, then onto a fresh Lobster dinner at Potters by the mooring field.





As we sailed onto our next destination, we followed the north side of Tortola all the way over to Jost Van Dyke into Great Harbour. This is a Legendary area known for the incredible restaurants and bars like Foxy's and Soggy Dollar. Since it was "Christmas in July" this week, we found the beaches packed with visitors from all over the Caribbean. That night, it was time for the Pirate costume competition. I lost my eye patch and Cockatoo- SO I did not win... It's no wonder we stayed an extra night and spent our "Free" day there until it was time to return to base.

The final day found us sailing back from Tortola to Road Town, delivering the boat home with a stiff breeze on our noses. We barreled through some decent-sized swells before heading back to base, where they let me pull the boat back into its slip to test my skippering abilities. These boats are so easy to operate- it wasn't a problem at all! That final night, we all got together for an awards ceremony and "after" party that took us deep into the night. It was an Epic trip that I could have continued for a lifetime. As we headed back to the airport to return home, I thought about the next time I could come down to the BVI again. Then, as we flew away, I noticed from the air that there was so much more to do, and I wasn't going to be able to fit it all into one trip. I am determined that we are going back for more adventures in the BVI, and Sunsail is absolutely the best Charter company I can use. Well done, friends from Sunsail. Until we meet again, Happy 50th Anniversary!





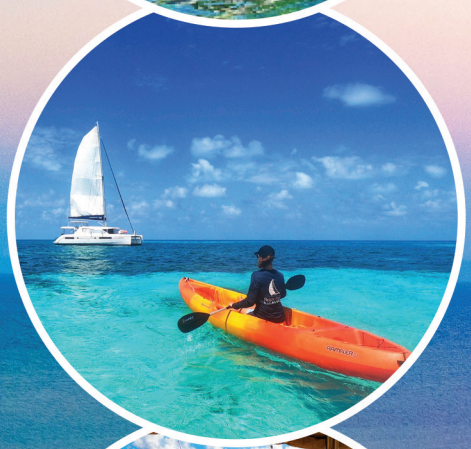
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NEWPORT 2024:

The 2024 edition of the Newport International Boat Show took its rightful spot as the official kick-off to the Fall boat show season, and did so in spectacular fashion under gorgeous skies and stellar temperatures. We mean, come on, who doesn't love New England in late-Summer? Running this year from September 12-15, the Newport show always delivers. And even the recent acquisition by the Informa Group (owners of several shows including Miami, Ft. Lauderdale, Palm Beach, and St. Pete) and their associated higher ticket prices and more rigid procedures, couldn't dampen the enthusiasm of the New England crowd. We were thrilled reconnecting with subscribers and friends across the four stellar days, including at our Subscriber Party on Saturday night! Special thanks goes out to our sponsors: Battle Born Batteries, AERE Marine, Kanberra Group, Aquamarine, PredictWind, and Boatel!

We have to give some special kudos to Mike Yorston of the AERE Marine Group for securing a keg of Moby Dick Beer for the party! Who knew Mike was that efficient? Overall a good time was had by all, new relationships formed, old ones renewed, and no one seemed to lose any limbs or teeth.See you next year Newport!

















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SENA MARINE



THE PASSING OF A GIANT: Pam Wall

By Bob & Jodi Bitchin

Losing Pam feels like a hole in the sail of our lives, and both Jody and I are navigating through this emotional tide together. Jody fondly recalls those cozy moments spent in Pam's room, sharing cups of tea and heartfelt conversations about life's waves and currents—those connections that truly anchor friendships. I remember the joy of seeing her shine at boat shows, where her vibrant spirit made every gathering feel like a reunion. Pam wasn't just an incredible sailor and educator; she was the wind in our sails, inspiring us with her positive attitude and 'get it done' spirit. As we sail forward without her beautiful smile, let's hold onto the memories that made our maritime community so special. Pam, you'll always be a cherished part of our crew, and we'll keep your legacy afloat in our hearts!

Pam Wall has long been celebrated as one of the most knowledgeable sailors and cruisers in the world. Her seminars at boat shows consistently drew large crowds, and Jody and I were privileged to have her present at many of our Advanced Cruising seminars.

She was a legendary figure in the sailing community, one of those iconic women who paved the way for others. Pam's love for sailing began in her childhood, growing up on her father's racing boat on Lake Michigan. Later, while living in Florida, she met a dashing Australian solo sailor named Andy Wall, who had grand plans for cruising.

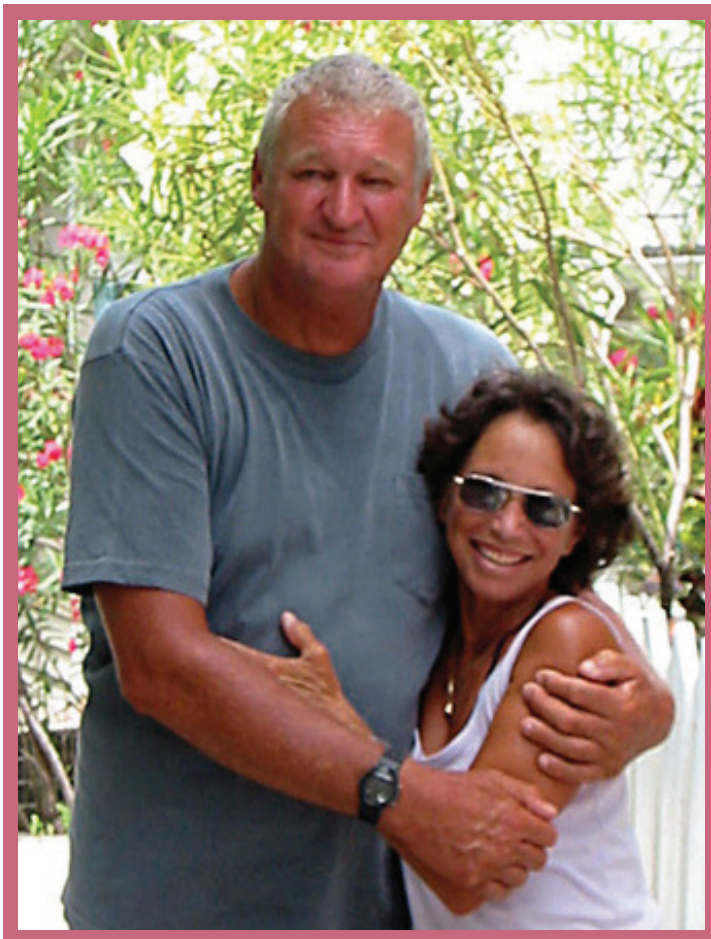
Pam and Andy embarked on a remarkable journey together, raising their two children, Samantha and Jamie, while circumnavigating the globe aboard their Freya 39 ocean racer, Kandarik. Pam maintained the boat in immaculate condition at their home in Fort Lauderdale until her passing.

The Wall's voyage around the world, all while raising two children, remains a testament to their adventurous spirit.

But Pam's influence went far beyond just us. The sailing community became her extended family, and she welcomed many young cruisers into her circle. She worked with West Marine for years, helping cruisers outfit their boats for long-distance voyages, and she continued sharing her knowledge and stories well into her late 70s.

Pam's early life was steeped in sailing. Growing up on Lake Michigan with her father instilled in her a deep love for the water, fueling her desire to find an adventurous partner to sail around the world with.

While studying at the University of Wisconsin, Pam served as president of the Hoofers Sailing Club for two years, further honing her sailing skills on Lake Mendota. After enduring four years of Wisconsin winters, Pam





relocated to Fort Lauderdale, Florida, where she could sail year-round and enjoy the warmth of palm trees.

It was in Fort Lauderdale that Pam met Andy Wall, a young Australian sailor. Andy had built his own 30-foot sloop and sailed it across the Pacific Ocean, a remarkable feat accomplished without electronic navigation equipment, radios, or fanfare in the mid-1960s. After meeting in Fort Lauderdale, Pam and Andy began an extraordinary life together, including a honeymoon aboard that tiny sloop as they crossed the Atlantic from Fort Lauderdale to England—a passage Pam described as "the happiest time of my life."

They spent three years sailing around Europe before returning to the Atlantic to build a larger boat and a family to sail with them. Andy took on the challenge of constructing a 39-foot sloop, while Pam embraced the role of building their crew, welcoming daughter Samantha and, four years later, son Jamie.

In 1985, the Wall family set out to circumnavigate the globe aboard their home-built sloop Kandarik. Six and a half years later, they sailed back into Port Everglades, having shared the incredible experience of sailing around the world as a family.

Upon returning to Florida, Pam began a career with West Marine in Fort Lauderdale, quickly becoming the go-to expert for anything related to sailing, cruising, outfitting, and presenting lectures. Her enthusiasm and passion for helping others gained her a reputation as an invaluable resource in the sailing community, both in South Florida and across the globe.

Pam's influence extended beyond her local community. She traveled the country, giving lectures at boat shows, schools, hospitals, yacht clubs, and other organizations, sharing her insights on sailing, responsibility, empowerment, and the importance of pursuing one's dreams. Her name became synonymous with smiles, laughter, and the joy of passing on knowledge and encouragement to others.

One notable event that showcases Pam's dedication is the Women on the Water (WOW) Week in the British Virgin Islands. For the past ten years, Pam served as a sailing instructor at the Bitter End Yacht Club, empowering women from all over the country to learn how to sail from female instructors.

If you were to ask Pam about her greatest accomplishment, she wouldn't hesitate to say, "Andy and I gave our two children, Samantha and Jamie, the eyes to see the world, to meet and accept people from all walks of life, and to appreciate how fortunate they were to grow up on a small boat circling the world."

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A CLASSIC SAILING STORY, AND A NEW OWNER PERHAPS?

By Tania Aebi





As Christian's sailing story led to the beginning of mine, I have written about him over the years. And, here we are again, perhaps writing a final chapter, which will hopefully lead to a new beginning.

Quick recap. Christian and my father immigrated to the US in 1966, several months before I was born. My father was Swiss, Christian was what was called Yugoslavian in those days. Both were street artists in Paris when they met and decided together to cross the ocean on the Queen Mary and seek their fortunes in New Jersey. There, my mother, me, and my three siblings eventually joined the team. Early on, Christian moved down to the Jersey Shore, but he was with us often enough to change diapers and watch us all grow up. We were always part of each other's lives, and when I was sixteen, his influence impacted us in ways that would reach way into our futures.

Christian owned boats and had an unforgettable adventure with a Tanzer he trailered to Florida for a couple of years in the early seventies, gunkholing up and down the coast of that still undeveloped state in between art shows. From that experience was born a dream to sail across oceans, to drop anchor in the lovely anchorages he read about in the sailing books of the era, to walk ashore, pick up some good bread, cheese and wine, and live the good cruising life.

In 1977, he purchased the bare hull of a Westsail 32, which already had a kind of cult following, recognized as a very seakindly craft, back when solid fiberglass, beefy rigging, and efficient simplicity hadn't been taken over by the world of plastic mass production. Many Westsail owners bought bare hulls and the plans to build them out, set up shop in backyards, and went to work. They had Westsail 32 newsletters and eventually, online forums.

Christian devoured all the reading, kept every last issue marked with notes, pored over the plans, and measured twice, thrice, ten times before cutting once. My father, who was always much more impulsive and strongly believed perfection was the enemy of good enough, would laugh and jokingly retell the stories about Christian laboring over a companionway slat, or a drawer, or cap rail, deciding it wasn't perfect, discarding and starting all over.

"It was already good enough," he'd laugh, shaking his head, "but, Christian doesn't think so, he wants perfect, whatever that is."

It was on one of his visits to the Jersey Shore, after getting a tour of Christian's latest advances, drinking wine and dreaming about where this boat could take him, that my father decided he could have the same dream, and make it come true a lot faster than Christian. My father was a competitive person, but Christian would never be an opponent, just a bemused onlooker. He continued to paint his paintings, sand and varnish bits of teak, research different cabin layout configurations while my father bought his first boat of four in England, took



me and two of my siblings on a sail down the European coast and across the Atlantic, then sent me off on a solo circumnavigation.

He bought the three other boats for various purposes, and always came home to tell his stories to Christian who would nod and laugh and remain steadfastly deliberate and focused on his simple goal—to finish the Westsail 32 that had become his life partner. He did have one major detour that slowed up even further the already achingly slow progress. A girlfriend got pregnant and for eighteen years, the Westsail took a backseat to the other love of his life, a daughter. Once she moved on to adulthood, he resumed the labors. At one point, my father threw some money at him, saying; "finish the damn thing and let's have an adventure together."

Every fair-weathered weekend, Christian would drive up from New Jersey to peddle his artwork on the street in front of my father's building in downtown Manhattan. Saturday evenings were full of brandy and wine-soaked talk about where they would go, what they would do, steeped in nostalgia and images of a postcard, sepia-toned world of old-fashioned remote anchorages, of fishermen, other iconoclastic sailors and isolated docks that were rapidly disappearing as the cruising community of the seventies and early eighties exploded into the congested harbors, cruising rallies, and commercialization of the nineties and a new millennium.

The working name for Christian's boat was Metanoia, which means a new way of seeing things. The planet was certainly developing many new ways of seeing things while Christian used the funds from my father to purchase a mast, install the rigging, a completely factory rebuilt Perkins engine, order sails, anchor and chain, winches, cleats and electronics. Everything was done with the greatest attention to detail, using materials of the finest quality to withstand any weather or situation he had encountered over decades of reading about worst case scenarios.

I would drive down and visit, help with various projects, talk about life and how it's all about the journey, not the destination, what distinguished us from my father. Two years ago, the owner of the yard where he and Metanoia have been living for several decades made an executive decision to put her in the water. I was there to bend on the sails for the first time, and we took her out for her first and last sail out on Barnegat Bay. There was an engine problem we couldn't resolve over the holiday weekend, and once I was gone, nobody followed up. She was hauled back out, winterized, and returned to her jacks.

Two more years passed by, adding to the decades. And here we are. My father, and Christian's best friend, passed away last summer, so Metanoia stayed out of the water. Then, at the beginning of this summer, the yard owner splashed her again, said he would look at the engine before I came down to re-rig and take her out for another sail with Christian. About five days before our date, though, Christian did what the first thing in the Manual for 86-year-olds says they should never do: he stood on a chair to mess with an AC duct in his apartment, fell, hurt his foot, couldn't get off the couch. I drove down to NJ anyway, figuring he would now need a different kind of

help and Metanoia would probably appreciate some attention. Both were true. But, while driving, I started thinking about where this story was headed.

Metanoia is beautiful, a labor of true love and perfection, 95% of the way to being finished. Between closing in on 90 and having developed a pretty severe case of essential tremors, Christian can't really do any more of the work, which is mostly installing and wiring the electronics and dialing in the engine properly. And, even if he were able to pull her to the finish line, his seagoing days are in the past.

So, I wondered, what if we tried selling her and gave Christian the chance to be part of the next chapter instead of having the story continue otherwise when he could no longer be part of it? He could pass the baton to the new owner, meet somebody who could carry his dream into the future, and this person would also have the benefit of Christian as a resource, the person who could tell him the boat's entire history, from A-Z.

When the question was gently raised, I was very surprised to hear him say: yes, let's sell her!! So, I became a broker, of sorts, though not a very good one, since I don't use social media. I wrote up a description and posted it in a couple of places, got kicked off Craigslist, and word hasn't really gotten out there. Now, I am writing about it in the pages of this magazine, hoping this will spread far and wide and in front of the eyes of somebody else who is ready for some Metanoia—their own new way of seeing things.

If you are interested in a treasure of a boat, or know somebody who might be, I can be reached at **tania.aebi@gmail.com**







ABOUT THE AUTHOR:
Tania Aebi has been writing for Lats & Atts since our 2nd issue, back in 1996. Tania herself is no stranger to circumnavigation, having crossed the globe in a 26' sailboat from the ages of 18-21, at the time making her the youngest person to do so, and the first American woman, with assistance.

LADIES LIVING ABOARD

By Robin Stout



& RACING



Most of us have at least heard of the sailboat Maiden and her accomplishments. We were fortunate enough to see Maiden and meet her crew which made us want to learn more about living on a sailboat while racing around the world...

Tracy Edwards embarked on her first Whitbread Round the World Race 1985-86 at the age of 21, as the first girl to ever race around the world on a Maxi when she joined “Atlantic Privateer” as cook.

She won international fame in 1990 as the founder/skipper of the first all-woman crew to sail around the world when they raced in the 1989/90 Whitbread Round the World Race. This was an unprecedented moment in women’s sport. Surviving icebergs, food shortages and sub-zero conditions, Tracy led her pioneering all-female crew to a hard earned second place. Their courage, strength, and determination inspired thousands and made their vessel, Maiden, one of the most iconic yachts in the world. Maiden has since opened the door for a generation of female sailors, forever changing the world of sailing.

Tracy was awarded an MBE and became the first woman in its 34 year history to be awarded the Yachtsman of the Year Trophy. She paved the way for other women to follow.

In 1998 she founded/skippered the first all-female crew to attempt the Jules Verne non-stop round the world record. They were on course for the record but were dismasted off Cape Horn. They jury-rigged the yacht and made it to Chile without assistance. During their attempt the team broke 7 world records.

In 2000/01 Tracy created and managed the world’s first mixed sex professional record-breaking crew with Maiden II. The team broke, among others, the 24 hour record which became the fastest record in the world.

In 2014 Maiden was found rotting in the Seychelles and so Tracy raised the funds to rescue her and bring her home,


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restoring her to her former glory. The Maiden Factor was set up to raise funds and awareness for the education of 130 million girls worldwide who are currently denied this basic right. In November 2018, this iconic piece of British Maritime History, embarked on a six-year, 60,000 nm world tour. Maiden became a Global Ambassador for the Empowerment of Girls through Education.

In September 2023, Maiden set off on her final race around the world with the most diverse professional racing crew ever. In February 2024, Maiden carried the first three black female crew and first Afghan, to ever sail around Cape Horn, thanks to Tracy's program to diversify sailing – again. In April 2024, Maiden became the first all-female crew to win an around the world race and guaranteed her place forever in the yachting hall of fame.

Tell us about first finding Maiden (where and when) and all you did to get her ready for sailing and why you chose this boat. "The first time I rescued Maiden was in 1987 after I found her neglected in Cape Town after taking a solo legend around the world in the BOC in 1986. We put her on a ship and brought her back to Southampton where we redesigned her interior, deck" and rig and carried out the restoration ourselves. It was the first time women had been seen in the shipyard which was quite entertaining! We had to beg and borrow parts and equipment but within a year she had been transformed into Maiden and was ready for the start line of the 89/90 WRTWR. Sadly I had to sell her at the end of the race and lost sight of her for 26 years. The second time I rescued her was in 2016 when I found her, abandoned, in the Seychelles. Once again I had to raise the money to buy her and get her back to the UK which I did. This time we had the resources to have the restoration done professionally and in 2018 she was relaunched by TRH King Charles and Queen Cammila with her Patron HRH Princess Haya bint Al Hussein."

Tell us about the boat. "Maiden is a 58 ft Bruce Farr designed racing sloop and is one of a kind. She was the precursor for the Open 60. Designed in 71 and









launched in 72 she is aluminum with a wide body, bulb keel, and fractional rig."

Tell us about you and what made you want to pursue this life of sailboat racing? "I was expelled from school with no qualifications and literally fell into the charter yacht world, first in the Mediterranean and then Antigua. I began racing in 1984 and just loved it. I did the 85/96 WRTWR on a Maxi called Atlantic Privateer and that was what inspired me to put Maiden together with an all-female crew."

What was it like living aboard with a group of ladies (how many aboard?)? "On Maiden for the 89/90 WRTWR there were 12 of us. Everyone thought we would not get on but I have to say that I would never race with guys again. It was so much nicer sailing with women who are better communicators, cleaner, easier to live with, and great fun! More recently the all-female crew of Maiden for the 2003/04 OGR felt the same way and proved how good they are by becoming the first all-female crew to win an around the world race."

How did everyone deal with different personalities? "Easily! The different personalities is what makes a good crew."

What was the day/night routine during the race? Four hours on watch and then four hours off watch – every single 24 hours for the entirety of the legs.

Have you found other boats to be supportive of the ladies crew or was it difficult? "The boats in our class were not that impressed to be racing against women but the guys on the boats in the Maxi Class were mostly supportive although they all liked to take the micky! That was until we won 2 legs....."

Tell us about the feeling of winning! "Winning the second leg into Freemantle, Australia after the longest leg of any WRTWR and in which we went the furthest south any yacht had been before, was indescribable. It was just off the scale! We had always known we could do it but actually achieving it was so much more emotional than we had been prepared for. When the girls on Maiden this time won the overall race, they said the same

thing. AMAZING!"

What is the future of Maiden? "I am not sure yet about future plans for Maiden. We hope to announce more in September."

What are your hopes and dreams now that you have accomplished so much with her? "I want to continue to help girls' educational and STEM programs all over the world, with The Maiden Factor Foundation. I want to understand what more we can do to ensure the independence and financial stability of women and girls in developing countries."

For more information visit
www.themaidenfactor.org



BETA MARINE

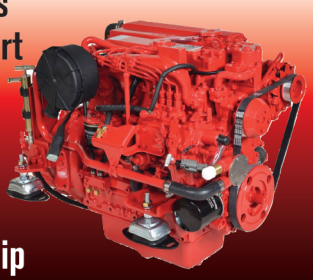
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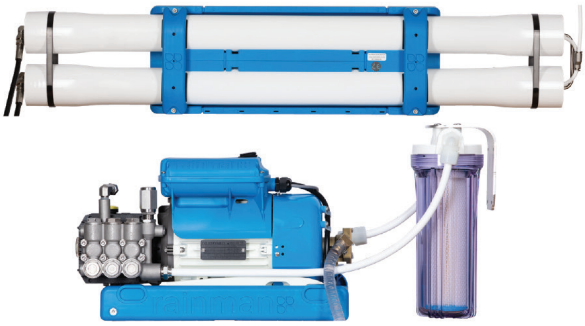
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MYSTERIES of DEAN'S BLUE HOLE

By SV Belafonte



Suspended in the clear cool water, I watch sand slowly drip from an underwater ledge into the abyss below me. I lock my eyes on a black particle in the sand. It funnels down like a leaf floating on a flowing river toward the edge, and then pours into deep shades of blue circles around a shadowed black center. Imaginably, never to be seen or noticed again. I feel light and heavy all at the same time. I float inside the second deepest blue hole in the world, like a bird flying between skyscrapers or deep canyons. However, gravity in my gut looms while I silently witness the sand particles slowly fall from their slippery seats. In the way smoke dances upward, it smoothly cascades down into a dark hole that few have ever seen the bottom of. Like an hourglass, the sand keeps falling, and the timer keeps running.

A couple days ago, we sailed into Clarence Town, Long Island, Bahamas. We had a stormy overnight cruise here but settled in on arrival just fine. We spent a day or two exploring the town by foot, finding coconuts, and meeting the welcoming committee of reef sharks at the dinghy dock. Our friends on S/V Amy Renae invited us to join them for an adventure the following day, and we were thrilled to tag along.

The sun dropped that evening like a ball of fire. In the morning, we tossed Brendan's surfboard, our snorkel gear, and sandwiches into our dinghy, Scout. We met them at a nearby wave break, anchoring just outside it. Brendan hopped in the chilly water with his board and paddled out to catch some waves. After a fun session and lunch, we take advantage of the rising tide to slip over the reef and dinghy to the famed Dean's Blue Hole.

A blue hole is exactly what it sounds like; a large circular oceanic sinkhole that's open to the surface. Dean's Blue Hole is 202 meters (663 feet) deep, second only to the Dragon Hole in the South China Sea. Scientists are still trying to solve the many mysteries surrounding Dean's Blue Hole. Blue holes are research hotbeds. Rare and unusual life, remnants of ancient civilizations, and vast amounts of knowledge and information about the Earth's past lie within these primeval treasure chests. Unfortunately, Dean's Blue Hole has also been called Divers' Tomb. As a renowned location for world record breaking freediving competitions, and a beautiful tourist destination with little room for mistakes, it is estimated about 200 people have died here in recent years.

We round the rocky cliff to find what looks like a large swimming pool right on the beach. Cradled by tall rocky cliffs, the brilliant color blue pops against the light beige sand. The closer we get, the center stays shadowed and darkened, resembling more of a meteor strike. We beach the dinghies, strap on masks and fins, and slip into the water. When I was a kid, I remember seeing a cleaver donation box at the zoo that collected quarters by showing the spinning effects of gravity and velocity. Drop a coin in and watch it swirl around a funnel-like collection plate into what you hope is a good cause. When I dropped my face into the water at Dean's Blue Hole, it reminded me of just that. The wide yet shallow sandy entrance pulls your curiosity towards the center of the depths hidden in darkness.






QUICKSILVER





Snorkeling towards the middle, I see the platform that is used in freediving events, floating above the hole's visual center. Thick metal cables clinging to the platform drop down into the darkness. I gulp in a breath and dive below the surface. I spin around to see the vertical walls and ledges. My long brown ponytail follows my gaze, twirling around my head in slow motion, as lively as a puppy's tail. I spot my sand hourglass. It enchants me like a mysterious waterfall, and I swim towards it for a closer look.

We spent several hours soaking up the beauty of this legendary place. Brendan and I take turns spotting each other's dives. We peer under large ledges that widen the hole's walls into chambers. We switch up free fin diving down and walking the cables with our hands, poking at our comfort levels with a safety pin. The boys jump off cliffs into the deep water, and we swim laps around the edge to admire the various reef fish, corals, and a different view of the mysterious blue hole itself.

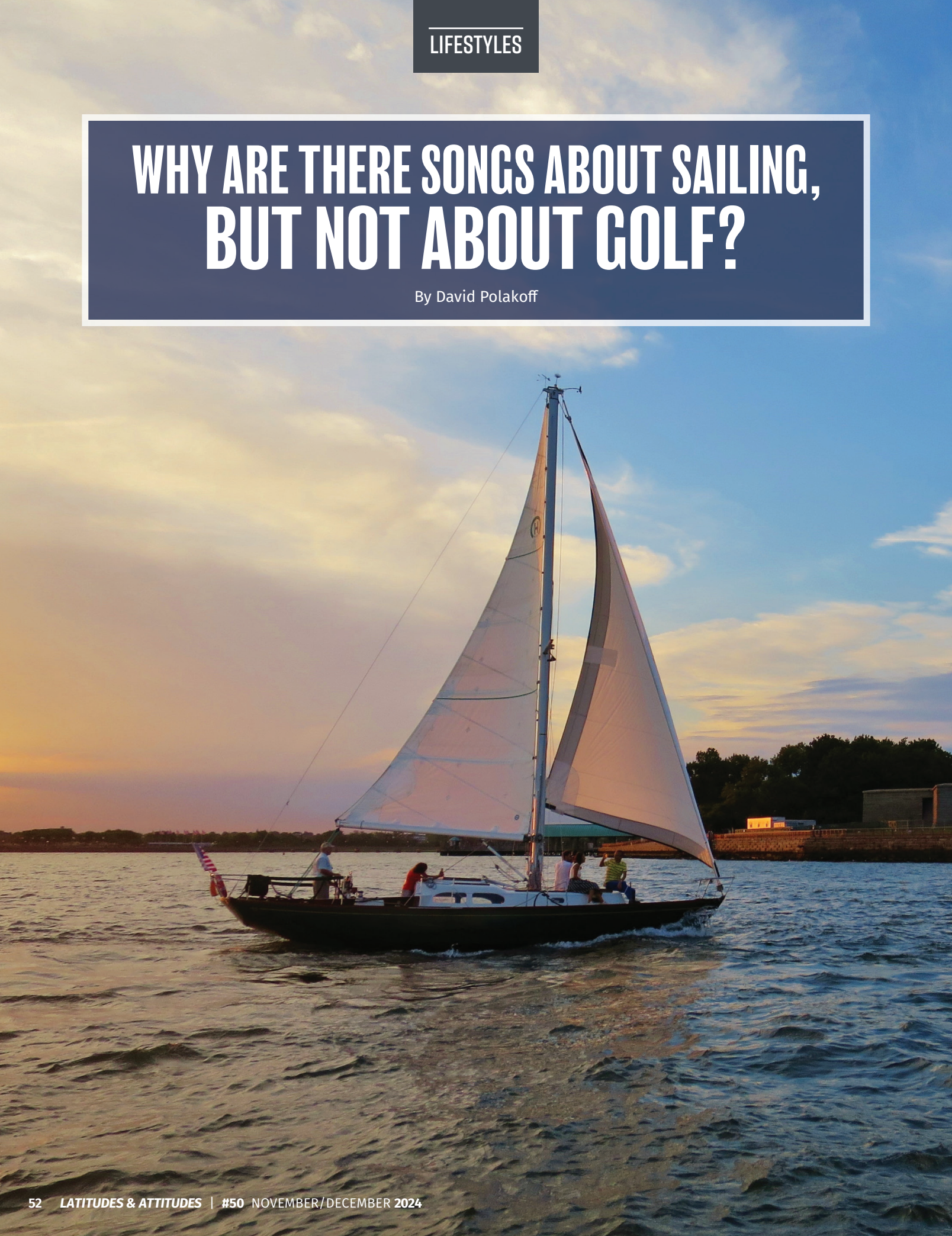
Dean's Blue Hole is a treasure. Host to dreamy vacations yet bearing a haunting history of tragic accidents. A place where records are set, dreams bloom, lives are lost, stories from our planet's past are written, and hope has sparked ablaze. As we exit the water, a beautiful memorial sits on the hole's western shore. I think about the people whose names are etched in granite, and their families. I think about my own family and how I miss them so much. I wonder about the possibilities as Brendan starts Scout's engine and we all safely zip back home. Grateful for everything.

Back aboard Belafonte, we cook up dinner and recount the day's adventures. We tidy up and set our sleep meters for the morning. Tomorrow is going to be a fun one! We have a reservation for a rental car, and it has been quite a while since we've steered four wheels. The game plan is set, and we head to bed reminiscing in shades of blue and dreaming of endless depths.



WHY ARE THERE SONGS ABOUT SAILING, BUT NOT ABOUT GOLF?

By David Polakoff





Her Favorite - Sailboats

There are songs about sailing, but not about golf. Tom Petty and the Heartbreakers, Crosby, Stills & Nash, the Beach Boys, Lyle Lovett, Jimmy Buffet, Phish, and Christopher Cross are amongst those whose song lyrics have imparted important life guidance delivered through sailing (or boating) metaphors. Sailing and golf can each be described as sports, hobbies, or passions and they are, similarly, both significantly impacted by the weather. But unlike sailing, why are there no songs about golf? What is so special about sailing?

Just like anything new, golf and sailing have similar, introductory hurdles to jump. The beginning sailor is primarily focused on understanding and mastering the unique sailing vocabulary and the fundamentals (raising sails; steering the boat; controlling sail position to propel the boat; learning knot tying; safe maneuvering amidst other vessel traffic). Compounding the effort, to garner sailing proficiency, though, is mastering the required coordination of hands, feet, eyes, and body (also not dissimilar to golf). And in addition to sight, sailing also involves the integration of touch, smell, and sound (the required use of the fifth sense, taste, will come into play in advanced sailing). Collectively, a novice sailor's "brain bandwidth" is thus maxed-out. What the heck are these musical artists singing about? My list of life lessons from the lyrics did not mention anything about boating fundamentals, such as Bing Crosby singing, "Row, Row, Row Your Boat."

Enhancing sailing knowledge and competency of sailing can be a lifelong pursuit, depending on your maritime aspirations, but let us set that aside. Once the beginning sailor reaches an intermediate or advanced adroitness, day sailing becomes less overwhelming; it becomes just about operating the sailboat safely and efficiently – a portion of "brain bandwidth" has thus become "available." The mind, now, allows one to engage with their consciousness and imagination.

Some sail around and about urban centers; others, more bucolic settings. Some sail as the sun rises, others at midday, some sail at dusk, others prefer the night. The visual show is never ending; it is as if someone is parading every museum's seascape and skyscape painting before your eyes - brought to you by Edward Hopper, Georges Seurat, Thomas Cole, Georgia O'Keeffe, Winslow Homer, Vincent van Gogh, Grant Wood, and even Pablo Picasso.

Conditions this Monday at 7 pm will not be the same as they were last Monday at 7 pm, and they will be very different from this Wednesday's at 7 pm. Is this orange, yellow, red, pink, and purple sunset meant just for me? How can I possibly not return for tomorrow's dramatic twilight performance of the sun's light rays interplaying with earth's atmosphere?




Daily Drama



Sailboats and Rainbows Are You

I notice an old wreck is marked on the nautical chart; a hazard to avoid. What happened to that ship? What happened to those sailors? Did mother nature have her way that day, or was human error the issue, or was it a mechanical malfunction, or maybe, all the above? Sailors sailed this body of water in the 17th, 18th, 19th, and 20th centuries. I contemplate: What was different for them than it is for me? What remains the same? What could I learn through the comparing and contrasting of experiences?

Storm clouds appear, westbound, heading my way, but then turn north and dissipate. The wind on current creates waves that the boat uncomfortably pounds through, but then the current and wind both ease and the ride smooths out. The wind has becalmed, but then fills in. An unexpected squall dumps water, wind, and fog upon me, but my training keeps the boat, crew, and me safe until it passes. Are these changed conditions just acts of mother nature; the power of fate; a supreme being looking out for me; the spirit of a departed friend or relative making their presence known; or do I have my own Clarence Oddbody? These are existential questions I consider, for which I will never have answers, but repeatedly ponder, nonetheless.

The sailboat is moving along, as it was designed to do, thanks to the skill, talent, and constitution of my fellow crew and me. The bow of the boat, cutting through the sea, displacing the water, emboldens me to divert the fears and inhibitions that bind me. Adjusting the sails to accommodate an otherwise overpowering breeze boosts my confidence to pursue new ambitions. I feel a sense of invincibility. Yes, admittedly, I feel like Jack Dawson shouting aloud, at the bow, in “Titanic.”

I am obliged to pay homage to the friend who turned me on to sailing. For the choices I made in life (or that were made for me), which I now may have opted to have done differently, I could not go back and change them, if changing them would not have brought me to the world of sailing.

Whatever else is going on in my life, the good, the bad, and the ugly, is temporarily expunged from my brain’s “operating system.” Between the handling of the boat, the stimulation of my senses, starring as the featured subject on an artist’s canvas, and portraying the main character in Homer’s version of my sailing odyssey, I am all consumed.

Each time I toss the dock lines from the dock and head from land toward the sea, I am untethering myself from the physical and mental restrictions that restrain me on land. I am about to devote all of my focus and attention upon the attempt to assemble a jigsaw puzzle; one that I desire will result in a unique, hospitable, enlightening, and inspiring picture. Each sailing day’s completed



picture, I hope, will help me solve a portion of the larger jigsaw puzzle that is my life.

And this unique experience of sailing, that I have attempted to characterize, is what inspired the musical artists to paint their canvas (well, write musical charts and liner notes) aboard a sailboat. Tom Petty's "Wildflowers" and Christopher Cross' "Sailing" encouraged us to be out at sea to find a place of solace and peace, a means of release from anxiety, chaos, and stress. "If I Had a Boat" invoked Lyle Lovett's imagination for a life of freedom, autonomy, exploration, confidence, and self-assurance. Jimmy Buffet's "Son of a Son of a Sailor" advised that happiness can be achieved from the road (well, body of water) less traveled. Maritime navigation was a metaphor for spiritual wayfinding in Crosby, Stills & Nash's "Southern Cross." Phish's "A Song I Heard the Ocean Sing" sought a personal sense of revitalization and renewal through the power of nature, courtesy of sailing on the ocean. And the Beach Boys' "Sail On, Sail On, Sailor" encouraged perseverance and resilience through difficult life circumstances. Sailing roused these artists to uplift us; and their lyrics transcend those who can only vicariously sail. Those who do sail are fortunate enough to have firsthand embodiment.

These musicians should have better explained than I, "What's so special about sailing?" but here is one more "Rosetta Stone" to translate the mystique of sailing, this time from literature: Herman Melville's "Moby Dick."

Call me Ishmael. Some years ago- never mind how long precisely- having little or no money in my purse, and nothing particular to interest me on shore, I thought I would sail about a little and see the watery part of the world. It is a way I have of driving off the spleen and regulating the circulation. Whenever I find myself growing grim about the mouth; whenever it is a damp, drizzly November in my soul..., I account it high time to get to sea as soon as I can. This is my substitute for pistol and ball. With a philosophical flourish Cato throws himself upon his sword; I quietly take to the ship. There is nothing surprising in this. If they but knew it, almost all men in their degree, some time or other, cherish very nearly the same feelings towards the ocean with me.

So, the virtues of sailing are even integral to one of the greatest American novels.

Full disclosure – there are some songs about golf; mostly about the activity, not about its curative properties. Let me first note, for the record, that Jimmy Buffet (a sailor as well as a songwriter) wrote "Tin Cup Chalice," but it has nothing to do with golf. Now, the legendary entertainer, Bob Hope, an avid golfer, told golf jokes, but he had no song and dance routine about



Water Everwhere;
Not a Drop to Drink

golf. Comedian Robin Williams had a brilliantly funny routine about the absurdity of golf, commenting that golf days can be frustrating, disappointing, stressful, and discouraging; far from having restorative effects. Any appearance to the contrary, I am not disparaging golf. But golf pales in comparison to the restorative forces of sailing. No analogous pursuit serves as a salve for life's challenges or as a catalyst for self-discovery or offers better therapeutic value than sailing. "Any day on the water is better than any day on land," goes the popular sailing anecdote. And that is why there are songs about sailing's value, but not golf's.

So now that you (hopefully) have the answer to "What's so special about sailing?" when you invite me to your birthday, anniversary, or retirement party, wedding, christening, baptism, bar/bat mitzvah, baby naming, graduation, or picnic, even Mother's Day or Father's Day, during sailing season, now you will understand my RSVP response, "With regrets." So, deal with it! Or, invoking the guidance of the Beach Boys, Sail On, Sail On, Sailor.

A Little Bit About Me...

After college, a friend asked, "Hey, you want to learn how to sail?" Nonchalantly, I replied, "Sure," a response that was the power of fate - sailing changed my life.

There was no sail plan: from basic sailing class graduate to monohull cruiser, to sailing instructor, to sailboat charter boat captain, the progression flowed organically, with the set and drift.

Predominantly sailing New York Harbor, the Chesapeake Bay, and the British Virgin Islands, plus a handful of blue water trips, Van Morrison summed it for me, "Hark, now hear the sailor's cry; smell the sea and feel the sky. Let your soul and spirit fly into the mystic (Van Morrison)."

I have sailed myriad monohulls, but predominantly teach on J24s and charter on Beneteaus (38' – 43').





Heel of an Afternoon


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Connect Ocean:

EDUCATING AND CONNECTING PEOPLE WITH OUR MOST VALUABLE RESOURCE.

By Tabitha Lipkin

You probably know that 71% of our planet is covered in water, or that an estimated 350 million jobs globally are linked to our oceans.

But lesser known facts about oceans include an estimation that one BILLION people in developing countries depend on fish as their primary source of protein, or that 90% of the world's fisheries are categorized as either "fully exploited," "overexploited," or "depleted".

When you read a headline about our oceans you are probably like me and get a little overwhelmed with what's happening and it might feel hopeless at times. But what did Mr. Rogers say? "Look for the helpers".

Let me introduce you to one of those helpers, Ernst van der Poll— working in Costa Rica to make not only Costa Rica better, but the world around it better as well.


ConnectOcean
41
58
LIFEGUARD



Ernst is a Scuba PADI Course Director, and the CEO of the NGO ConnectOcean. He has hands in a wide variety of ocean-related work including scuba diving, adaptive dive training, lifeguarding, conservation, training for people with disabilities, and water safety and drowning prevention.

That's a big list, right? So it was crazy to me that most people haven't heard of ConnectOcean or the work being done in Costa Rica and beyond. That's where this article comes in and hopefully I can shed a little more light on Ernst and his team helping people and conservation efforts.

ConnectOcean Conservation and Outreach is an NGO operating from Costa Rica that believes that the ocean is for everyone.

"Connecting communities to the ocean and fostering ocean stewardship is what we do. From teaching people to swim, to inspiring the next generation of change-makers, our programs and activities are designed to empower a global community of explorers." Says Ernst.

Breaking down this umbrella organization, Ernst and his team are taking a multi-prong approach to helping the ocean and helping communities that rely on the ocean saying:

"At ConnectOcean, our approach to conservation and community outreach is deeply rooted in a philosophy that champions the power of collective action. We believe in the effectiveness of a crowd-sourced model, where small contributions from individuals and communities come together to create significant impacts. By investing back into communities and fostering existing local stakeholder hubs, we empower them to take ownership of the environmental and socio-economic challenges they face"

One example of this effort was a fishing expedition I took with Ernst and his team. Yes, FISHING.

You might be saying "But Tabitha, fishing and conservation don't seem to go hand-in-hand..."

They can and they do with this unique approach.

"You can't just simply go into a community and say, hey, guys. You need to stop fishing in this area because we're trying to create an MPA because a lot of their livelihood depends on actually going









out every day to make a living. Like the fishermen that we have in our project, the only food that they get to put on the table today is the fish that they catch. People need to eat." Says Ernst.

"So what we're doing locally over here is working with local fishermen, and we're trying to help them to be able to go out fishing and catch less fish and earn more money."

But how? By leading tourists out on citizen science expeditions to learn about the local history of fishing, to catch fish using the traditional hand-line methods, and then to record and measure the fish that are caught.

"And by looking at that data, we are then able to try and then work with these fishermen as co partners in this ecosystem to be able then to rotate the areas and trying to establish, spaces where the fish will not be caught over a period of time effectively creating a closure, allowing that fish to be able to then grow to a suitable size and then kinda build up that population again."

Fishermen can make far more money leading these types of fishing tours than going out fishing on their own.

That money is being used to help fill a huge gap in the ocean to table cycle in Costa Rica. Currently, many of the fishermen are without basic needs to keep clean and sell their fish directly to local restaurants. They're then forced to sell at an extremely low rate to a middleman in the major city of Costa Rica. That's where the fish is processed and then shipped right back to restaurants off the very beaches that the fish were originally caught. These fishermen, by the way, are working 12 plus hours a day and usually bringing home less than $20.

100% of the money made on these tours goes right back into helping fishermen buy the proper equipment that they need and it turns fishermen into tour guides and operators, who




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can not only make money leading the tours, but they can teach others about the importance of the data collected, and how others can lead tours as well. Especially in a country like Costa Rica which is a popular tourist destination.

Another prong is ConnectOcean's SWIM SAFE Costa Rica initiative.

Drowning is the second leading cause of accidental death in Costa Rica, with approximately 60 coastal drownings occurring annually along the Atlantic and Pacific coasts. Costa Rica has over 900 miles of coastline where its beaches pose significant risks to both residents and tourists, particularly Americans, who represent a large portion of drowning victims.

To address this, ConnectOcean collaborates with communities heavily affected by these tragedies to establish Volunteer Lifesaving Club Associations. These clubs consist of local leaders and stakeholders who are trained to build their community's capacity through various programs. For instance, we've established Learn to Swim programs that teach swimming to local youth and residents, and we train and certify volunteer lifeguards who patrol beaches on weekends. These efforts have proven life-saving, especially in remote areas where it can take up to 90 minutes for an ambulance to arrive.

"Moreover, these Lifesaving Clubs use sports to engage more community members and sustain their programs through local fundraising. They also partner with municipalities to create job opportunities by offering lifeguard services. Each club is responsible for drowning prevention in its community, exemplifying how small, coordinated efforts can lead to significant outcomes. Over the past six years, we've seen firsthand the positive impact of this model."

But what about other conservation efforts?

Currently the world is in year 4 of the United Nations Ocean Decade, and there's a big goal on the horizon: the 30x30 initiative. This plan aims to protect 30% of the world's land, water, and ocean by 2030. It's a huge target, adopted by 190 countries, and it focuses on creating and managing protected areas to conserve biodiversity. These areas are vital for preserving our planet's life support systems.

But here's the challenge: we're almost halfway through the Ocean Decade and we've only reached about 7% of our goal. That means we've got to make up a lot of ground in the next five years. To hit that 30% target, we need a new approach to creating protected areas.

This is where ConnectOcean's "crowdsourcing of conservation" approach comes in.

The idea is simple but powerful: small, collective efforts can come together to make a big impact.

"We're focusing on building the capacity of local communities, training and equipping them to manage small conservation areas in their own backyards. These could be streams, local reefs, mangroves, or intertidal zones." Says Ernst.

"We are actively building the capacity of local communities to organize themselves and take ownership of their surrounding ecosystems through a three-step process: Discover, Connect, and Protect."

Those pillars break down like this:

Discover: We foster an understanding and appreciation of local ecosystems through adaptive e-learning and place-based education, enabling communities to learn from and in nature.

Connect: We link communities with nearby conservationists, NGOs, activists, and research organizations, encouraging collaboration and support for local conservation efforts.

Protect: We partner with conservation experts to develop "How to Guides" that train community members in citizen science, allowing them to adopt,



regenerate, and protect their local marine ecosystems. These ecosystems, whether a freshwater stream, intertidal zone, mangrove, coral reef, or dive site, become community-managed conservation areas.

By creating a network of these community-managed areas, we harness the power of collective action to achieve meaningful conservation outcomes. In essence, we are crowd-sourcing conservation, and in doing so, we believe that even the smallest efforts can lead to substantial and lasting environmental impact.

So simply put, even though there is a lot happening around the world and sometimes the headlines make us feel like we're past the point of no return, you can always "Look for the helpers".

If you too want to become a helper, you can learn more about the work ConnectOcean is doing at **ConnectOcean.com**



Tabitha Lipkin is a Divemaster and Emmy Award Winning Travel Host who has been writing for *Lats & Atts* for over 10 years! Tabitha has covered stories from the sea and sky—- flying with the Blue Angels and even doing a live scuba show underwater on the importance of corals for Earth Day. You can follow her @tabithalipkin





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WHAT'S OUT THERE

FOUNTAINE PAJOT 41



The new Fountaine Pajot 41 is the perfect blend of elegance, performance, and habitability. A true lesson in design: the horizontal lines of this compact 41-footer catamaran have been stretched to offer levels of harmony and elegance usually only seen on much larger models. This well-canvassed catamaran certainly knows how to lengthen her stride on long passages, while remaining fun and easy to handle close to the shore. The deck layout incorporates the double helm and maneuvering station so popular on all the other models in the range: the skipper now has a pod housing all the instruments. Positioned at mid-height, it offers a perfect view of the water and the sails. It allows you to maintain contact with the crew in the cockpit, as well as those on the new sundeck. As for the crew, they will find new areas for relaxation: sun loungers on the bimini and forward of the coachroof, not forgetting the ingenious lounger integrated into the port transom.

On board, every space has been thought out and optimized to offer real comfort, both under way and at anchor. The three-window saloon opens completely onto the aft cockpit. A large opening panel acts as a serving hatch between the galley and the forward saloon.

The new 41 is available in a "maestro" owner's version: the port hull becomes a genuine suite. The "quatuor" version offers 4 cabins and 2 to 4 bathrooms. In all the cabins, you can enjoy sea views through the large windows and very wide beds thanks to the chines in the hull.







GET ALL THE FACTS:
https://bit.ly/Pajot41

FOUNTAINE PAJOT 41

LOA	39’ 2”
Beam Overall	22’ 8”
Draft	4’ 5”
Air Draft	65’ 7”
Light Displacement	27,999 lbs
Engine Power	2 x 20 HO
Fuel Capacity	92 Gallons
Mainsail Area	753 sq ft
Gennaker Area	1,292 sq ft





WHAT'S OUT THERE *OUTER REEF 650*



Outer Reef Yachts recently unveiled its latest masterpiece, the NEW Outer Reef 650 Classic Motoryacht. Born from the mold, this meticulously re-engineered yacht combines the level of comfort and functionality of its larger sistership, the Outer Reef 700 Classic Motoryacht. With a host of valuable benefits previously exclusive to the 700 Series, the Outer Reef 650 offers an irresistible proposition for those seeking a yacht that encapsulates luxury, performance, and versatility.

One of the most exciting aspects of the Outer Reef 650 Classic Motoryacht is the integration of many valuable benefits previously only found in the 700 Series. Outer Reef Yachts has listened to its customers and responded by making these features available to those who desire a 650 model. This means that owners can now enjoy advanced technology, spacious living areas, enhanced navigation systems, and superior comfort, all within the confines of the Outer Reef 650. It's a remarkable opportunity to experience the luxury and convenience typically reserved for larger vessels.

Featuring:

- Larger galley with open layout, dimensionally mimicking the 700 Series
- Main deck day head to starboard
- Full-size refrigeration appliance station for galley and entertainment conveniences
- Below deck accommodation, with fore and aft master king berth, with single or twin heads behind, emulating the 700 Series
- Internal stairs from the salon to the crew cabin, never seen before in a 650 model
- Improved layout of crew/guest quarters aft with the new internal staircase. *When used as a guest suite, the 650 will be considered a 4 stateroom, 4 1/2 head yacht*
- FRP staircase to flybridge vs. previous stainless steel ladder

The Outer Reef 650 Classic Motoryacht is a true masterpiece that sets a new standard for excellence in yacht design. By capturing attractive and useful design cues from its larger sistership and bringing many valuable benefits from the 700 Series to the 650 model, Outer Reef Yachts has once again demonstrated its commitment to exceeding customer expectations.







GET ALL THE FACTS:

www.outerreefyachts.com/yachts/650-Motoryacht/14

OUTER REEF 650

LOA	65’ 4”
Beam	18’ 6”
Draft	5’ 0”
Displacement	117,000 lbs
Fuel capacity	2,000 gal
Water capacity	400 gal
Holding tank capacity	100 gal





WHAT'S OUT THERE

JEANNEAU SUN ODYSSEY 350



Successor to the Sun Odyssey 349, this high-performance, easy-to-handle cruising sailboat features clever innovations for the comfort of all on board and for the pleasure of sailing.

Boasting an all-new hull, the Sun Odyssey 350 features a distinctive, contemporary silhouette. Her bow stands clear of the waterline, facilitating docking maneuvers and handling in light wind. High-performance and responsive at the helm, she is distinguished from her predecessor by innovation to further improve quality of life in the cockpit. Walkaround side decks facilitate handling and ease of movement. With this clever layout, there are no obstacles to interrupt the flow of movement on board. The helmsperson benefits from enhanced comfort and better forward visibility due to off-centered aft helms with twin steering wheels.

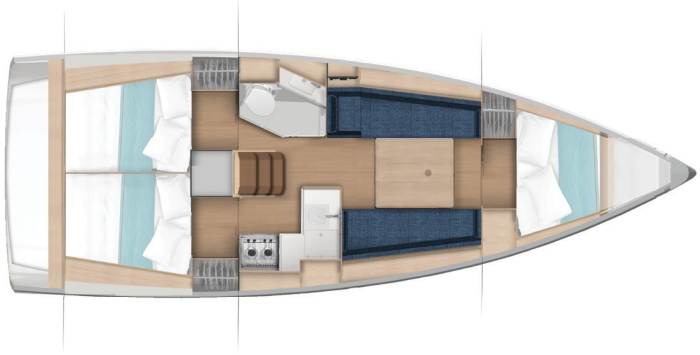
For superb cruises with family, this sailboat features a welcoming saloon with a contemporary design. Interior living spaces are bathed in light, streaming through wide windows in the hull and coachroof. In the evening, indirect lighting contributes to a warm, serene atmosphere on board. With standing headroom of over 1.85 meters throughout, the saloon and cabins feel spacious and inviting. Aboard the Sun Odyssey 350, pursue your passion for the sea and sea spray with greater well-being and peace of mind.

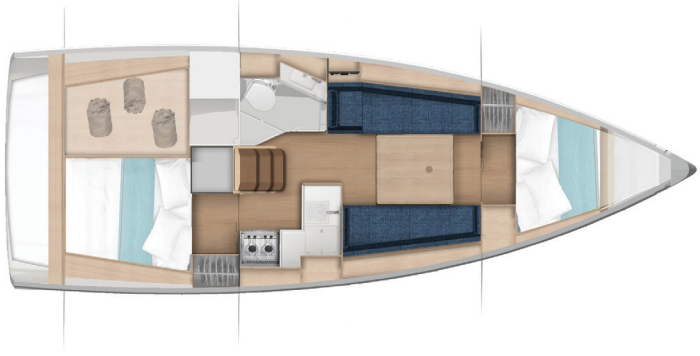












GET ALL THE FACTS:

www.jeanneau.com/en-us/boats/sailboat

JEANNEAU SUN ODYSSEY 350

LOA	35’ 8”
Beam	11’ 9”
Hull Length	32’ 8”
Waterline Length	30’ 9”
Displacement	12,542 lbs
Standard keel draft	6’ 5”
Shoal keel draft	4’ 9”
Engine power	Yanmar 29 HP/CV
Fuel capacity	34 US gal
Water capacity	54 US gal
Standard - Sail area	594 Sq ft









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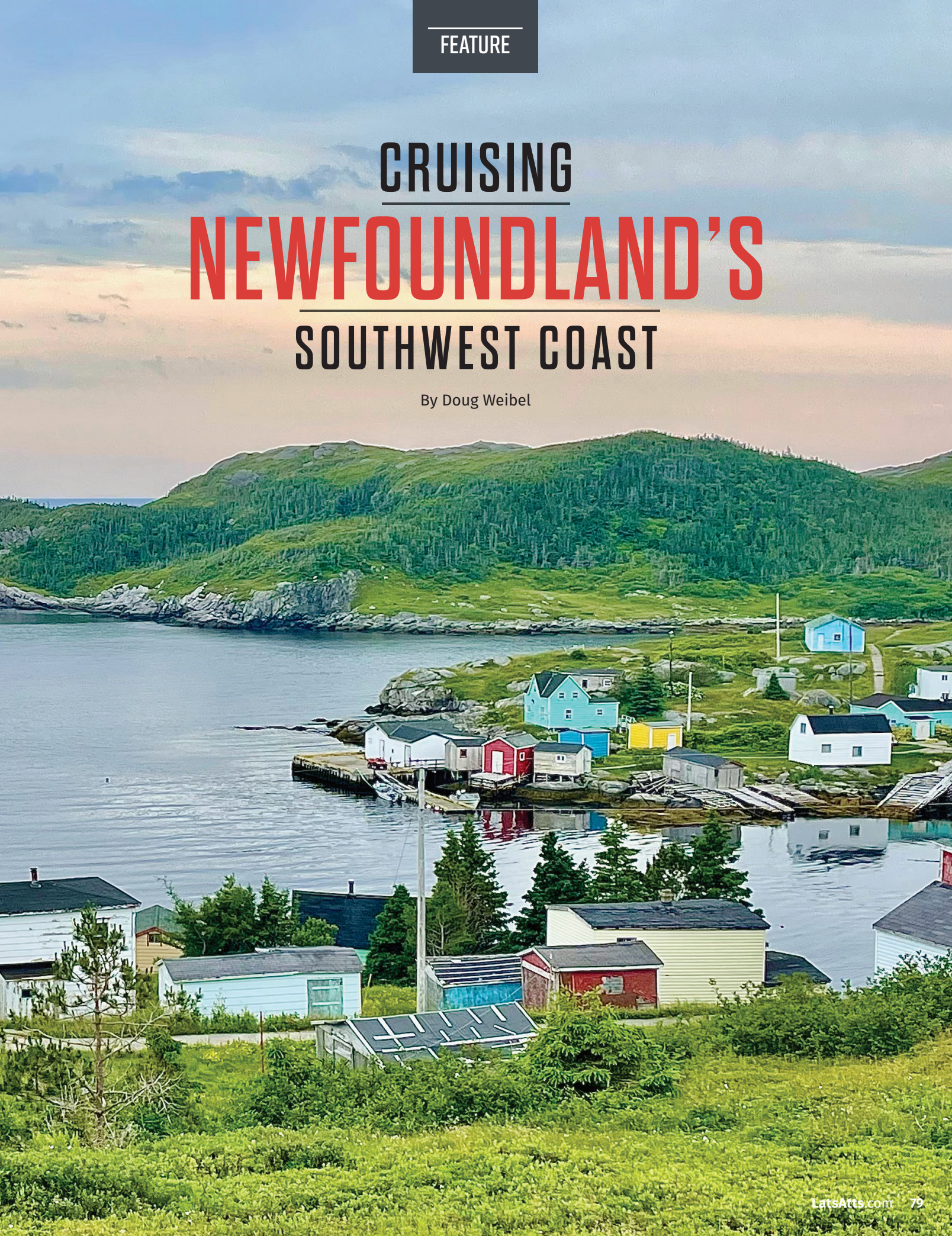
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CRUISING NEWFOUNDLAND'S SOUTHWEST COAST

By Doug Weibel



After spending our fifth winter in the Bahamas, my wife Marjorie and I felt ready for something different this summer. We wanted to go further north, further east really, than we had previous years. I proposed Newfoundland back in January, but Marjorie was firm in never committing togo any further than the Bras D'or Lakes in Nova Scotia.

We spent a week in Newport prior to heading for Canada and had the Cruising Club of America's Cruising Guide to Newfoundland shipped to an Amazon locker. The guide reveals that Newfoundland is not the easiest cruising ground. Anchorages have a variety of issues, the most common being that finding reasonably shallow depths with swinging room is often problematic. The descriptions for many anchorages indicate you should anchor in 40, 50 or even 60 feet of water, remembering to account for a large tidal swing. Two anchors, or a stern line (or several) to shore, are often recommended. In many harbors, anchoring is discouraged due to depths, abandoned fishing gear, and/or rocky bottoms, and the preferred accommodation is to tie up to a wharf or raft up to a local boat if there is no space. Add in cold offshore waters, a coastline with rocks and ledges lurking everywhere, frequent fog and a scarcity of services ashore and you have a challenging cruising ground. The guide did not improve Marjorie's outlook on cruising Newfoundland.

We have more confidence in our boat, Frolic, an Antares 44i catamaran, than we have in our own abilities. Sometimes you just need a little push from the universe. With just the two of us aboard, and with favorable winds, we made swift progress northeastward along the coast of Nova Scotia after clearing into Canada at Shelburne. Anchoring overnight only in Liverpool and LaHave before passing through the Saint Peter's Canal and into the Bras D'or lakes, we felt like nature was pushing us ahead and found that somewhere along the way we had silently reached an agreement that we were heading to Newfoundland's southwest coast without delay.

Though Newfoundland feels a world away, making the jump from Nova Scotia to Newfoundland's southwest coast is not too daunting. Leaving Baddeck, the cruising center of the Bras D'or Lakes, at an appropriate time, you ride the current roughly twenty miles north- northeast through a narrow body of water, the Great Bras D'or, to the open Atlantic. Ninety miles carries you across the Cabot Strait to the southwest corner of Newfoundland. We went a bit further than the popular landfall at Port aux Basques, instead arriving on the rugged shoreline of Isle aux Morts, population <400, named for the numerous lives lost to shipwrecks on the countless rocks and ledges offshore.

Radar is really important here, both for dealing with the fog and for checking the frequently encountered offset errors in the charts. Several times in thick fog when our plotter informed us that we were sailing on dry land, radar kept us safely in the center of the channel. Chart notes indicate that some of the hydrographic data dates back to the 1920s, or even the 1860s, and that the GPS datum may be off, and high fjord walls can degrade GPS performance. The first joy in cruising Newfoundland is the friendliness and helpfulness of the people. Tied to the wharf in Isle aux Morts, we had numerous people walk up, or back their pickup down the wharf, and strike up a conversation. These are seafaring people. A common theme was that the closure of the cod fishery forced people to move away for work, often working the shipping routes in the Great Lakes or in other fisheries. After retiring, they all move back to Newfoundland.

Recreational cod fishing is open here Saturday through Monday. We arrived on a Saturday and our first visitor, Ron, was quick to offer us some fresh cod. Rather than accept the cod we learned


FILA




ELDÉN
electric



about bottom fishing, something we had never done before, and accepted a cod jig to try ourselves. We were assured that if we went out the next morning we would easily catch our own, and that was the case. Our next visitor, Darrell, was disappointed to have missed the opportunity to give us a cod jig so he began quizzing us. After finding out we had tried neither moose nor salt-cod, he was off to his house to collect some for us to try. It seems that a lot of people like Darrel actively hunt and fish to fill their freezer and supplement their food purchases. Darrel proudly told us about processing his own moose and salting his own cod.

Other conversations on the wharf taught us about the local heroes, the Harveys, local cuisine specialties like pea soup with dumplings, which we tried later that day at the community center, and the upcoming Come Home festival.

Little of the southwest coast is accessible by road. Dotted with small towns accessible only by boat or helicopter, called outports, the population is small and dwindling. The Canadian government has been actively working with these communities to resettle people to other towns in the province where it is not so expensive for the government to provide services. Many of the outports are now abandoned, though some former residents retain use of their houses as summer cottages.

While small, Isle aux Morts feels bustling compared to Francois and McCallum, with populations of roughly 96 and 26. It is difficult to describe a setting as picturesque as Francois. Thousand-foot hills rise up steeply on all sides of the harbor, cloaked in lush forest and tundra. Colorful houses cling to the hillsides and a fleet of hard-used fishing boats are tied up to wharfs or drug up a large wooden ramp. There is a post office and a general store, but no restaurant, cafe, bar or other social meeting place save the church. Yet it is easy to understand how having your sense of home tied to a place like this could make the hardships acceptable and why the tiny outport endures. Still, it takes a certain type of person to live here. One gentleman I spoke with had just returned from his cabin; many people in the area have a second house tucked away on the shore of some cove or fjord-head accessible by small boat. It may speak to these peoples' temperament that they need a place to get away from bustling Francois with its crowd of ninety-some people!
While small, Francois seems to have an energy about it. There are even a couple of AirBnb's in town. Tiny McCallum, though, may be headed towards the ranks of the abandoned outports. We had a long conversation with Mary, the harbor supervisor. She said we were just the fourth cruising boat to visit that year. They still have a store and the ferry comes in most days, but she was melancholic about how much longer the town might be viable.

Half our nights we spent in outports, either inhabited or abandoned, where there is generally a wharf or dock available for tie-up. Sometimes there is a modest fee but we never paid more than twenty dollars a night. Other nights we spent searching for the perfect anchorage. What does the perfect anchorage on the southwest coast of Newfoundland look like? A cove jutting off from a fjord where you can anchor yards from the base of a waterfall with good holding. All of those components are readily available though getting them all in the same place is the challenge. Some anchorages like up White Bear Bay or Hare Bay offer easy anchoring in modest depth with good holding and swinging room but you are located a good half mile away from the nearest waterfall! Other spots like the northwest terminus of Little Bay will have a spot you are dying to stay overnight, a beautiful cove where you could have a bridal veil waterfall raining down a chip shot off your stern. But we just couldn't figure out a way to anchor there with which we felt comfortable for an overnight. Where we expected to anchor, in charted depths of 25', we found only water 60' or deeper. We tried dropping the anchor in 35' and backing into a tiny side-cove, intending to run stern lines off both quarters, but thick kelp kept the anchor from digging into the steep slope. You can find your ideal anchorage here, but you will have to work for it. If we were to tell you where, that would ruin the fun of the search.

The Labrador current brings cold arctic waters around the southeast corner of Newfoundland and offshore eddies erratically pull cold water all the way into the southwest coast. We saw water temperatures down into the forties. However, just a few miles up a fjord, water temperatures push above seventy. We didn't expect to go swimming in Newfoundland, but in many places it is quite pleasant. The waterfalls are surprisingly warm, probably because the water makes its way through numerous lakes and ponds before falling into the fjords. The country is very wild. Hiking through forested land is impractical as the forests are too dense. Our attempts to follow drainages upwards were often unsuccessful with no open ground along the water. Areas with more tundra make for some excellent hiking. High waterproof boots are helpful as a lot of the tundra seems like a thick mat of vegetation floating on a pool of soupy mud. Look out for caribou and fascinating carnivorous pitcher plants. If you are lucky and the cloudberries are ripe, sweet mouthfuls are a huge bonus for your efforts in getting ashore for a hike. We didn't pursue it but rivers and ponds inland from the coast are said to have excellent trout fishing.

Sailing the southwest coast of Newfoundland is accessible for average cruisers with a sense of adventure, but there are some things to keep in mind. Services are very limited. Fuel and water are available in limited locations and the local definition of potable water may not be what you







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want to put into your tanks. Temperatures can vary considerably and frequent fog and rain should be expected. As mentioned above, having and knowing how to use a radar is very important. Bring a second anchor and lines for shore ties. Wharfs, particularly in abandoned outports, may be in poor condition, so have either an abundance of fenders or, preferably, a good fender-board setup. Finally, recognize you can quickly get into very remote areas where you will not have cell service, VHF communications will likely not work when surrounded by high hills, and another boat may not happen by for a long time. When off the (not so) beaten track, you will be very much on your own. Weather can get nasty and you don't want to be caught unaware, especially when running offshore. We highly recommend some sort of satellite communications gear to receive weather information and for emergencies. We did see some degraded performance with our Iridium Go due to high fjord walls limiting the elevation angles at which satellites could be seen but were always able to get weather downloaded with a bit of delay.

So, after three weeks cruising Newfoundland's southwest coast what did my reluctant crew/ wife, Marjorie, think about it? She says "If we didn't plan to have the boat in the southeast Caribbean next summer I'd definitely want to go back to Newfoundland! I'm already thinking about 2024!"

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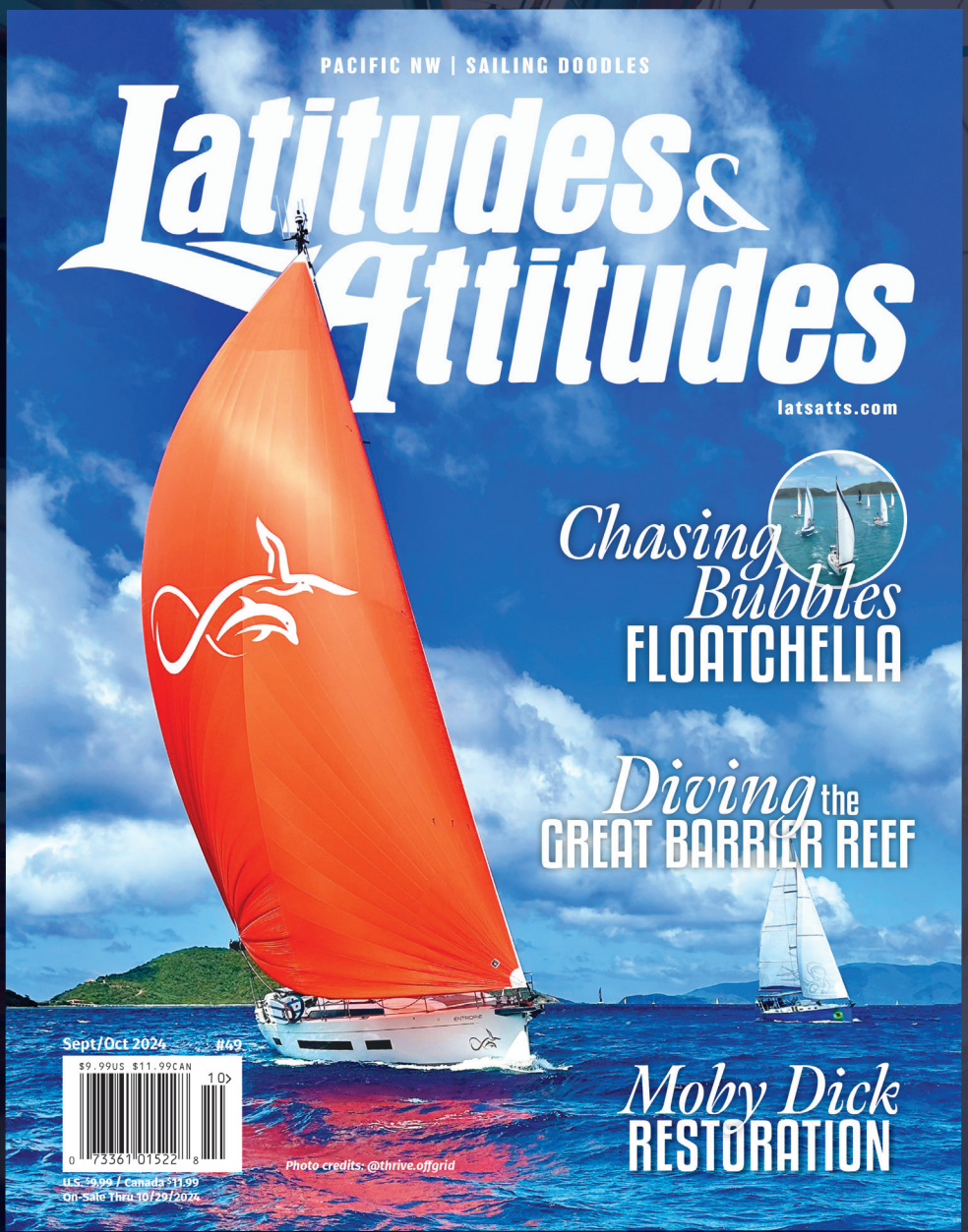
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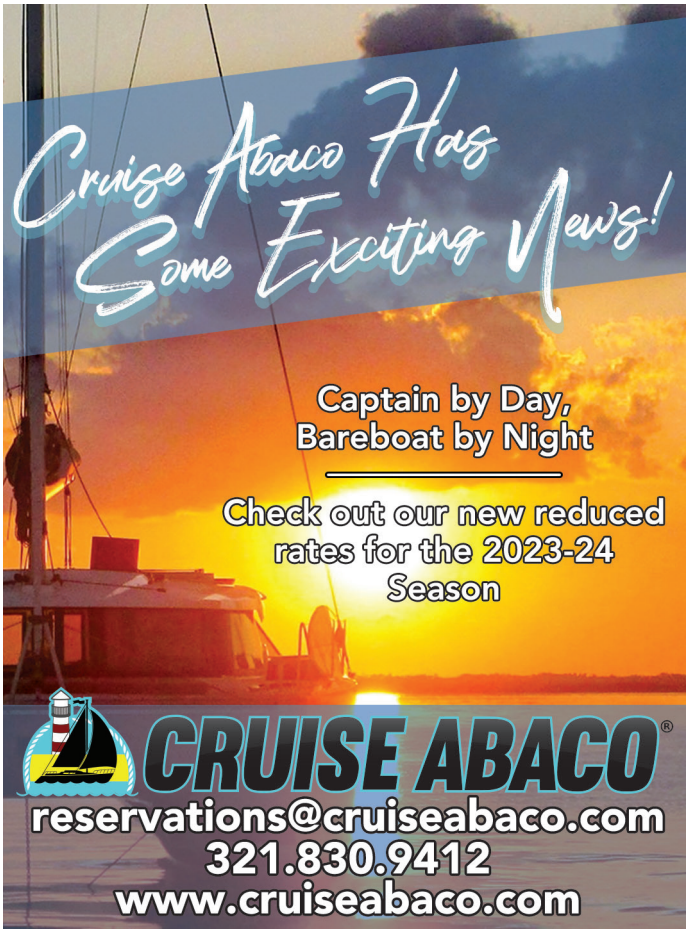


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WE WERE MAROONED:

ONE COUPLE'S EXPERIENCE AS CREW IN THAILAND

By Jennifer Abrusia





We spent the better part of a year designing and planning a "Sea-bbatical", which for us, was the odd combination of one month sailing the islands of Guadeloupe in The Lesser Antilles, followed up by flying to the other side of the earth for six weeks of exploring Thailand by all modes of transit, including sailing. We have been fortunate enough to sail the Caribbean waters several times, so the piece-de-resistance of this adventure was to be spending the last few weeks sailing the Andaman Sea of Thailand. We researched bareboat chartering but discovered, contrary to everything else in Thailand being very inexpensive, this was going to be a bit too pricey for our very strict budget. Having crewed on a few boats before with great success, we decided this was the next best option. Using Find a Crew, a reputable, global network portal for connecting boats and crew directly, we found "Captain Jeremy." For the next several months we communicated via WhatsApp about timing and potential routes. We explained that we were flexible to a degree and were very understanding when he changed the dates on us several times. We had the dream and there was not much that could knock those rose-colored glasses from our faces.

As the months passed and the details needed ironing out, we began noticing a few quirks in our captain. The first was that his text messages would come in carpet bombs. Dozens of texts would roll in one after another, often without any clear order or train of thought to follow. Then there was an inability to offer a clear start date or meet-up location, which we were still ok with as we had a backpackers plan for Thailand, which meant no plan, but we are solidly middle-aged, and this freeness can only go so far, especially when there are not many options to crew in this area (a detail we were acutely aware of). We carried on enjoying all that unfolded in this once in a lifetime adventure, fielding the random text barrage, and repeatedly nudging for a day and location, until there was only a matter of weeks left. With an obvious change in our tone, we insisted this be decided as we were in the far north, along the Myanmar-Thai border, and making our way to the potential meet up locations was going to require a bus or a plane and the time to book them appropriately. Finally, he submitted, for lack of a better term, and Phuket on the twelfth of February became the plan.





As we started to progress south through this magical country, we received a barrage of concerning texts from "Captain Jeremy" that I will summarize, "My last trip had to end early. My alternator went out and a crew member required medical attention. I am in Phuket and plan to get the boat fixed by our start day" (which was only 4 days away). We were empathetic, as we own a boat and understand that these things happen, but it was concerning given the human we seemed to be dealing with, which was unfortunately confirmed when we made it to Phuket and met for a drink 3 days later. It turns out, he spoke like he texted and sadly this intersection of ADD (attention deficit disorder) and what also appeared to be OCD (obsessive compulsive disorder) was becoming one we were finding hard to navigate, if you will. Two more days passed, the alternator in limbo, a job that never needed to be what he turned it into as he was complicating the process with his inability to stay on task, no clear path to sailing and us in a hotel overlooking dozens of sailboats floating in the turquoise waters of Chalong Bay. Then, against all odds, and on our decided last day of being understanding, 3 days after the original start day, we boarded as crew and attempted to settle in. Within several hours of being aboard and no closer to letting the lines go, all while our captain aimlessly went from unfinished task to the next, simultaneously speaking in incomplete thoughts, unable to leave until each thing he touched was completed to perfection, we started to doubt our choice to ignore the clear signs we were given. The thing is, this gentleman was kind, and we are reasonably patient, so we kept holding on to the idea that things would settle once we got underway. He had wonderful reviews and crew that had supposedly returned for their second trip with him, so this glitch in personality had to be driven by all the stress of the recent events, right? Well, as it turns out, the next 10 hours would become some of the most uncomfortable in our lives.

We finally let the lines off and began sailing west. It was to be a five-hour sail and once we cleared the mouth of the bay, I suggested we hoist the sails. His shocking response, the first of the last two nails in the





coffin of this adventure, was then delivered; “Well, the main sail is in bad shape and I’m not sure I want to fly her. She may rip with a good gust.” If looks could kill, I would be doing time. This aluminum hull boat was older, but it was in great shape (and clearly well organized) and this was not what we expected to hear at the beginning of a now eight-day SAILING trip. Upon seeing the reactions that we were just unable to stifle any longer, he must have felt some guilt and with his permission, we began raise the sails until “we” were not doing it “how I do it,” and he single handedly raised the sails as we sat wondering what having crew meant to him. Eternal optimists when it comes to travel, we still tried to settle in and enjoy the silence of sailing (while the main was still intact) and the uniqueness of the Andaman Sea. We were surrounded by vertical limestone islands jutting from the turquoise waters, while the long-tail boats full of tourists buzzed back to their home bases for the evening, whimsically shaped and painted fishing boats slowly crept about, and we were fighting to remain in the moment.

As we arrived at our first planned anchorage at Koh Yao Yai, an island situated half-way between Koh Phuket and Krabi, we attempted to help secure the mooring ball, but again we were told he has a certain way of doing this, so we busied ourselves prepping for a much-needed shore excursion to clear our heads in the remaining hour or so of daylight. This little gem of an island appears to be developing itself into another of the many on the tourist maps one mega resort at a time, but currently is the perfect mix of quiet and convenient, details we were not supposed to learn as this was to only be overnight pause for sleep so we could start heading south towards Koh Phi Phi and beyond. But as fate would have it, “Captain Jeremy” reached into the fridge, the older style chest running through a compressor in the engine that would create ice to keep the food cold, and discovered that it was not cold and there was no ice. With the $200 worth of food, he insisted we buy, thawing at an incredible rate in this flesh melting heat, he began to obsess. In fairness, this is worthy of obsession, but his inability to focus the obsession became hard to watch. Knowing we were not going to be able to help, because he has a “special way” he does it, we offered and with his incongruous answer, we said we would get out of his way so he could troubleshoot.

Kayaking to the white sand beach lined by lush jungle and jagged hill sides tumbling into the sea should have been more appreciated by two people who had literally flown to the opposite side of the earth to







experience such a moment, but the anxiety that we left at home with the jobs we paused was creeping in and we weren't sure how much more we could risk of our time with him and this boat. I want to be very clear that we both are incredibly empathetic when it comes to mental health and have family members who have struggled with a myriad of issues including our own confrontations with anxiety and depression, but this was a gentleman who was offering to share space on a sailboat in exchange for crewing, which means being an active member on the boat. When we were told our things should not be anywhere outside of our cabin and that I wasn't even allowed to even empty coffee grounds off the side of the boat into the ocean because he does it a certain way, we knew this need to be in complete control was probably not going to be ok on a 38-foot boat with one cabin for seven more days. It was, however, when we returned from shore that the final nail was delivered.

"I have tried a few things and it seems to be getting colder, but if it's not working in an hour or so we will have to leave in the morning to get her fixed so we can arrive at the right tide height to get into the harbor where the repairman is...that is if he can even do the work...but I want to be there so he can if he will...but I called him and he hasn't called back...maybe I can troubleshoot...I will call my wife to drive to him now...we can have it fixed tomorrow and then sail by evening." As we attempted to digest this information, after dark, moored next to an unknown island, at least to us, we knew it was time to cut our losses. This would not be a one-day fix because sadly he was incapable of making things happen. With enough internet, we sat on deck under the stars and we began to look for options on Koh Yao Yai as he kept talking and trying things until we were quite certain he had officially over Freon-ed the fridge and it was quite literally dead in the water. We found a room, the honeymoon suite as it was only a few dollars more than the non-honeymoon suite, at a small resort on the island. We saw enough traffic at the pier we were moored near and knew that we could at least hitchhike to the resort, if need be, so we booked and then prepared for the dreaded task of discussing this plan with the captain.

His reaction was not surprising, but it was a bit sad. In all this chaos, he truly wanted to share these waters with us, he just did not have the mental stability to do so, at least anymore. He went through a bit of a grief-like reaction, starting with being mad and essentially saying we could not get off the boat, to a moment of understanding when we explained that we flew around










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the world and had already lost 4 days due to repairs and that it was time for us to cut our losses. Then, when we tried to settle on the logistics of getting us to shore, he shifted back to angry. He wanted to leave at 5:30 am to head back and we found this timeline to be ridiculous, as this would not put him in line with the tide and even if it did, he had no confirmation the mechanic was even able to do the work. We were getting off the boat, so there is no rush for repairs any longer. We knew there was enough ice to make it a day and it was a 5-hour sail. Why couldn't he just leave at a reasonable time in the morning? "You can choose to get off of the boat, but you can't choose when." It was 11 o'clock in the evening and he was suggesting that he take us to shore with our bags then. At this point, I stepped out of the equation as it felt as if we were ganging up and I did not want to escalate this further and busied myself in our cabin packing. I listened as my boyfriend calmly hashed out a plan and then handed him money for the groceries, an effort to calm him and prove we were not trying to do him any injustice in this circumstance. He accepted the money and softened immediately, almost inappropriately fast. "You are being very fair to me. Let's have breakfast in the morning and then I will take you to shore." It was a mental whiplash, but it was late, and we did not want to risk any change in this plan, so we went to bed.

The morning went as expected, he did everything in a scattered way. We did eat a nice breakfast that took an hour to make because, well you know by now, and then he abruptly insisted we lower the dinghy and go. He was being pleasant, but it was such a strange energy to be trapped in and we were quite ready to get off this boat, a feeling we have never had. And, just like that, we were on land, him promising to touch base and come back for us later if the fridge got fixed. "Just keep in touch. Good luck." We politely answered and waved, with absolutely zero intentions of interacting with this man again. We walked, backpacks on, down the beach to the pier silently for a few minutes before we both acknowledged the feeling of having a weight lifted from us. A few minutes later, from within the easily arranged transport to our Honeymoon suite, still in a bit of a state of shock, we knew a stiff drink would be priority, a "Sun Upper" if you will, which we also came upon rather easily and settled into while we digested all that we had been through. As we melted into the pool, we realized we had just asked to be left on an island we have never heard of. It was a much-needed moment of levity and I jokingly looked for a volleyball to name Wilson. Clearly, the honeymoon suite is not the same experience Tom Hanks portrayed, but never-



the-less, we were marooned and did need to sort out getting off this island.

I floated in the pool, "Sun Upper" in hand, as my "never say die" Goonie of a boyfriend decided to take one more look at Find a Crew, where he stumbled upon a husband-and-wife team we had communicated with in the past but could not book with as they had not established their itinerary that far in advance. They happened to be about twenty nautical miles away and were willing to sail back, more than half-way to us if we could arrange a transfer to their boat. Our Honeymoon suite just so happened to be situated right next to a pier where long tail boats departed from and this being Thailand, where anything is possible, my boyfriend took off to where he had noticed a guy, who seemed to be "the guy" for such a moment, when we arrived. I know him and enough about the way this place works, that me leaving the comfort of my cocktail in the pool was unnecessary. I was on my "Honeymoon" after all. Twenty minutes later, he returned with a booking for 7am. We were to jump in a songthaew (pickup truck, open air taxi) to another pier a 30 minutes' drive away, to an awaiting long tail, which pulled right up to the smiling crew of SV Solar Blue that we would grow to love and sincerely appreciate over the next 6 days. The only part of this new plan that was disappointing was that we had prepaid two nights for this ocean front bungalow, and we were not able to get any of that money back, a small price to pay to end up crewing on a fantastic boat with an amazing bunch of humans from around the world. We saw every island we had on our list, learned a great deal from a very experienced captain, ate amazing home cooked Thai food aboard, snorkeled the endless coral forests surrounding magical undeveloped islands where we found Nemo and salvaged the trip of our dreams.

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NAUTICAL SAFARI TO TANZANIA

By William Kosar, JD, LLM



In October 2015, I purchased a Richard Woods Elf 26 catamaran in South Africa. But it wasn't until 2017, after a major refit in Gordon's Bay, South Africa that she was delivered to Watamu, on Kenya's Indian Ocean North Coast. That voyage took some three or four months of sailing over a period of almost nine months.

By late November 2017, CassandravillE (named in honor of my wife Cassandra—as if I had a choice!) had arrived in Watamu, our home for over a decade. But before algae and barnacles had time to settle on CassandravillE in her mooring at Ocean Sports Resort we were already planning to take her on a return trip back down the coast for the Dar Tanga Yacht Race in what was to become an annual ritual.

You see, CassandravillE is registered in Canada and flies the Canadian flag. As such, she is only allowed a temporary, one-year entry into Kenya under what is called a Transire (a carnet in international trade terms). Accordingly, once a year we join other yacht owners and sail our boats out of Kenya down to Tanga, Tanzania, our nearest foreign port. Then, after several days, we make the return trip back to our home in Kenya. All in all, a very pleasant though not unadventurous voyage.

To make the most of our nautical pilgrimage, we time our entry and exit to coincide with the Dar Tanga Yacht Race – the oldest, largest, and longest yacht race in East Africa. The race, which takes place each year in early December, runs over five days from Dar es Salaam to Tanga and back, keeping Zanzibar to port in both directions. In 2018 and 2019, we joined a number of other foreign-registered yachts here in Kenya and sailed down and back together, both for companionship and safety.

In 2020 when Covid struck, the race was canceled and with it, the interest other Kenyan yachts had in the race. Nevertheless, we still needed to take CassandravillE out of Kenya and down to Tanga and did so in 2020 and 2021 and again in November of 2022, when this article takes place.

Normally there are five or six foreign registered yachts leaving the Kilifi Boatyard in Kenya in late November to begin the cruise south to Tanga. This year there were only four, including CassandravillE.

For a passionate but part-time sailor like myself, planning for the next trip south and back begins as soon as the last trip ends. I'm always looking for crew to join us, and there's always plenty of interest until the proverbial rubber meets the road. This year, as in 2021, there was only me and my hired deckhand Emmanuel (aka "Manu"), a local Giriama fisherman who joined me about 18 months ago.

Leaving a country by sea is not like flying out of or even driving across a land border. First, you have to get the aforementioned Transire issued by Kenya Revenue Authority (aka customs), which is done in Kilifi; then you need to drive an hour north to Malindi to show the Transire and crew passports to Kenyan immigration. On the way back, boat owners must swing by Malindi Airport (MYD) and get stamped out by Port Health.

Phew! At this point, you've still not physically left Kenya. In a sense, you become an illegal alien because you've been registered as having left the country when in fact, it will be five or six days later when you physically enter Tanzania. So, it's best to be careful not to get into any trouble or be stopped at a police checkpoint and be asked to show our passports.

In our case, we had legally checked out on Friday but didn't plan on leaving Kilifi Boatyard for Tanzania until Sunday.

SATURDAY, NOVEMBER 19, 2022 - LEAVING WATAMU BOUND FOR KILIFI

When it came down to actually leaving our mooring in Watamu and sailing south to Kilifi, we carried with us three "stowaways," including Douglas, a fellow Canadian visiting from Nairobi, Victor, a local lawyer, and Naomi, our resident bikini model and certified psychologist.

Douglas and I left the house at 0730 in the rain, collected Naomi along the way, and were joined by Victor while we had our coffee waiting for the rain to let up. It didn't. So, like good sailors, we headed down to the beach, piled into the Watamu Sea Fishing Club's dinghy, and motored through the drizzling rain to our mooring. Settling in, we realized with dismay that with constant rain but no wind, we were going to have to motor our way to the Kilifi Boatyard, about 19 nautical miles south.

About five miles out from Kilifi we encountered a lone dolphin. For about 10 minutes the dolphin guided us southwards, swimming playfully around and between the boat's twin hulls and underneath its trampoline.

SUNDAY, NOVEMBER 20—KILIFI BOATYARD TO LA MARINA MTWAPA

I had returned by car to Watamu to spend the night at home with my wife. I'd been working in the South Pacific for six weeks and had arrived home just a few days before we began our sailing trip south. Much as I love sailing, time at home, however short, is worth every minute. Back at the Kilifi Boatyard, Victor along with Douglas rejoined us as "stowaways" for the next leg of our journey.

Sailing from Kilifi to Mtwapa, we encountered plenty of excited tuna, breaking the water and causing a stir. After changing course to interdict the fish, we managed to catch an 11kg yellowfin tuna that we later sold in Mtwapa for 3300 KES (about $27 USD). An exhilarated Victor landed the fish.

Mtwapa Creek (which is the northern boundary of Mombasa) is somewhat tricky to enter, owing to the many reefs and countless fishing nets, one of which managed to find our starboard rudder. After disentangling the fishing line, Douglas acted as copilot and helped me enter the Mtwapa waypoints from the Navionics app into the GPS. Finally, in what seemed like time was suspended, we tied up to the jetty at the wonderful Marina Seaside Restaurant (aka "La Marina") shortly after 1700.

We had planned a get-together with our Instagram followers and fellow Rotarians and were soon joined by Rtn. Beth and Rtn. Mary from Rotary Club of Mombasa Downtown, and Robert and Oscar from Rotary eClub Safari Kenya. Crew member Douglas headed off to Mombasa airport for a flight back to Nairobi.

Fatigued and ready for sleep on board, the crew and I hit the sack at 2100, and prepared for an early, pre-dawn departure to get ahead of the rest of the much larger and faster boats also sailing south to Tanga.

MONDAY, NOVEMBER 21—MTWAPA TO SANDS AT CHALE ISLAND

Early Monday morning, as had become our habit throughout our nautical safari, we were awake at 0500 and underway within the hour. The rest of the fleet, including Prout 45 catamaran Samaki, and monohulls Drifter, and Te Waka Aroha, followed after 0630, but owing to their longer waterline length and sail areas, they were soon well ahead of us.

We soon had a strong wind at our backs and with our black spinnaker hoisted high were flying along past Diani Beach, Kenya, at 9.5 knots. We led the charge and were catching up to Samaki who decided too late to unfurl their nylon drifter for we were already well on our way.

We may have been the first yacht to leave Mtwapa, but we were the last to arrive at Chale almost 9 hours later and anchored close to the Sands at Chale Island Resort in about 3.5 meters of water. What followed was an uneventful evening with me by cooking spaghetti Bolognese on the "jiko" .

CHALE ISLAND TO MANZA BAY, TANZANIA—TUESDAY, NOVEMBER 22

If there hadn't been much of sunset the night before, a glorious morning sunrise made up for it as we awoke again at the ungodly hour of 0500. Out once more by 0545, we took some comfort in seeing dozens of fishermen returning home from their overnight labor.

As in the past, we gave a wide berth to the coastal villages of Wasini and Shimoni as the Kenyan Coast Guard has been known to be overly enthusiastic in boarding foreign registered vessels. While sailing waaaay out, we passed the reef (Mwamba Kitugamue) that we got lost in last year when we were having propeller problems.

This time, smarter and wiser, we navigated using our new GPS. Having cleared the reef, up went our black spinnaker, and we made off for Manza at considerable speed, at one



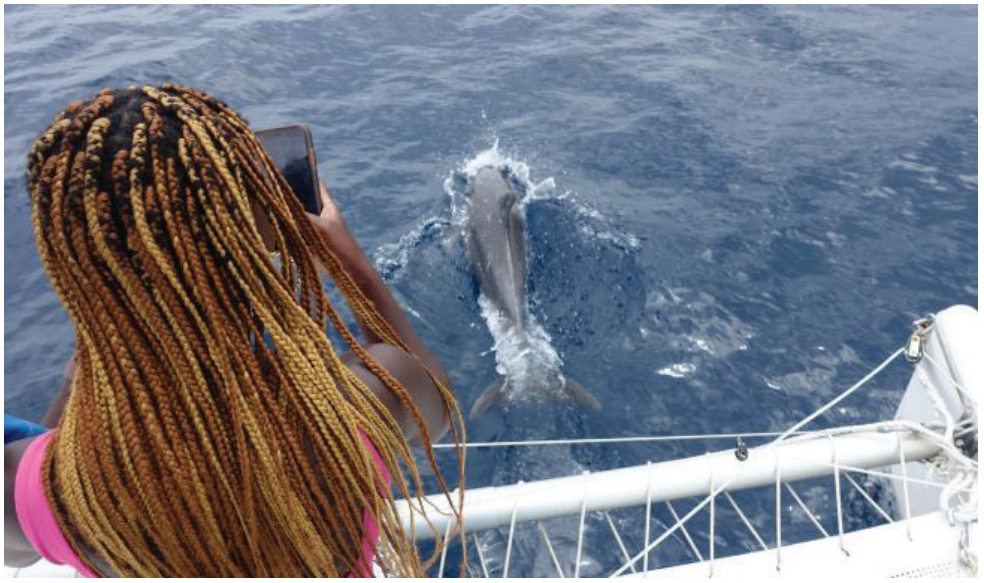

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point reaching as much as 10 knots! Sharing our post on Instagram moved one of our followers to comment: "When your house is also your race car." We kept up the smooth sailing until we reached Manza, a beautiful bay about seven or eight nautical miles to the north of Tanga, where we would anchor for the night before officially entering Tanzania the next morning.

Usually, we were the last to enter Tanga, often arriving at 1700 or later. This time, we were the first to arrive and anchored near the entrance to see what the other yachts were doing as we had not figured out data roaming and our VHF wasn't working properly. Samaki and Drifter soon entered and anchored nearby at the north shore of the bay. Not wanting to be alone after the voyage, we upped anchor and motored over to where they were anchored.

NOVEMBER 23—TANGA, TANZANIA

As usual, we were the first yacht to leave Manza Bay sailing through the rain and arriving in Tanga at about 0900.

Since CassandravillE is a small catamaran, we anchored close to the shore and were accordingly the first of the fleet to be inspected by Tanzanian Port Health. There was no rapid Covid test this time around, and they didn't seem too concerned about Manu not having a Covid vaccination certificate from Kenya although I showed them mine.

I paid $20 USD for free pratique, which is essentially the license given to a ship to enter a port on the assurance that she is free from contagious diseases. We were then permitted to lower the yellow Q (quarantine) flag and raise the Tanzanian courtesy flag on the starboard flag shroud.

Immigration also came aboard before we were finally able to go ashore and meet the other sailors at the yacht club. Rene and Gina of Drifter then had the honors of running to the bank in town to pay the immigration fee of $50 USD for us non-citizens of East Africa and then running over to immigration to get our passports stamped.

Because I was feeling a bit under the weather, Peter of Te Waka Aroha legalized our presence in Tanzania by going over to the Tanzania Revenue Authority offices at the port and getting our Transire stamped.

As I always do when in Tanga, I stayed at the CBA Hotel across the road from the delightful Tanga Yacht Club. At only $25 a night, including breakfast, I stay there so I can have a proper shower and proper toilet and a bed that doesn't move, not to mention WiFi.

After a brief rest, I headed into town to look for fuel. We then went to my favorite supermarket – one of only two in Tanga – and bought some fantastic Tanzanian coffee beans for home. (Great as Tanzanian coffee is, my Kenyan wife is steadfast in her preference for Kenyan coffee, although the best is mostly exported.)

We had all planned to meet at the yacht club at 1800 and then go out for dinner. Peter had asked if Manu could borrow the club's dinghy and row out to collect them all as they all had dinghy issues. Unfortunately, Manu wasn't as skilled in rowing as he was in sailing, and the mzees had to demonstrate while he sat back and enjoyed the ride.

The fleet went for a pizza dinner at the Panari Hotel. I ordered the Portuguese steak and egg, which took me back to my days working on a trade project in Southern Africa. I always ordered Portuguese steak and eggs at Gaborone Yacht Club in Botswana.

THURSDAY, NOVEMBER 25—TANGA TO KWALE AND THEN MANZA BAY

Sailing out of Tanga at about 1100 with Manu and "stowaway" Victor back onboard (he had chosen to take the bus down to Tanga), we hailed Tanga Port Control on Channel 12 to report our departure along with our three companion boats and crew. While we headed north and sailed within sight of the lighthouse at Kwale, Samaki sailed to the sandbar where we first met Peter, the owner of Samaki, back in 2014 while competing in my first Dar Tanga Yacht Race.

We sailed across Kwale Bay and anchored in about 10 feet of water off of Usubi Village. We had long suspected that there was a passageway through the west end of the two bays. We successfully put that theory to the test. Soon after anchoring, it became apparent that our presence was causing some drama among the village elders; upset that we were anchoring in their waters. Manu and Victor went ashore and into a dark mud hut where they were questioned about who we were, why we were anchoring offshore, and whether in fact, we were in Tanzania legally. After some explanations and Victor (a Magistrate in Kenya) producing his passport, we were allowed to cast off. The villagers then assisted Victor in getting a bus back to Tanga.

We then motor-sailed along the western shore seeing an abandoned tourist lodge and several other fishing villages, and all the while heading for a sunken German battleship that we had noticed on Navionics. We made for the location indicated on Navionics and floated right







on top of it in 30 feet of water. But despite a clear view, we failed to see anything resembling a shipwreck. It is supposed to be a German vessel called the Kronborg (actually the captured British vessel Rubens), on a mission to resupply the besieged SMS Königsberg, was sunk by the British ship HMS Hyacinth in the shallow waters of Manza Bay.

Our explorations over, we then sailed to join the other two sailing yachts. Samaki sailed in later and we were invited on board for a braai of beef tenderloin, minute steaks, and Boerewors along with baby potatoes, and bean and potato salads. Certainly, not a typical meal for sailors (well at least us aboard CassandravillE!), but a most welcome one as we headed into our last three days journey back to Watamu.

FRIDAY, NOVEMBER 25 — MWANZA TO PEMBA

As usual, we were up at 0500, underway by 0530, and rewarded with a magnificent sunrise as we headed due east to Njao Gap on Pemba Island, part of Tanzania's Zanzibar Archipelago.

Sailing towards Pemba, I thought I was seeing a mirage when on the distant horizon I sighted a magnificent city in the distance. I honestly thought it was the mythical New Jerusalem. Was it an optical illusion? Perhaps a Fata Morgana, which is a type of mirage that can make far-off ships and images look like they are floating well above the water. Could we be seeing Kuala Lumpur, I wondered?

We never did discover exactly what we were seeing. But, to my disappointment, soon afterwards we discovered instead that we had no fresh water left on board. It was all gone. Manu said he was too busy to fill the water tank in Tanga. From the smell of things, he was evidently also too busy to take a shore-based shower. It turns out that he had been taking 20-minute showers on board. By contrast, I'm so used to conserving water at home and onboard that a five-minute shower is too long for me. Clearly, there would be no showers until Kilifi. Manu was left to swim and then rinse with the one remaining mtungi of freshwater.

At about 0730 we were greeted by 15 or more Indo-Pacific bottlenose dolphins, which I promptly reported on WhatsApp to the Kenya Marine Mammal network.

Halfway to Njao, I decided to cool off by going for a swim in what must have been 1500 meters of water. Later, just before sailing into Njao proper, we caught a glimpse of what lay below; a barren, gray-colored reef that was clearly dead, no doubt from years of dynamite fishing by Tanzanian fishermen. It was a stark reminder of the impact man has on our marine environment.

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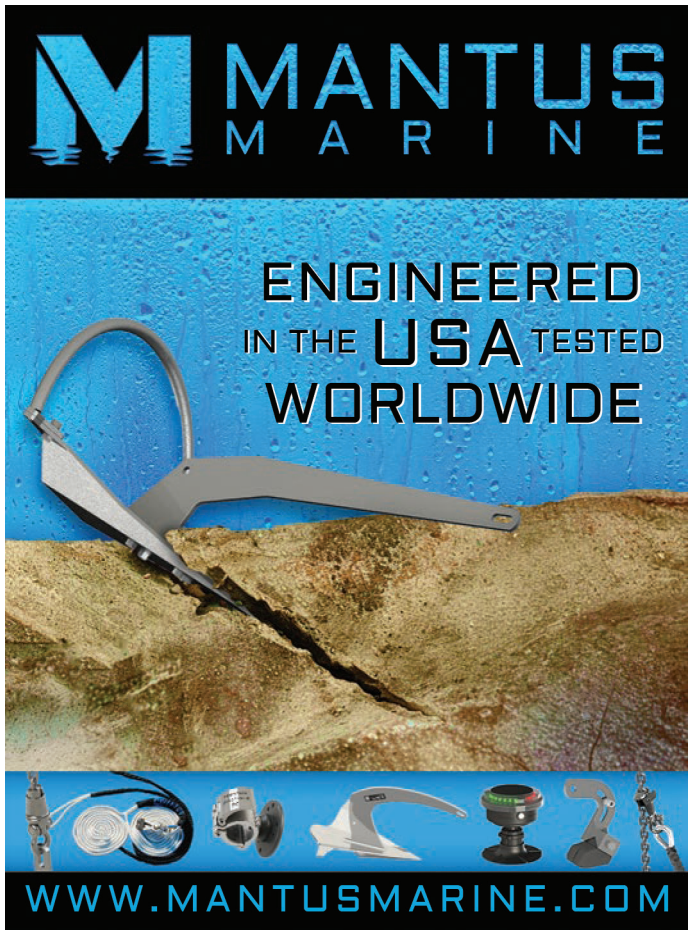
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We entered Njao from the north as there are visible sandbars on either side. We motored slowly into this lovely bay a little further and closer than our friends on Te Waka Aroha and Drifter, finally anchored by Ganda Island in about eight feet of water. Supper was a chunky beef soup Douglas had brought from Toronto poured on top of boiled macaroni.

Bedtime, as usual, was early as we had to weigh anchor again the next morning at 0530 to begin our 60-plus nautical mile voyage to the Old Port of Mombasa.

SATURDAY, NOVEMBER 26—PEMBA TO MTWAPA

The next morning, blurry-eyed and trying to revive with a hot cup of Kenyan coffee, we sailed past the north end and saw the Pemba lighthouse, aka Ras Kigomasha Lighthouse. It was to be our last view of this magical island. As we sailed away, we saw just how wide and how many islands Pemba had on the Indian Ocean side.

About halfway to the Kenya coast, we read about Drifter's engine problems on the WhatsApp group and were told they decided to carry on. CassandravillE and Te Waka Aroha decided to head to Mtwapa Creek for the night. I was somewhat disappointed but relieved by the decision. Disappointed, in that I had long wanted to explore Tudor Creek in Mombasa and sail past the ancient Portuguese Fort Jesus, but had been told of horror stories of the Kenya Port Authority seemingly unaware that there is a difference between a small sailing yacht and a supertanker and demanding $600 for the privilege to anchor there for the night. Relieved, in that we knew and were comfortable in Mtwapa Creek.

We arrived in Mtwapa at about 1700. There was no room at the La Marina jetty as the tour boats were coming and going for the next several hours so they directed us to a mooring just meters away in the middle of Mtwapa Creek.

NOVEMBER 27—MTWAPA TO KILIFI TO WATAMU

We were up before 530 as usual and left just after sunrise. Drifter arrived home in Kilifi under sail alone at about 2000 the previous night and Samaki had their own plans. It was only us and Te Waka Aroha that spent the night in Mtwapa Creek.

On the way north to Kilifi, we caught another yellowfin tuna, this one also over 10 kg. There were so many swimming about that our catch practically jumped into the boat.




A14
Manza Bay
Manza Bay
Reef
Gando, Pemba
Tanga YC
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During our voyage down and up the coast, we often saw birds circling overhead from miles away. This was a sure sign that tuna were gathering near the surface. The feeding frenzy of the tuna made the water look like it was boiling as they broke the surface in pursuit of bait fish. During our nine-day voyage, we landed two tuna and had two more pull off our lines and get away. Our gaff broke on this last tuna but Manu was able to manhandle it into the boat using the starboard spinnaker sheet to lasso it around the tail.

We continued towards Kilifi and arrived at about 1130. Port Health promptly arrived, but without the drama of last year when the health inspector was insisting that we must have a holding tank (there are NO pump out facilities in Kenya and in fact none at all on the East Coast of Africa).

I went ashore as Peter advised that he had arranged for KRA officer Reuben to come in to sign our Transires. Again, no drama and I left immediately after grabbing a couple of samosas. We left the tuna for the other 3 yachts' crew, to enjoy taking only a two kg filet for ourselves.

Because of the surf, it was hellish getting out of the mlango but was all right once we were out in the open ocean. We fished for a while but without a gaff, we gave up. About six nautical miles and 210 degrees south of Watamu, we were guided back to port by three more bottlenose dolphins swimming between our hulls.

We flew the spinnaker until about one nautical mile from the mlango into Watamu. And a good thing too: The mlango was sheer terror! We surfed in on a 15-foot wave. Manu grabbed the helm and went full throttle through the anchorage until almost at our mooring.

It would have been a shame to have traveled so far only to die or capsize the yacht on the doorstep of our homes in Watamu.

Cassandra was waiting for me at Ocean Sports Resort and after consuming a well-deserved pizza, we headed home tired but still basking in the afterglow of another sailing adventure.

REPOWERING IN PARADISE:
THE ADVENTURE WE DIDN'T PLAN FOR

By Sailing Red Seas





French Polynesia is known for its traditional dancing, humpback whales, and world-class surfing. Major boat refits? Not so much. But that's exactly where we found ourselves earlier this year. There we were, live-streaming to our YouTube followers on Sailing Red Seas, with our Leopard 47 catamaran SV Indioko tied up at the marina works dock, completely engine-less, praying that Cyclone Nat wouldn't smash her hulls into the concrete. To understand how we ended up in this delightful mess, let me take you back eight months to when Brioni and I were sailing alone across the Pacific Ocean from Panama. Everything was going swimmingly... until it wasn't.





DISASTER STRIKES

After clearing the dreaded doldrums of the Intertropical Convergence Zone (ITCZ), we were about 24 hours away from picking up the trade winds that would carry us through the rest of our 4,000 nautical mile journey across the South Pacific. That's when our port engine decided it was done playing nice. And it didn't just throw in the towel quietly. Oh no, this was an all-out spectacular meltdown. Instead of simply overheating (and in spite of our schedule to alternate our engines every 6 hours) it spewed all its coolant and oil out of the exhaust, transforming from a reliable diesel workhorse into a molten hunk of iron. Okay, maybe I'm exaggerating but trust me, we weren't getting that engine back. To make matters worse, our starboard engine, apparently unimpressed with its new workload, started acting up too. So there we were, limping across the Pacific Ocean with one semi-working engine and plenty of time to contemplate our next move.

STUCK IN PARADISE: WHAT NOW?

When we finally limped into Tahiti, we had four potential scenarios for how to deal with this engine crisis, none of them particularly appealing. Option one: rebuild the engines from scratch. While we're no strangers to DIY boat work, this was way beyond our usual projects. The Yanmar 4JH4E's big end bearings had literally melted onto the shaft, meaning there could be hidden damage throughout. Rebuilding would be like peeling back layers of mechanical misery, potentially leaving us stranded in Tahiti indefinitely.

Option two: buy secondhand engines. But French Polynesia isn't exactly brimming with spare diesel engines. The chances of finding a matched pair were slim to none, and even if we did, who knew what kind of questionable history they might have? Would we be buying engines that had been through their own meltdowns?

Option three, suggested in a moment of desperation: sail on to the next country where we could take on the work with better resources. Unfortunately this would mean facing up to another arduous passage, this time to Australia - 4,000nm away. But setting off across the open ocean without working engines didn't feel like the brightest idea, and skipping the entire South Pacific? Devastating. Which left us with the nuclear option: somehow raising the funds to buy two brand new engines.

FUNDRAISING REALITY CHECK

Now, as full-time YouTubers, we're not exactly rolling in cash. The idea of spending over $60,000 on new engines, plus shipping and installation in the middle of the Pacific, seemed downright laughable. But when you've exhausted all your options, you do what you have to do. So, we bit the bullet and set about doing every odd job we could find to raise the funds. Our patrons and YouTube viewers came through in ways we never expected, donating







generously to help keep our sailing dream alive. As proud Scots, we're not great at asking for help, but we shared our story on Sailing Red Seas and were blown away by the support. Thanks to our incredible community, we found ourselves in talks with Nanni to order two brand new Nanni N4.50 diesel engines.

WHY NANNI?

Why Nanni, you ask? Good question. Nanni has been building marine engines for over 70 years, specializing in adapting motors for the marine market. What drew us to the N4.50 was its simplicity - no fancy computer controls, no complicated electronics - just a good, old-fashioned, mechanical engine that we could maintain ourselves. When you're cruising off grid, the last thing you want is to rely on systems that require a technician in a white coat and a degree in rocket science. Nanni's straightforward design was exactly what we needed: reliable, easy to repair, and powerful enough to fit into Indioko's compact engine bays.

THE DIY ENGINE SWAP

With the engines ordered, we sailed into the marina in Tahiti. On a tight budget and with haul-out fees upwards of $5,000, we chose the cheapest option - the temporary works dock. We would perform the double heart transplant ourselves, while floating, with no external support. A brave move for two naive sailors with minimal mechanical experience but one that we hoped would ultimately pay off.

After tying up at the works dock (right opposite the very busy fuel dock), we set about removing our old engines and generator, making us a hit with the marina managers who like to maintain a superyacht-grade marina at all times. Being frugal, we didn't even hire a forklift to help with the heavy lifting. Instead, we rigged our boom as a makeshift crane, with a chain hoist sourced from a tree surgeon on Facebook Marketplace.

ENGINE REMOVAL GYMNASTICS

Here's where things got tricky. Unlike many monohulls, Indioko's engines are located under the aft bunks, nearly 7 feet forward of the engine bay access hatches. While some sailors simply cut away fiberglass for direct access, we didn't have that luxury (or the budget). So we got creative, rigging a trapeze system with two chain hoists: one to lift the engine and one to swing it aft toward the hatch. This trapeze manoeuvre was slow, nerve-wracking, and honestly, pretty impressive once we got the hang of it. With only a quarter-inch clearance on either side of the engine hatch, we had to be precise. But after a few

days of trial and error (and a small audience of bemused onlookers), we managed to get the engines through the hatch and onto the dock.

ENTER CYCLONE NAT

With the new Nanni N4.50 engines waiting to be installed, we faced another complication: cyclone season. Performing a double engine replacement during a tropical storm? Not ideal. As Cyclone Nat barrelled towards us, we scrambled to get the engines into the engine bays before the storm hit. For three days, we put the project on hold as the storm buffeted us against the dock, threatening to tear our lines or send us adrift, with no means of propulsion. But we made it through relatively unscathed, aside from one small oversight: I had forgotten to remove the bung from our dinghy, turning it into a floating swimming pool full of rainwater. Oops.



FIBERGLASS TO THE RESCUE

With the weather improving, we returned to the task at hand. Despite our meticulous measurements, we discovered that the new Nanni engines sat 4 inches lower than the Yanmars. This called for some serious fiberglass work and for those of you who have been following our adventures on Sailing Red Seas, you will know that Brioni has had ample opportunity to perfect her abilities in this department. Over the next two days, we fabricated engine bed risers from marine ply, epoxy, and roving fiberglass matting. Our makeshift workshop? The shipping crates the engines arrived in. Much to the marina managers' dismay, we worked late into the night, reinforcing the risers to ensure they were strong enough to support the engines.



THE ART OF ENGINE ALIGNMENT

Our final challenge remains a mystery to us both - engine alignment. For the uninitiated, this involves lining up the engine's transmission shaft with the propeller shaft, with a tolerance of just 0.016mm. Easy, right? Vertical adjustments were straightforward, but moving the engine laterally required the brute strength of a Six Nations rugby player combined with the precision of a brain surgeon. After several hours (and some colorful language), we finally achieved perfect alignment, in no small part due to our decision to install flex couplers as part of the transmission chain on both engines. These not only reduce the risk of damage to the gearbox should you snag a heavy line around the propeller shaft but also offer the happy byproduct of a much larger flat surface to measure from.







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FIRING UP THE NANNIS

At last, the moment of truth arrived. With everything installed, we stood nervously in the cockpit and pushed the start button. To our delight, both engines roared to life on the first try. Well, "roared" might be an exaggeration - they were surprisingly quiet compared to our old Yanmars. In fact, we had to double-check that both were actually running!

BACK TO ADVENTURE

All that remained was to slip our lines and return to the comfort of the anchorage - a moment we had been dreaming about for weeks. Aside from one small hiccup (I accidentally installed the throttle cables in reverse, requiring some mental acrobatics to navigate away



from the dock), we were back on the road to adventure. Since the installation, our Nanni engines have powered SV Indioko over 1,000 nautical miles, taking us through the remote atolls of the Tuamotus and beyond. These engines have completely transformed our cruising life - they're reliable, fuel-efficient, and, most importantly, easy to maintain in remote locations. With this re-powering project behind us, we're excited to see where our wild adventures take us next.

If you want to follow along with their journey, including the full process of this engine installation, be sure to check out *Sailing Red Seas* on YouTube **@realredseas**.

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WINDELO 54

Bigger sister of the Windelo 50, the Windelo 54, made its North American debut at the Annapolis Sail Show and is a true blue water cruising catamaran. The Windelo 54 catamarans are environmentally friendly, seaworthy, and designed for long-distance cruising.

One of the significant differences with the Windelo 50 is the length of the floats, which are nearly 120 cm longer than those of the Windelo 50; 60 cm of this extra space is around the nacelle, making life on board much more pleasant and comfortable. Lengthened hulls also contribute to greater performance and speed under sail while improving cruising comfort, particularly in rough seas. In addition, longer hulls also add extra room in the living spaces, accommodations, and larger storage spaces.

In addition to the solar power, the large battery pack can easily be recharged under sail with the hydro generation, which means the Windelo 54 has an excellent cruising range.

www.windelo-catamaran.com/en/windelo-models/windelo-54-yachting



GRAND SOLEIL 52

Unveiled at the recent 2024 CannesYachting Festival, the Grand Soleil 52 Performance represents the modern evolution of its predecessor first revealed in 1987. Designed as a fast and sporty cruising boat, the Grand Soleil 52 Performance combines innovative features with elegant lines.



The Grand Soleil 52 Performance has been studied down to the smallest detail to make the most of its space and offer living areas large for a yacht this size, without affecting the weight. The large dinette features the chart area in the bow, big storage compartments and an ergonomic and fully equipped C-shaped kitchen (with 3 fridge-freezers offering 172 litres of storage space), to ensure a pleasant stay on board even for long periods. There are three cabins: the owner's cabin is in the bow, with its own bathroom, while the VIP cabin in the stern (with double bed or two singles) can have direct access to the bathroom (with shower cubicle), as does the guest cabin on the left, which features a double bed.

For more information visit:
www.grandsoleil.net/model/gs-52/



VISION 444

Elegance that's more than skin deep...

The state-of-the-art technologies that go into each Vision 444 goes a lot deeper than their stately, head-turning, modern styling. Extensive research and testing combined with the latest composite engineering makes the Vision 444 catamarans as safe, modern, mobile, technologically advanced and as cutting edge as you can get.

The result is a blue water sailing catamaran that's incredibly strong, sails efficiently, is spacious and forgiving – with the kind of all-round abilities, appeal, level of finish and attention to detail that you would never expect from a catamaran in this size and class.

Visit **www.visionyachts.com**

EAGLE 46
FROM LEONARDO YACHTS



At the recent 2024 Cannes Yachting Festival, Leonardo Yachts announced the launch of their latest model, the Eagle 46. Designed with single handed sailing as one of the key features and a large cockpit to enjoy sailing in style, the Eagle 46 offers enough space below deck to spend a longer stay on board.

The cabin holds a well equipped galley with a refrigerator, sink and electric cooking hobs, a separate bathroom with shower and toilet. A pilot berth, 2 side benches of 2 meter length each and a double bed in the bow makes the Eagle 46 perfect for long sunny days in secluded bays and a long weekend away where you will have plenty of space to bring along friends or family for a memorable sailing adventure.

For additional information visit:
www.leonardoyachts.com/boat/eagle-46/



GARCIA EXPLORATION 52 — *SAILING AROUND THE WORLD IN COMFORT*

A big fifty-footer, brought to you by Swiftsure Yachts, is exactly what you need to comfortably share your faraway journeys, whether high-latitude or tropical. While the first model in the range is ideal for a couple going around the world, the 52 can welcome family and friends for the time necessary to share the most beautiful places on our planet.

The core of the Garcia Exploration concept remains unchanged. Only a little more than a meter of draft when it is necessary, it is indeed a centerboard. The gray of the hull doesn't hide the solidity of aluminum, even if the shapes carved by exceptional metalworkers could have been reminiscent of the precision of a molded hull. Rudders and helm stations could only ever be in pairs when it comes to controlling a modern, powerful hull with your fingertips, a lifestyle in a space as vast as all the oceans of the world.

Learn more: **www.garciayachts.com/en/yachts/sailboats/exploration-52/**



ALLURES 51.9

A new model showcased by Swiftsure Yachts, and which made its North American debut in Annapolis, with an assertive seamanlike character, the Allures 51.9 monohull is the most accomplished unit in the range, retaining the fundamentals of safety, comfort, self-sufficiency, performance, and versatility. Following in the footsteps of her predecessors, the Allures 51 and 52, she is setting new standards for blue water cruising yachts from 50 to 55 feet. Based on innovative design choices by the French sailboat manufacturer, the Allures 51.9 is the quintessence of the Allures spirit: a formed aluminum hull, centerboard, twin rudders – making this model an ocean-going yacht destined to sail far and wide, whatever the sea and wind conditions on your journey. The ideal blue water sailboat for families – whether 3, 4 or 5 people – and couples alike.

Visit **www.allures.com/en/sailboat/allures-51-9/ for more information!**



DUFOUR 44

Whether for experienced sailors or adventure-seeking lovers of the sea, the Dufour 44 sailing yacht, which made its North American debut in Annapolis, is designed to deliver an unforgettable experience.

Created with the steadfast collaboration of Felci Yachts Design and the Dufour teams, the hull's sleek design and maneuverability at the helm will allow you to tame the seas while enjoying precise and responsive handling. The pleasure felt at the helm will charm new owners and cruising sailors alike.

The agility of the new Dufour 44 sailboat in no way leads to a sacrifice in comfort. Her spacious, luxuriously appointed interior, offers everything you need for enjoying some unforgettable relaxing times at sea. From the elegant cabins to the bright, open-plan living spaces, every detail has been designed to provide you with exceptional comfort.

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Learn more here: **www.dufour-yachts.com/en/luxury-yachts/dufour-44/**





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CRUISING the SANDS of BURNING MAN

By Jimmy Leslie, Soundtrack Sensei



In the blink of an eye comes a change in the weather.

I'm dusting off from another epic adventure at Burning Man, signaling the end of summer with shorter days and longer nights. Correlations between cruising the desert and the sea may not be readily apparent, but there's far more in common than one might imagine in this instance. Burning Man takes place in the Black Rock Desert of Nevada, but the site is actually a prehistoric lake bed—the former site of Lake Lahontan—and that spirit is honored all over "the playa," i.e., the beach. Folks drive around in art cars decked out as ships and sea creatures, and many larger art installations are maritime in nature as well. You must pack your vessel like an excursion to the other end of the earth. Bring only the essentials but remember everything, as nothing is available for sale, except ice. No matter where I roam, a guitar is essential.



Photo Credit Joel Nelson

BURNING GUITARS

Guitar considerations are similar those for all types of cruising. Something relatively small and super sturdy is the ticket. I brought the same guitar I'm planning for this November's Share the Sail. It's a carbon-fiber KLOS Grand Cutaway Mini with an L.R. Baggs Anthem pickup onboard. Boaters are aware of carbon fiber's durability and resistance to severe weather, but maybe not aware that it can make a great-sounding guitar. I went down the rabbit hole on seaworthy guitars in the previous issue, so please refer to that for a deeper dive. My point is that this guitar is a road-ready, seaworthy instrument that delivers fuller sound and better playability than a typical travel guitar, along with gig-worthy electronics. Once I arrive at a destination, it's ready to rock a bona fide show.

LIVE MUSIC AT BURNING MAN?

Yes, you heard it here. While it's true that the vast majority is EDM (electronic dance music), there's more live music on the playa these days than ever before, and I'm a principal player at the primary music camp, Reverbia. About 300 artists camp at Reverbia, performing day and night on three stages. It's truly an oasis of "real" music amidst a proverbial sea of throbbing bass. The focus is on original tunes, but we also do a few special programs where covers are allowed or encouraged. First, there's an open mic every day, so anyone who has the inkling can drop in and sign up. KLOS guitars was incredibly helpful in providing a second instrument for me to bring as a house guitar for Reverbia. All week long a steady stream of pluckers and strummers used it to showcase their talents. Despite the arid atmosphere and routine daily temperature swings of forty to fifty degrees, the dust-covered KLOS dreadnought remained perfectly





set up and in tune all week. Sometimes the whole camp participates in a theme show, and none is more special than the tribute to musical heroes that have passed away since the previous Burn.

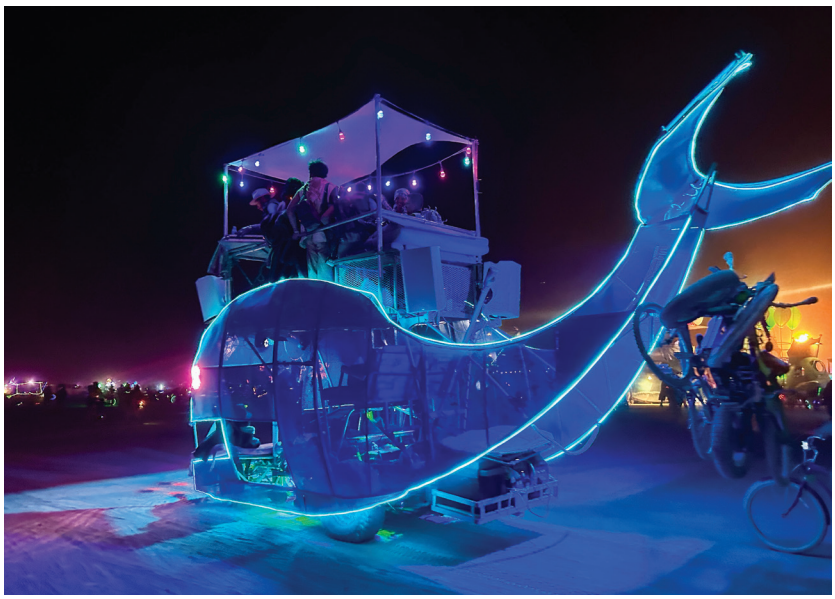
TRIBUTE TO HEROES

Jimmy Buffet passed away while we were all stuck in the muck at last year's infamously rainy event. That was a storm none of us will ever forget, halting all activities as the playa clay turned into what felt like wet cement. When we were able to emerge from our digs, which in my case was a van, I got the news about Buffett's curtain call. A fellow camper served margaritas to the tech crew and kitchen staff as I launched into a few impromptu Buffett numbers to lighten the mood, but we didn't get to do a proper tribute for the whole camp until this year's Labor Day Weekend show. I don't know if Jimmy ever made it to Burning Man himself, but I distinctly remember investigating a "glamping" site in 2015 or 2016 that turned out to be full of bicycles with the Margaritaville logo on them (glamping means glamourous camping). Gordon Lightfoot passed away the previous year. I have fond memories of playing lead guitar accompanying an accomplished artist from Nashville named Heather Thomas who donned a ukulele wearing a bikini and delivered a lovely version of "The Wreck of the Edmund Fitzgerald."

ART ON THE PLAYA

Art is subjective by nature, and to me Burning Man features the most adventurous and interesting art installations anywhere. The big ones are funded by the festival and appear mostly in the middle of the playa. An overriding theme changes annually. Last year was Animalia, so there were lots of animal attractions, while this year was Curious & Curiouser, wide open to the imagination. Regardless of the primary theme, there are always maritime themed attractions out on the ancient lake bed. Art cars range from relatively simple and small, such as the whale parading around this year, to huge and complex like the dragon-headed Viking ship blasting dance music with a sample of Robert Plant's war cry from Led Zeppelin's "The Immigrant Song." That was the backing track for my visit to one of this year's most popular installations, Naga & the Captainess. It depicted a large wooden shipwreck, half submerged in the sand with a giant sea serpent looming ominously alongside. Inside, the main cabin was full of old books and maps. In the corner, a violinist dressed up as an old-time seafarer serenaded us with shanties.

I was brave enough to climb up on the bow and take a good look around, but not so brave as to climb the rope ladder to the crow's nest, which sat about 40 feet atop a slanting pole that folks could slide down. I had a bit of a buzz and opted to play it safe. When I got home I found out that another attendee had fallen right on her







backpack. She broke four vertebrae but is alright. She didn't blame the artist or sue Burning Man. She plans to come back next year. That's another remarkable element. It's a mystical yet dangerous setting, full of hazards from heat exhaustion to art installations with no guard rails. But Burners accept those risks as the cost of doing business in a place where freedom reigns and no money exchanges inside the gate.

RITUAL: BURNING THE MAN

The Man is always located at the center of the playa—like the very center of a clock—with Black Rock City and its population of 50 to 80 thousand temporary residents built up around it. The Temple is located behind and atop the clock at noon. A full week of revelry peaks on the Saturday night with the burning of the Man. It's always the most outrageous spectacle of the year, as all the art cars and attendees gather around in a circle to watch fireworks that start off where most finale. Anticipation builds until a huge explosion bursts into flames that engulf the Man and slowly take him down. Mayhem ensues, and this year was particularly insane. We'd had the best week of weather in recent memory, and then right after the Man burned a major dust storm engulfed everything. That didn't stop anybody.

A good Burner carries a dust mask and goggles in a camelback always filled with water, and I had mine handy. It was also the first year I had access to an eBike, which is a game changer. Instead of slowly pedaling around searching for my friend Joel Nelson who was playing on a giant dueling-piano-themed art car, I enjoyed cruising around through the storm. I stopped for a while to jump up on a motorboat playing world music featuring nylon-string guitar over exotic electronic beats. From there I stopped by the Jazz Café, where I ran into some other musical festy friends before heading back to Reverbia where I found my buddy. We headed off to have a final jam at a bluegrass camp that provided us both with a banjo lesson. Back at Reverbia, we rendered some of the song ideas I'd been gathering up from listening to DJs on guitar and keyboard. Burning Man is full of creative inspiration!

TEMPLE BURN

People have the impression that Burning Man is simply an outrageous party, and while not unfounded it's also not nearly the whole story. There's more going on at Burning Man that most can fathom. Every sort of food can be found at food-themed camps, and health camps offer



Photo Credit Joel Nelson

everything from yoga to massage to bathing. But the biggest surprise to most who've never been is the sense of community and spirituality. Burners know they're mostly on their own in a challenging environment, and that leads to a true sense of being all in it together. Walk into any camp and someone will greet you like a friend that they are happy to help. It's a gift culture, so people are there to give. But they're also there to grieve.

The Temple Burn is on Sunday night, and it's exactly the opposite vibe of the Man Burn. All week, Burners bring mementoes of their friends and family members who have passed away and place them in the Temple. Sharpies are provided, and heart wrenching tributes cover the impressive wooden structure. They also bring anything with which they need to make peace. I wrote tributes throughout a special issue of Guitar Player magazine and sacrificed it in the Temple Burn. It was a cathartic way to deal with the fact that after 20 years of being a contributor and carrying a print copy around, GP's 57-year print run has ended, and all content is moving online. I'll miss holding it in my hands and showing it off to my friends each month, but I'm excited about expanded reach and coverage opportunities online.

That makes me even more thrilled to be writing for

Latitudes and Attitudes, and of course I brought copies. Burners dig it! As we've now established, there are tons of correlations between Burners and cruisers. The final correlation I'll address is environmental. Just like when you go out on the ocean, you must take back every piece of trash (or what Burners call "M.O.O.P.—material out of place). One of Burning Man's 10 Principles is Leave No Trace, and we should always keep that worthy endeavor in mind wherever we roam.

EXODUS

Sunday was turbulent to say the least, and due to unforeseen circumstances in the weather and at camp, we had to bust out of there in a huge hurry. By the time we got the van packed and in line to leave, dust devils were everywhere. Across the playa, the Temple Burn was a chaotic mixture of dust and flames. At times during our exodus there were complete whiteout conditions, and we couldn't see anything but the brake lights on the vehicle immediately in front. At a critical crossroads, six lanes of vehicles started branching left or right. One of those was a tragic mistake that would circle back. The other was the right way to the road. It was a white-knuckle moment. Fortunately, we made the correct choice. I always feel more connected to and guided by the stars when I'm out in the desert, even when I can't see them clearly. When you can see them clearly and connect on a stunning summer night such as it was upon our arrival, the feeling of affirmation is profound—just like on the water.

SHARE THE SAIL

We're getting ready to get wet! My wife and I are thrilled to be going on Share the Sail with Lats & Atts in the British Virgin Islands during the first week of November. I appreciate your comments coming in from all over the country and send special thanks to Mark Treat on St. John who reached out about the thriving music scene on the American islands. That led to a couple of afternoon gigs at the Windmill Bar on November 12 and 13. I'm looking forward to connecting with the whole Virgin Islands scene, and I encourage y'all to reach out to me as well. Look for a full recap in the spring issue. In the meantime, I'll do a deep playlist piece focused on Gordon Lightfoot's finest accomplishment and the greatest shipwreck song in recent memory, "The Wreck of the Edmund Fitzgerald."







Play it Forward

You can find our seaworthy songs in these online playlists. Until we get some traction, start your search with the profile. My Spotify profile is "Jimmy Leslie," and the playlist is "*Lats & Atts*: Beyond Yacht Rock." Look for this issue's cover image icon. Same information on Apple Music. My YouTube channel **@JimmyLeslieGTR** has the same playlist, and I'll also be adding performance and instructional videos. I'll post simplified and bona fide versions for players of all skill levels. Catch those as they come up.

Sail On,

Jimmy Leslie, aka "Cap'n Less"

Keep abreast of Jimmy Leslie's many musical adventures by subscribing to his YouTube channel **@JimmyLeslieGTR** and checking out his modern/classic rock artistry at **spirithustler.com**. Got an opinion or idea to share? Please post a comment on social media or send an email directly to **jl@jimmyleslie.com**.



RECREATIONAL BOAT MARKET TRENDS AND STATISTICS

IS IT TIME TO BUY A NEW OR USED BOAT YET?

By Zuzana Prochazka



Three years ago, something happened in the recreational marine industry primarily because humans are irrational creatures. In under a year after the pandemic shut down everything, inexplicably, interest in boating exploded. Compounded by engine and materials shortages, this created scarcity and drove prices sky high for both new and used boats. Just when everyone wanted to chuck it all and sail away, it was damn near impossible to find a boat to do it on. That trend has reversed, not sharply just yet, but enough to make a wannabe owner or cruiser ask, “Is this my time?”

Let’s look at the boating market overall. In 2023, new powerboat registrations declined by 23.6% suggesting that the salad days of boats flying off the shelves are over. But there’s more to the story. Recreational boating is highly segmented and fragmented so you can’t paint it with one broad brush stroke. For example, while new bow riders and deck boat sales declined 51%, sailboats grew at 22%, and PWCs held their own. (Data provided by Statistical Surveys of Michigan and is based on results in 29 states which combine to make up roughly 60% of the US market.)

Gaps in growth are even more significant when you look at propulsion systems. High horsepower (300 hp+) gas outboard sales were up 18% while electric motors were down 80%. That crosses a range of boat uses (fishing, cruising, commuting) so it’s a mixed bag and we need to remember that electric is such a tiny portion of overall propulsion systems, an 80% decline doesn’t mean millions of engines. But I bet you can get a decent electric outboard for your tender or even contemplate an electric main engine now and not break the bank.

None of this sounds great for the industry but, we need to temper these stats with two other factors – 1) consumer interest in boating and cruising remains high and 2) brokerage (pre-owned) boats which make up 80% of the overall market, are still holding their value. That means there continues to be competition for that used sailboat you may be considering.

Sailboats make up only 10% of the boating market overall and large coastal and bluewater cruisers are even fewer. Used sailing cruiser prices aren’t falling quickly although there are more to choose from since lightly used Covid craft (boats under 2 years old) are competing with the brand new hulls introduced by boat builders.

Now, let’s look at your competition for that dream boat. The average boater is a white male, 50-58 years old, and if you’re talking about distance cruising, you can skew that older. This demographic tends to have reasonable resources so they can be picky and may keep prices high with demand. And if you want to buy a sailing cat, have patience because the demand for multihulls is much higher than for monohulls now so prices have been resilient. If you’re ambivalent about the number of hulls, you may be able to find a bargain sooner.

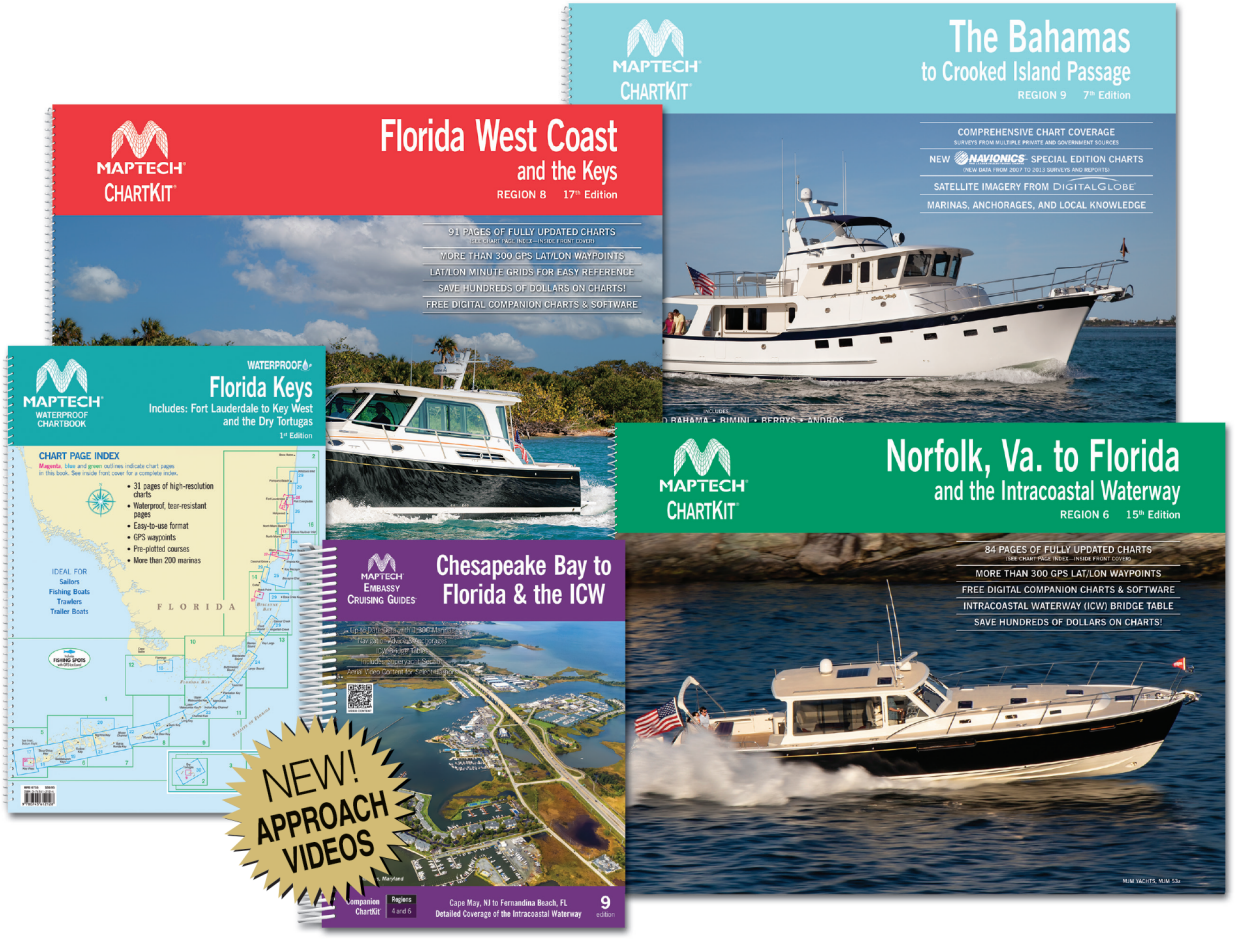
Cruisers may be on the mature side but if you want to buy a sailboat not to cruise but rather to put it into a shared rental service like Boatsetter to defray your ownership costs, your marketing had better appeal to people in their 20s and 30s, and address women who make up 30% of boat renters these days. Think through the purpose for your sailboat purchase before swimming through the available inventory.

North America is the largest consumer boating market, making up about 55% of global units, followed by Europe with 38%. But the growth/decline statistics and general attitudes about buying boats, whether for distance cruising or for local use and rental, aren’t that different so sailboat prices are still holding. That means if you’re thinking you’ll just pop over to France to buy a new or used sailboat and start your cruising in the Med, that’s great, but you’re likely to be knee deep in the same market over there.

So, what does all this mean? I don’t have a crystal ball so who knows, but indicators point to a better buyer’s market in the next year, so even if your time isn’t here, it’s coming. If you’re contemplating untying the dock lines for distant horizons or even just dipping a toe into boat ownership, make sure you have your finances ready, your goals defined, and good market metrics at your fingertips. And remember this - if you’re lucky enough to be in the enviable position of buying a boat, you’re lucky enough.

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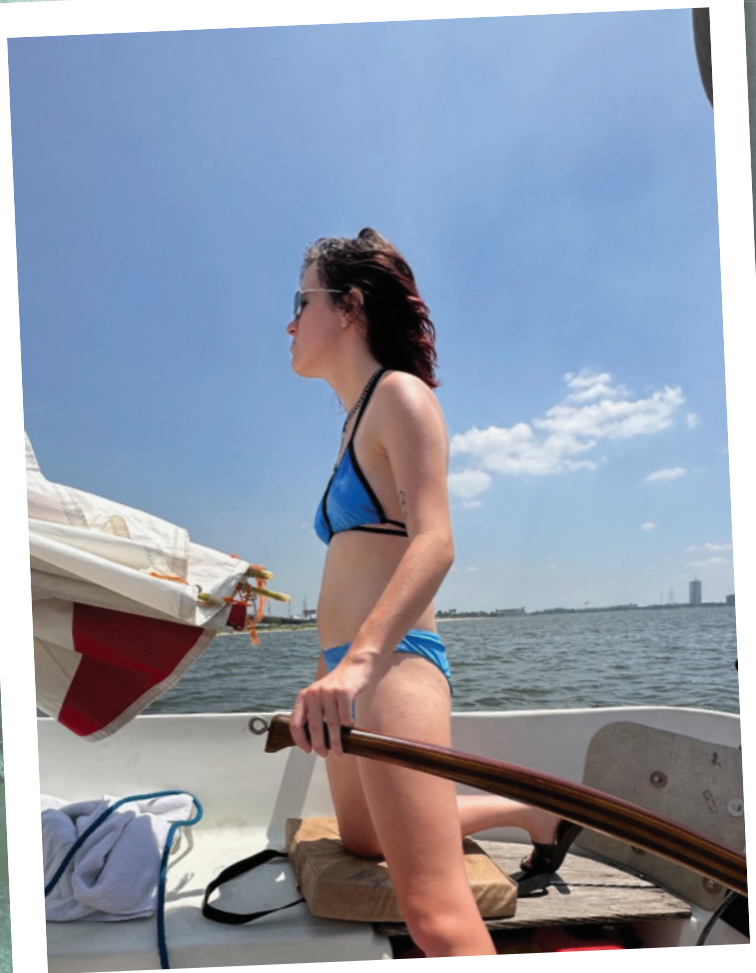
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Isabel bringing us home!
Taken by: Dad, Henry David
Lake Charles, Louisiana



S/V Inspiration. Venice inlet, Florida

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Celeste Brooke-Landon



Anika Hodge



By Ray Frechette, sailing on San Pablo Bay



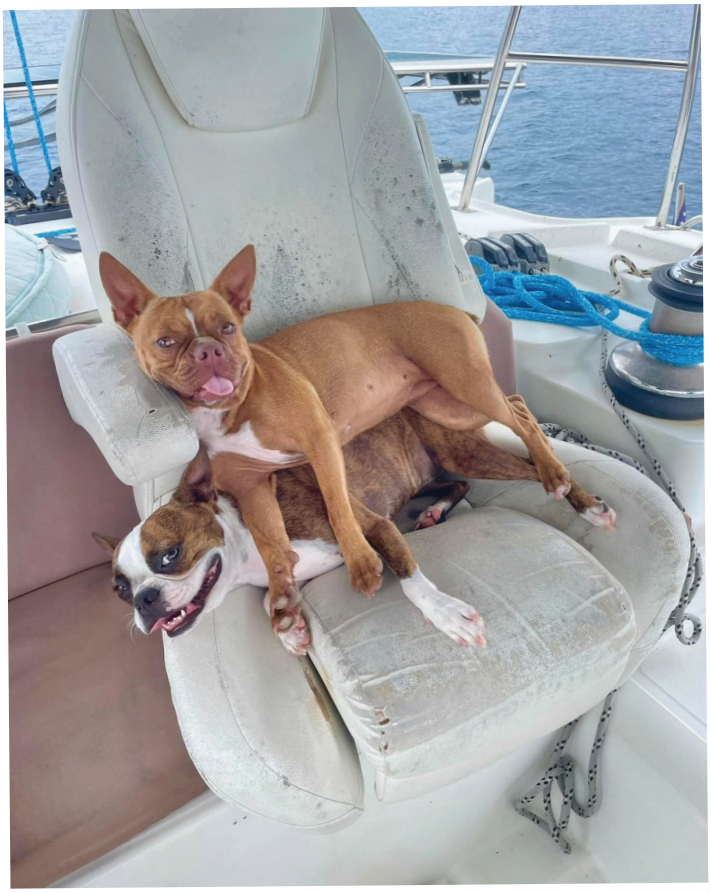
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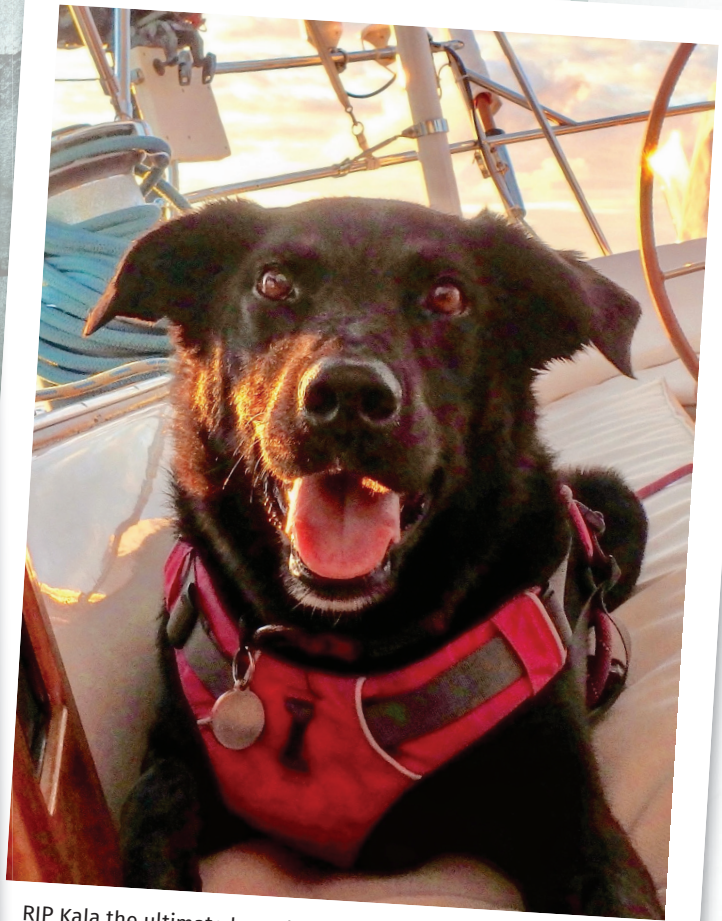
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Meet some of our favorite cruisers out there making dreams happen! The fine folks on this page are the dreamers and do'ers and can be spotted easily on oceans and seas worldwide. They have that look of excitement and joy, with a hint of whimsy. We are all family and a global community and it's a wonderful world we are part of. Have a favorite cruiser you'd like to see featured? **Send it us at: Submissions@LatsAtts.com**



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Latitudes & Attitudes

BOOK Review

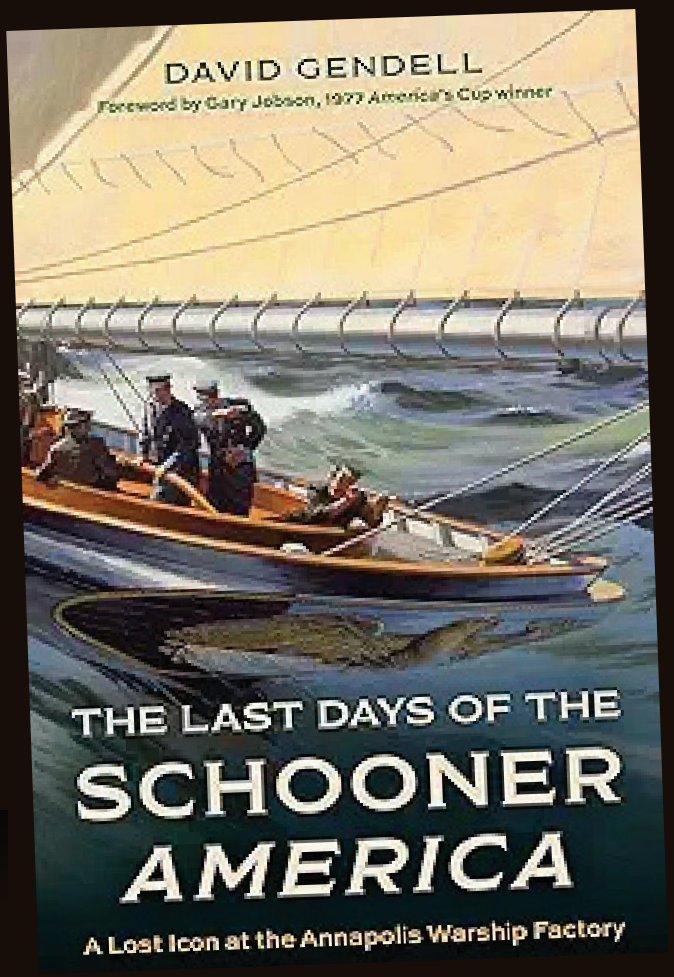
By Capt. James F. Cash

THE LAST DAYS OF THE SCHOONER AMERICA

By David Gendell

With forward by Gary Jobson





The author David Grendel, co-founder of the magazine "SpinSheet" spent over 22 years researching the story of the Yacht America, the namesake for the "America's Cup," arguably the greatest of all Sailing venues. Gary Jobson, who writes the forward, is renowned for his participation in the 1977 defense of the "Cup" as Ted Turner's tactician aboard Courageous, and later as a TV commentator for countless Cup challenges. He shares some of the history of the early beginnings of the Cup. For example, we are given a taste of how it all began when in May 1851, John Cox and other members of the newly formed New York Yacht Club received an invitation by the organizers of the "Great Expedition" in London to race against the best of the British yachts.

The book starts in reverse order as we learn early of the final demise of the yacht while awaiting its restoration at the Annapolis Yacht Yard in 1941 when early events of WWII get in the way of the restoration. As the title indicates, Mr. Gendell did not want to infringe on history that had already been written, such as John Rousmaniere's book The Low Black Schooner, but to put emphasis on the last days of its existence. However, in chapter three we are given early insight to the design

and building of the famous schooner and learn that designer George Steers collaborated with builder William Brown and delivered the yacht to the New York Yacht Club syndicate for a price tag of $20,000 in May 1851, just a month before it sailed to England.

We know of the famous schooners' victories, but what I did not know was that a British nobleman (name not given) purchased the yacht for about $25,000 and renamed her Camilla. She stayed in England while Cox and his syndicate returned on a steamer to New York with the Cup, which he later named the "America's Cup."

The yacht Camilla was raced successfully for a couple of years in England then abandoned at Cowes, where a shipbuilder bought her with plans for a complete refit. Then in July 1860 Henry Edward Decie, a self-styled Irish nobleman, turned up at the Registry in Portsmouth with a bill of sale for the schooner. Re-fitted, and with Decie in command, it appeared on the waterfront at Savannah, Georgia in April 1861, was sold to the Confederacy for a reported $60,000, and served as a blockade runner during the American Civil War.

Near the conclusion of the War, the schooner was found scuttled near Jacksonville, Florida, then captured by the North and served the Union until the conclusion of the War. After the War, General Benjamin Butler, a member of the House of Representatives, acquired the Schooner from the Navy. It stayed in the Butler family until 1916 when it was acquired by a Boston based syndicate. After WWI, the syndicate donated it to the U.S. Naval Academy in 1921. It remained on display for another decade and a half, while the elements took its toll. With the encouragement of then President Franklin Roosevelt, the Academy sought and received approval for an overhaul of the Schooner, and the Annapolis Yacht Yard was chosen for the job.

As the initial survey of the schooner was going on to determine how best to go about the restoration, War was again raging in Europe. As an alternative to the U.S.'s direct involvement, FDR established the "lend lease" program that set the American industrial complex into building arms, munitions, and ships. The Annapolis Yacht Yard was no exception and was soon in full operational mode building the British designed Motor Torpedo Boats, and the yacht America became a distraction. After the bombing of Pearl Harbor, with all good intentions of continuing the eventual reconstruction of the historic yacht, a storage shed was built around it and the Yacht Yard was put into full War effort.

Throughout the War, there were continuing plans for the reconstruction but "War trumped America." Eventually, both the Navy and, the Yacht Yard wanted to be done with the responsibility of the yacht and after the death of President Roosevelt, the pressure from the top ended. In October 1945, Yacht America was stricken from the Navy's roster and the final remains of the yacht were taken to the Annapolis City Dump.

We learn that pieces of the old schooner continually show up as souvenirs, and models built and even some major reproductions, like the one built of steel in Bulgaria in 2005. The Yacht America, though no more, lives on in its namesake in one of the greatest sporting events in the world.



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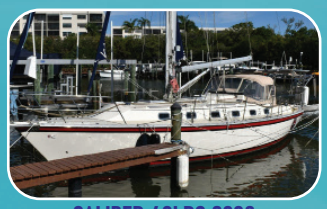
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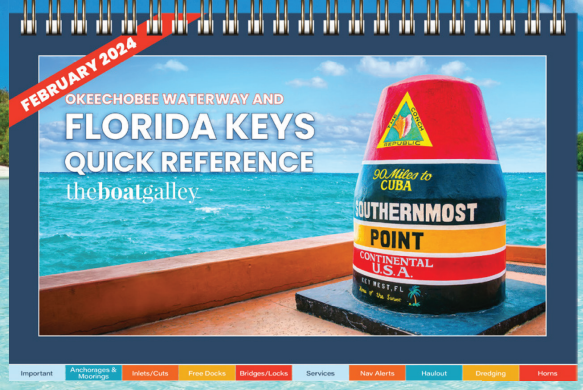
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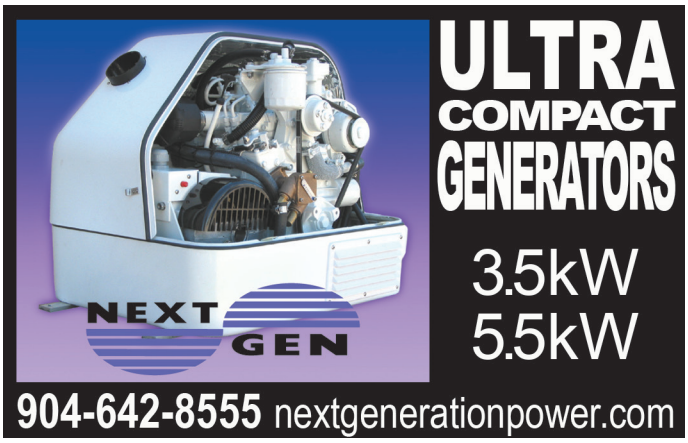


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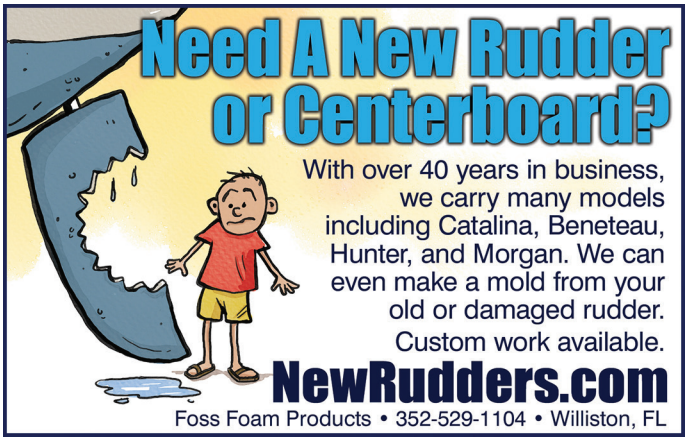
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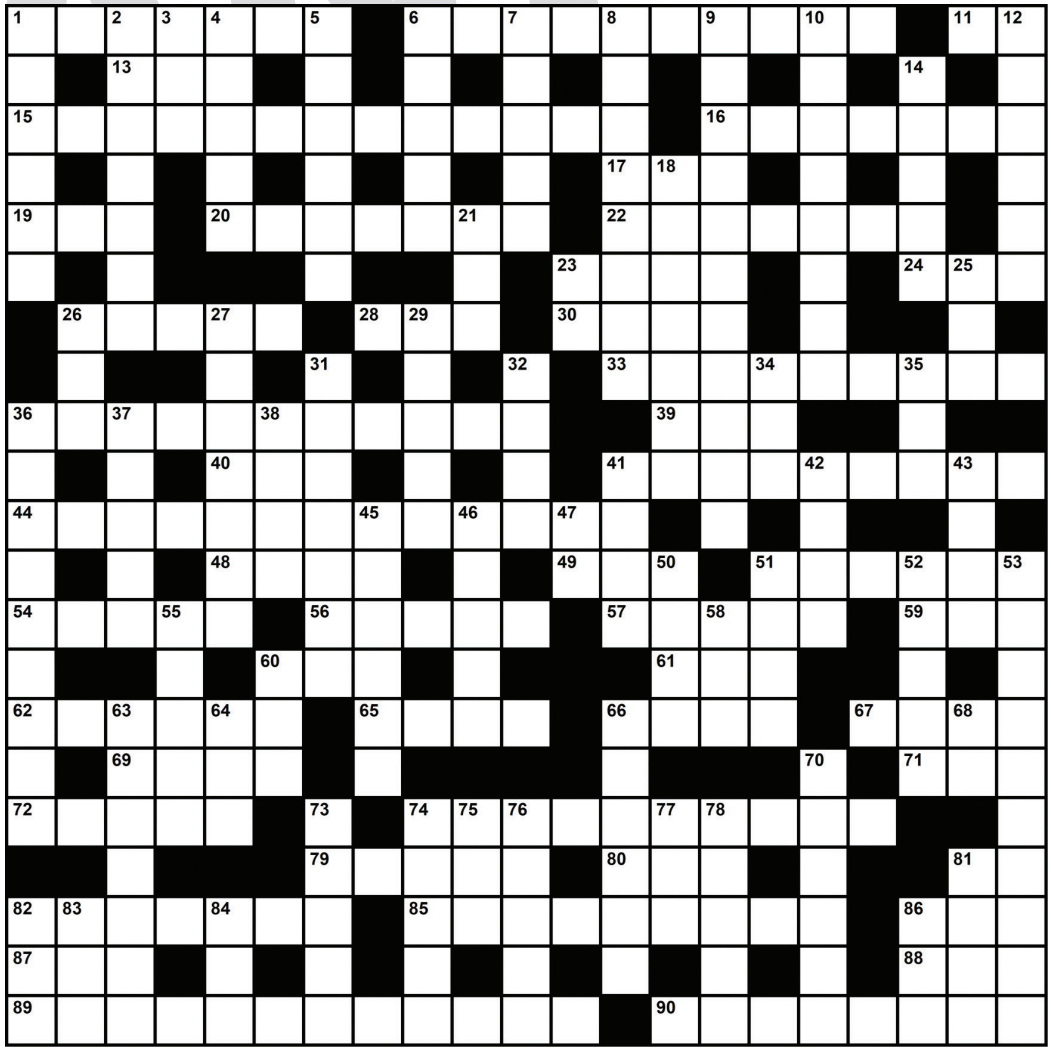
Wanna Cheat? The answers are on page 172
Created by Myles Mellor

aboard
ahead
allhands
aloft
anchor
ayeaye
ballast
bank
barge
barometer
batten
beacon
beam
bearing
bilge
boom
camber
capsize
capstan
cargo
celestial
centerboard
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cockpit
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glass
grommet
gunnel
hatch
heave
inboard
jack
jetty
jibe
junk
keel
ketch
knot
luff
mainsail
mizzen
painter
pilothouse
port
reef
riser
sheet
skipper
stern
waypoint
weigh
whale

Q	Q	C	O	C	K	P	I	T	F	Z	E	L	X	M	F	C	T	R	I	F
E	C	K	K	E	T	C	H	R	I	S	E	R	C	M	L	E	J	Z	F	W
O	O	F	E	N	D	E	R	E	O	N	O	R	A	A	E	L	N	U	G	E
A	N	R	W	T	J	J	G	F	N	E	T	K	R	K	E	E	L	F	N	D
N	V	J	E	E	Y	L	F	U	G	S	T	E	G	P	T	S	U	W	A	K
Y	O	T	I	R	I	A	G	R	A	E	T	Y	O	H	A	T	C	H	H	N
E	Y	B	G	B	E	S	A	L	K	E	W	A	Y	P	O	I	N	T	K	M
N	R	A	H	O	E	B	L	S	M	I	Z	Z	E	N	N	A	I	B	A	W
S	L	N	S	A	N	A	A	O	B	F	R	A	M	E	T	L	N	E	Y	C
I	M	K	T	R	B	G	R	G	E	E	P	D	Z	E	C	Q	B	A	E	A
G	Z	O	E	D	E	A	L	A	A	R	I	S	M	H	O	A	O	C	A	P
N	N	T	P	Z	B	E	T	N	R	R	L	M	A	N	U	L	A	O	Y	S
K	S	F	O	R	C	E	F	G	I	Y	O	C	B	P	R	L	R	N	E	T
M	A	I	N	S	A	I	L	W	N	R	T	A	O	D	S	H	D	D	R	A
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L	A	S	J	T	S	A	H	Y	R	J	O	B	R	S	M	N	P	H	K	C
O	C	N	A	S	I	I	O	H	X	F	U	E	D	O	H	D	R	E	I	J
F	K	E	S	Z	Z	N	S	E	K	Q	S	R	O	D	J	S	N	A	P	Y
T	L	A	P	J	E	T	T	Y	V	S	E	B	A	T	T	E	N	V	P	E
C	L	F	U	N	N	E	L	A	N	C	H	O	R	L	H	S	H	E	E	T
G	A	L	L	E	Y	R	W	H	A	L	E	X	D	O	C	K	Y	A	R	D

GIANT CROSSWORD

Wanna Cheat? The answers to these are on page 172
Created by Myles Mellor



Across

1 Small waves
6 Jack London novel, 3 words
11 Blood type
13 Place
15 Method used to plot a course, 2 words
16 Depressions between waves
17 Berg material
19 Prefix for "cure" or "center"
20 Horizontal motion of water
22 Hazardous boating area
23 Area for nautical
24 +, for short
26 The Mediterranean Sea laps this nation's shores
28 Rainbow shape
30 Poop _____ , e.g.
33 Cloudburst
36 Caribbean island whose capital is George Town, 2 words
39 Game piece
40 Hydro-electric project
41 Octopus arms
44 Seafood dish
48 Arab ruler
49 Consumes
51 Interference with a radio signal
54 Blue ribbon, e.g.
56 Approximately
57 Speed measures at sea
59 German cry
60 "Far out!" in the 80s
61 Santa ____, Calif.
62 Fishing gear
65 Burst of wind
66 Boom, for example
67 _____ shore: timber or spar designed to hold the boat away from a pier or wharf
69 Snorkeling spot, perhaps
71 Concorde or Tupolev plane, abbr.
72 Hoist
74 Type of chain stopper often used to secure an anchor in its hawsepipe, 2 words
79 Brownish gray
80 "Gotcha!"
81 Eldest in the family, abbr.
82 Messages
85 Weather gauge
86 Canadian province, abbr.
87 " . . . liberty and justice for ____"
88 Have
89 Frogman
90 Cooking on the BBQ

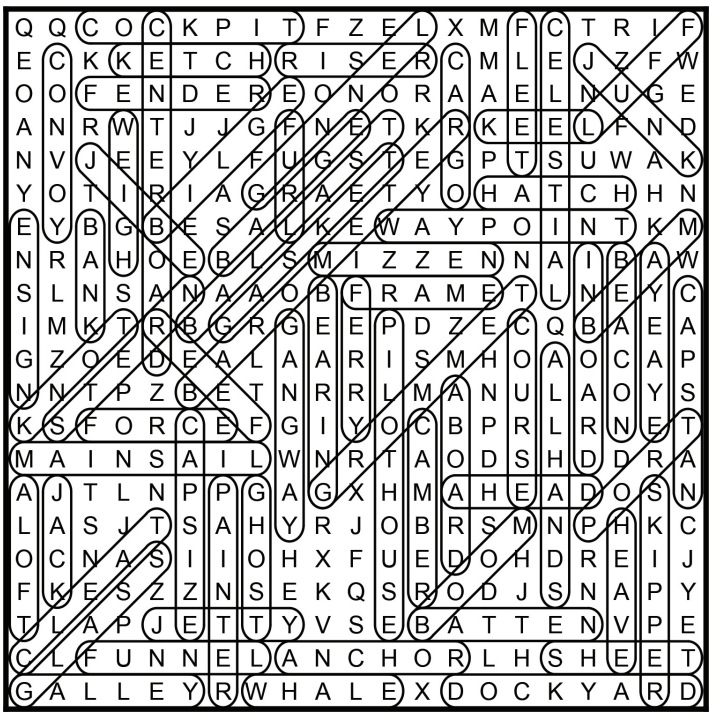
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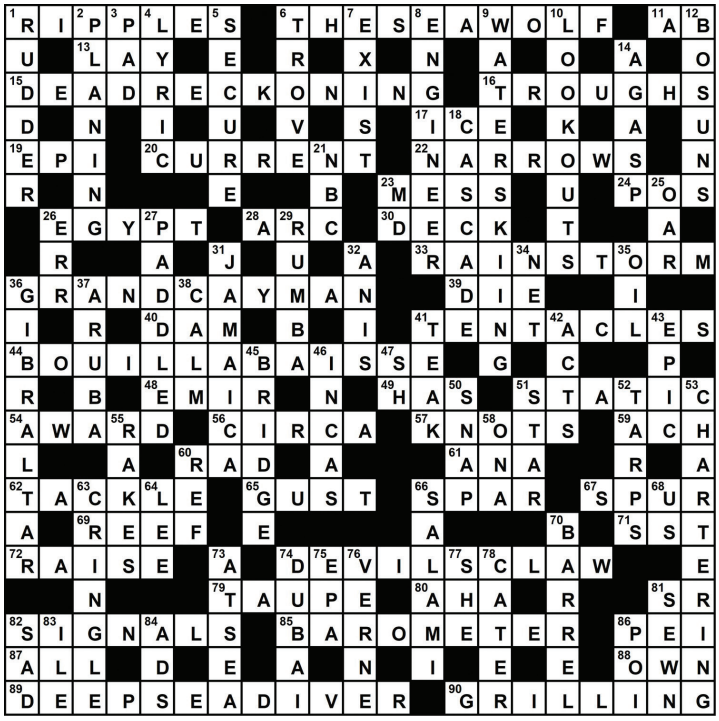
1 Blade with a tiller
2 Gliding over the top of the water rather than through it
3 Helicopter landing spot
4 Line in a song
5 Hold a boat in place
6 Buried treasure
7 Are
8 Person responsible for the maintenance and operation of a ship's systems
9 Sport requiring a tow, 2 words
10 Crow's nest positions, 2 words
12 Ships officers responsioble for the equipment and the crew
14 Showing shock
18 Cataract
21 News channel, abbr.
23 Doctor, abbr.
25 Bireme blade
26 Blunder
27 Went canoeing
29 Afro-Cuban dance
31 West Indies island well-known for its rum
32 Spanish liqueur
34 Trawling equipment
35 Medium of Renoir's "By The Seashore" for example
36 English "Rock" in Spain
37 Caribbean Island in the lyrics to "Kokomo"
38 Tranquil
41 Good wood for boat construction
42 "Macbeth" has five
43 "Spartacus," for one
45 Ship's navigation site
46 They built a complex ancient civilization
47 Quiet!
50 Break sharply
51 Dwarf or giant, maybe
52 Boat covers, for short
53 Leasing a boat
55 Does fall yard work
58 Out ____ limb, 2 words
60 Game arbiter
63 Loop of rope, usually at the corners of a sail for fixing the sail to a spar
64 Sheltered shore
66 Deli offering
68 You and I, not them
70 Keg
73 Sailing on the ocean, 2 words
74 Persian Gulf port
75 Org. protecting the environment, abbr.
76 Captain Nemo's creator
77 Boat's pronoun
78 Handle the food for a party
81 Stitched
82 Unhappy
83 French Guiana's Royale, e.g.
84 Pitches
86 Luau dish



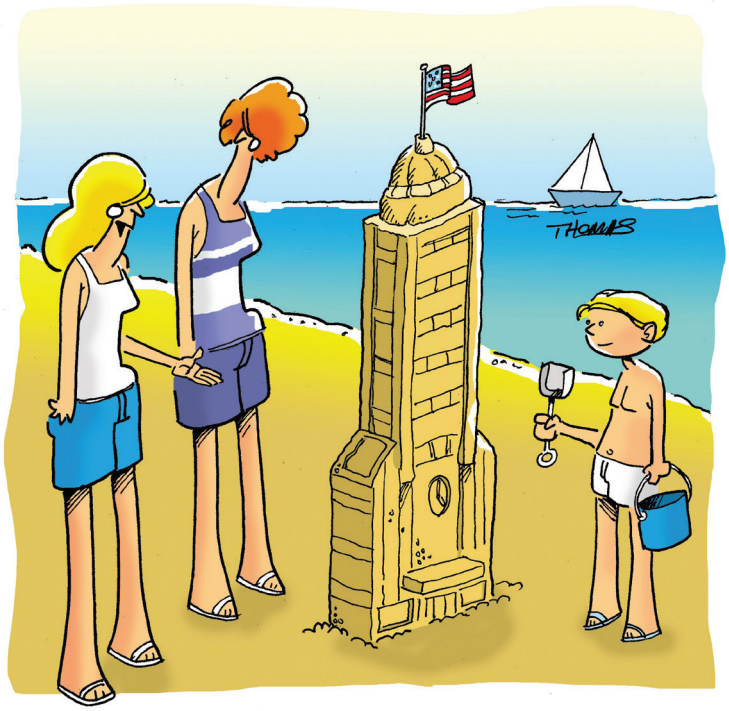
WANNA CHEAT?

Here are the answers to this issue's Extra Large Maritime Crossword Puzzle and The Word Search Puzzle. Go ahead. No one will know... except you! :)



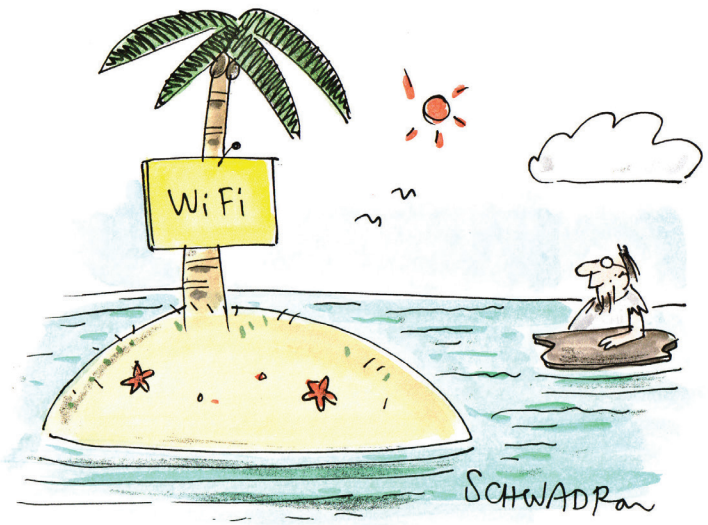






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Coming Up in the 2025 JAN/FEB ISSUE



There may be a chill in the northern air but things are certainly heating up with the cruising lifestyle!

Come with us as we explore the beauty and wonders of Staniel Cay, learn what it's like to "Add It To the To-do List" with a couple of veteran liveaboards, and check out some fun adventures cruising in Panama.







We will recap the shenanigans and debauchery of the Annapolis Sail Show, look at the ins, outs, ups, and downs of refinancing your boat, and so much more!

Have some advertising you'd like to do in the next issue?

Don't miss out! Get a hold of us today: sales@latsatts.com | 877-775-2538



I call it "Ketchin a Ghost".

Early morning at the Marlboro Yacht Club in New York. We welcomed a transient couple for a few days, they were heading down to the Carolinas.

-- Paul Rubino

Now's your big chance to show us what you got by taking and submitting your best shots. We know there are some closet photographers out there, dreaming of becoming the next Ansel Adams. So let's see them! Submit your best photos to: Photos@LatsAtts.com with the subject line "My Best Shots". If we publish them on this page you'll receive unrivaled accolades for years to come and maybe some *Lats & Atts* swag.





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