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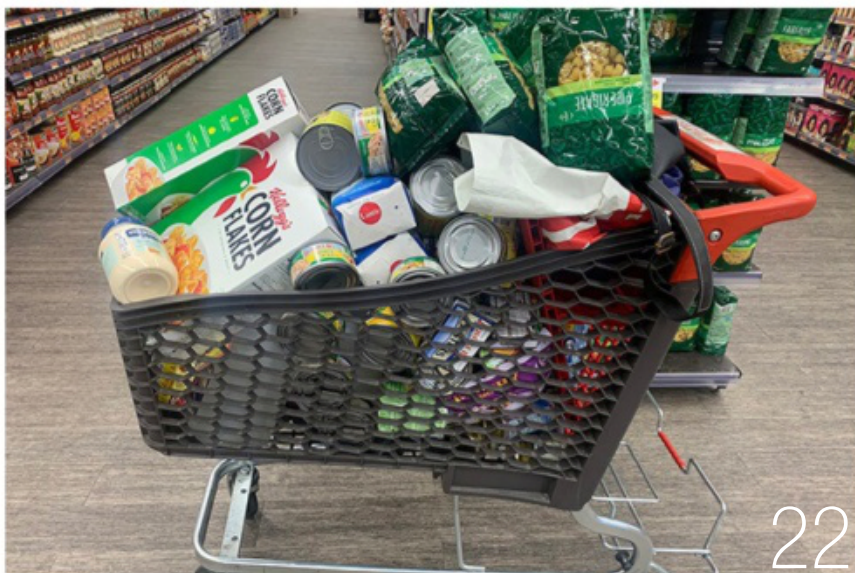
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Photo of the Hallberg-Rassy, *Mahina Tiare*. Enjoying a day at anchor. Photo by Mahina Expeditions



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Crossing the Digital Divide

It is fun to look back and think about how much our sailing and cruising technology has changed in our lifetimes. Sextants gave way to Loran and SatNav and then everything gave way to GPS. With the development of PCs, Macs and laptops, digital chart reading software linked to GPS emerged that made paper charts less and less a feature of the modern chart table. The marine electronics companies soon developed rudimentary chartplotters that could be mounted in a boat's cockpit and these evolved into what we now call multifunction displays (MFDs) where all of the electronic data gets crunched and displayed. Old cathode ray radar screens faded away as digital flat screens emerged and soon the radar data could be displayed on the MFD so you didn't need a separate screen at all. With the invention of tablets and smart phones, we now can have all of our high-tech digital navigation information in our pockets. As we move into the age of artificial intelligence, the internet of things and 5G who knows what will emerge now that we have truly crossed the digital divide.

In the information world, similar changes have overtaken us in how we get, read and process information on all topics and in all categories. Local newspapers are closing in droves as more and more of us get our local news online. Laptops, tablets, smart phones and Kindles have changed the way we read and many of us now get our news, leisure reading, recipes, radio stations, music and movies through Apps. 5G, for better or worse, will only accelerate this process.

On this side of the digital divide, *Cruising Compass* has long been a leader and with the introduction of *Cruising Odyssey* three years ago, we now have a strong digital presence in both the sailing and power cruising markets. The *Blue Water Sailing* and *Multihulls Today* websites now get more traffic than the magazines themselves. So, in the spirit of embracing the future, we have made the decision to publish *Blue Water Sailing* and *Multihulls Today* in digital format only and on a quarterly basis. The magazines are based at

Zinio.com and are also available through Amazon and issuu.com where they can be downloaded and archived on your own devices. Stay tuned to see the next generation of *Blue Water Sailing* and *Multihulls Today* in the next few weeks.



photo by Bill Kund

George Day

BLUE WATER SAILING

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Boat Watch: The Cruisers Search and Safety Network

On January 11, the marine rescue services in France (MRCC) got a “boat overdue” message from a family in Brest. Their relative, Franc Baudet, who is a singlehanded cruiser, had departed Cariacou in the Grenadines aboard his blue sloop *Brendan*. The report did not

mention a destination but the family, and Baudet’s best friend who was aboard his own boat in Cariacou, asserted that he had not communicated with them as he normally would have done and they considered him missing.

The MRCC issued an alert to all who subscribe to their services and also alerted the marine rescue and coast guards of the island nations in the eastern Caribbean to keep a lookout for *Brendan* and Franc Baudet.

One of the organizations notified was Boat Watch, the International Boat Watch Network, which is based in Florida and maintains an SSB and Ham radio network, website and Facebook group for cruisers in the Atlantic and Caribbean. In fact,



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their reach is now worldwide. Boat Watch issued a Be On the LookOut (BOLO) for *Brendan* that went out to all of its members and cruisers throughout the region. Additionally, Boat Watch coordinated their messaging with the U.S. Coast Guard and Coast Guards in Venezuela, Columbia and Panama.

BoatWatch has an interesting history of cruisers serving cruisers and their families by focusing on overdue and missing cruising boats around the world. The free service was launched in 2001 by amateur radio operator Michael Pilgrim, who managed the network for six years. In 2007, he handed the IBWN off to Rene Steigler, who was operating Shipcomm ,LLC and was the net manager of the Maritime Mo-

bile Service Network. Under Steigler's direction the IBWN continued to grow and serve cruising folk around the world.

Steigler passed away in 2018. Bobby Graves, who runs the Hurricane Watch Network, saw the value of the IBWN and agreed to take on the role of net manager to keep it alive and relevant. After a year of running both networks, Graves decided that he was running out of hours in the day and needed someone else to manage the IBWN. He reached out to Glenn Tuttle who was the net manager for the Seven Seas Cruising Associations high frequency radio service to see if Tuttle was interested in taking on the IBWN. Tuttle answered "yes" and in July 2019 the IBWN found a new home.



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Meet the Tuttles

Glen and Eddie Tuttle are a perfect match for the IBWN or Boat Watch, as it is called. They are retired FBI agents, have lived aboard cruising boats for 30 years and are avid amateur radio operators. They are members of the SSCA, the Cruising Club of America and the Coast Guard Auxiliary. Plus, Glen is an active member of the Department of Homeland Security SHARES program, which is an emergency amateur radio network that steps in to provide communications if and when traditional forms are knocked out by natural disasters or in times of war.

In their roles as the net managers for Boat Watch, Glen and Eddie work directly with family members who are looking for overdue cruisers and will help them coordinate their efforts with local and regional marine search agencies and other cruising networks such as the Caribbean Safety and Security Net, which tracks crime and piracy around the Caribbean.

On their Boat Watch website (boat-watch.org), which the Tuttles recently redesigned and upgraded, you will find recent searches and a history of searches that have been resolved or not, as the cases may be. It makes for engaging reading.

As of press time in mid-January 2020, Franc Baudet and his blue sloop *Brendan* had not been located but the Boat Watch network and all of its associated nets and agencies were on alert and looking for them. **BWS**



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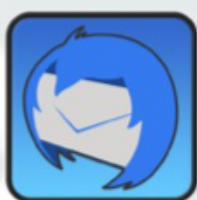


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Registration Open for Salty Dawg Spring Cruising Rally from the Virgin Islands to the U.S

The Salty Dawg™ Sailing Association (SDSA) has opened registration for its 2020 Spring Rally from the Virgin Islands to the US. Our new Spring Rally web page is up. [Click here](#) to find out more

The Spring Rally will depart the Virgin Islands on May 12, weather permitting, from Nanny Cay in the British Virgin Islands, heading to Blue Water Yachting Center in Hampton, VA (or other ports on the U.S. east coast or to Bermuda.) Pre-departure activities begin on May 1.

The Salty Dawg Spring Rally to the U.S. is an offshore passage in company of other boats, usually a fleet of 25 to 35 boats of many nationalities. It is a great way to meet and enjoy the company of other sailors.

Cruisers will gather in North Sound at the New Bitter End to begin socializing with fellow Salty Dawgs on May 1. Throughout the week there will be hikes, beach parties, evening happy hours, potluck dinners and more. The boats will then move to Leverick Bay and finally Nanny Cay to prepare for departure.

Once again, we will be holding destination activities in Hampton, VA to celebrate successful completion of the passage. These will be fun for all, so plan to come to Hampton for a special Salty Dawg welcome. Check our website for updates.

[Click here](#) for more information or to sign up for the Salty Dawg Spring Rally to the US.



SUMMER RALLIES 2020

The Salty Dawg™ Sailing Association will be opening registration soon for

the following 2020 rallies: The Rally to Maine, The Rally to Nova Scotia and the Fall Rally to the Caribbean, the largest rally from the U.S. to the islands.

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South Pacific Passages Compared

by Birgit Haki

A veteran South Pacific cruiser rates the passages from Panama of Central America to the Marquesas or Gambier Islands, two

Marquesas's FatuHiva, Baie Des Vierges during low season

Cruisers who have just transited the Panama Canal from the Caribbean side, those who have sailed down from the North-American west coast and others who have been exploring Central America—at some point most are tempted to explore the vast South Pacific. So much indigo blue water, so many destinations, but where to start?

The Pacific Puddle-Jump fleet heads to the mountainous island chain of the Marquesas with maybe a brief stop on the Galapagos islands on the way. Most people don't even know that there is another starting point to your cruise in French Polynesia. Further south and off the beaten track lies the Gambier archipelago that combines mountainous islands and low lying motus within one protected lagoon. Both destinations have their pros

and cons, so we have sent them into a competition to see which one scores best in different categories:

THE PASSAGE

Marquesas: Most boats sail towards the Marquesas, located between 8 and 10 degrees south, between March and May in order to reach French Polynesia at the end of the cyclone season (November to May). At this time of the year, the passage is expected to be a broad reach in steady trade-wind conditions, but boats still encounter squalls and rough conditions as well as calms depending on the location of the Inter-tropical Convergence Zone at the equator. Most yachts take about three weeks for the 2,900 nautical miles. The village of Atuona on Hiva Oa is the port of entry in the southern group, while Taiohae on Nuku Hiva is the entry port

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in the northern group.

Gambier: The Gambier archipelago lies at 23 degrees south on the fringe of the tropics and experiences seasons, so it is advisable to head there early in the year (the Southern Hemisphere's summer) to enjoy the islands before cold winter weather sets in (June to October).

Rikitea, the main town on the biggest island Mangareva, is a port of entry. The distance to the Gambier is almost the same as to the Marquesas, but the route is considered to be more challenging as the wind is mostly on the beam and when depressions move by in the south, fronts with strong winds and high swell are not uncommon. Easter Island and Pitcairn are tempting stop-overs south of the direct route from Panama or Galapagos, but getting there requires sailing even closer to the wind.

The passage to the Marquesas is usually a little easier, so the Marquesas score a point.

G vs. M 0:1

ANCHORAGES

Marquesas: The eight steep, mountainous islands of the Marquesas are not protected by

fringing reefs and the swell enters most anchorages unhindered, so a stern anchor is recommended against the constant rolling. During high season (May, June) many anchorages are crowded and you may have to anchor far out in deep and/or unprotected waters in some places. Dinghy landing can be difficult when the southerly swell is up, but watching the waves break on the steep volcanic shores is quite impressive.

Gambier: The whole archipelago is surrounded by a barrier reef that keeps out



Gambier: Anchorage off Rikitea



most of the swell. The anchorages around the high islands get additional protection from fringing reefs. The bottom in these bays is mainly muddy sand, so the holding is excellent, but especially after strong rainfalls the water can be quite murky. There are also countless turquoise anchorages off the motus on the barrier reef, foreshadowing the Tuamotu experience, but with the extra of a breathtaking panorama of the mountainous islands in the background.

Not many cruisers actively enjoy roly anchorages, so the Gambier clearly win this round! G vs. M 1:1

SUPPLIES

Marquesas: You find well-stocked supermarkets on the islands of Nuku Hiva, Hiva Oa and Ua Pou and small shops on the other islands. The daily vegetable and

fish market in the capital Taiohae (Nuku Hiva) offers a wide range of produce. On the bigger islands, restaurants and ‘roulottes’ (snack vans) serve lunch and dinner. Fuel can be bought at the gas station on the main dock in Taiohae, at the station in Atuona harbor, or directly from supply ships. Some ‘snack shops’ offer free Wi-Fi, most towns and villages are covered by Wi-Fi hotspots (expensive, as everywhere in French Polynesia) and the mobile network offers 2G connections.

Gambier: The tiny shops in Rikitea sell basic supplies and fresh things are quickly sold out after the arrival of the long-awaited supply ship. There is no vegetable market, but cruisers can sometimes get locally grown produce from friendly Gambierians. Apart from a little ‘snack shop’ and a pizza takeaway (weekends only) in Rikitea, there are no restaurants. Diesel is

only available directly from supply ships and gasoline can be bought at one of the minimarkets.

Surprisingly enough in modern times, there is still no ATMs in the Gambier, but most shops take credit cards. There used to be a Wi-Fi hotspot as well as a 2G mobile-phone network, but last year (2018) neither of these worked reliably and the only means of connecting to the internet was at 'Snack Jojo.'

The supermarkets in the Marquesas have a wider range and local produce is readily available, so there is no doubt which archipelago wins this round. G vs. M 1:2

SHORE ACTIVITIES

Marquesas: The volcanic mountains

with rugged peaks and spectacular pinacles are a hiker's delight. Tracks lead through lush, tropical vegetation to waterfalls and high up the mountains where the climate is cool with almost alpine landscapes. Signs point to ancient ritual sites with tikis (figures carved from wood or stone).

There are few beaches around the islands and the dark, usually murky water is not very appealing for snorkeling. It is advisable to put on a layer of insect repellent combined with coconut oil before venturing ashore, because swarms of nonos (tiny, biting flies) and mosquitoes await the unprepared and tasty cruiser, but the generosity and hospitality of the locals makes up for their bloodthirsty bugs.

During the 1980s, the Marquesas expe-





Gambier: underwater paradise

rienced a revival of their culture that had almost been wiped out during the years of colonialism and missionary work. Every second year in December a cultural festival takes place on one of the islands. Large parts of the population arrive from the other islands and foreign visitors are welcome to experience the powerful culture of the Marquesas with singing, dancing, drumming and traditional handicraft.

Gambier: Hikers find several tracks up the pine-forested slopes of the main island Mangareva, or up the barren ridge of Akamaru. On the other high islands, a machete is necessary to clear your own path. The views of the turquoise lagoon from the high islands are spectacular.

Polynesia's famous black pearls are grown in the clear lagoon of the Gambier and then exported as 'Tahiti pearls.' The pearl-farm buoys are a hazard to navigation in the lagoon but visiting a pearl farm is an interesting opportunity to watch how the pearls are harvested.

Both archipelagos have quite some program to offer so let's call it a draw and give each a point! G vs. M 2:3

UNDERWATER LIFE

Marquesas: The water in the bays is usu-

ally murky and after rainfalls it can turn the color of coffee with milk, so it is not very inviting for swimming. There are some spots where you can swim with manta rays, which is a great experience, but even there visibility is not great.

Gambier: Pristine coral reefs teeming with colorful fish in crystal clear waters make the islands a perfect spot for snorkeling or diving. As most species have ciguatera (a nerve toxin that accumulates in fish without harming them, but is highly poisonous for those who eat the fish), they do not get hunted and follow divers curiously around.

The last round goes to the Gambier! G vs. M 3:3

Can't decide? Just slow down and explore both island groups! Taking climate and seasons into consideration, it makes sense to start early in the year with the Gambier, go up to the Marquesas next and then through the Tuamotus and on to Tahiti and the Society Islands. Another option is, of course, to spend the relatively safe cyclone season in either of the two archipelagos. **BWS**



Marquesas Ua Pou, West Coast



CRUISERS ARE NO LONGER WELCOME IN TAHITI

by Birgit Hackl

A CRUISING AREA AS WIDESPREAD AS Europe, beautiful nature, friendly locals and Tahiti as a hub with expensive, but expansive infrastructure to get repairs done and stock up on provisioning and boat parts. French Polynesia used to be a cruiser's paradise with lots of options and the freedom to explore them, but this has been changing rapidly over the past three years. A wind of change started whistling through the capitol of French Polynesia and the neighboring islands: bans and time limitations on anchorages make it difficult to spend time and money in the Society Islands. A propaganda campaign in the media against cruisers has changed the atmosphere and now the government plans to shut down the only remaining anchorage near Papeete.

When we arrived in French Polynesia six years ago we planned to stay for a year, but then we fell in love with the diverse archipelagos and their incredibly hospitable and welcoming Polynesian population. Facilities and shopping are limited on the outer islands, so we made it a habit to visit Tahiti once a year for boat repairs, to forage the chandleries for parts and to stock up on provisioning. There were several anchorages open for visiting yachts and we were told that according to French laws boats may anchor wherever they do not obstruct a navi-

gation channel. Customs as well as immigration made it simpler and more attractive for cruisers to stay. The time limit before having to import the boat was extended to 3 years and visa extensions for non-European citizens were made easier. This year 20 percent more boats checked in than last year and more and more crews stay all year round in French Polynesia instead of rushing across the Pacific in one season.

This increase in numbers is visible for locals as well and has made it easier for cruiser-hostile politicians and lobbyists to taint our public image. While 'real' tourists who fly in on planes or arrive on cruise ships are welcome in the public opinion (or the one made by newspapers), cruisers are pictured as floating hobos who block the lagoons and cause pollution without spending any money.

Of course there are a few live-aboards on run-down wrecks who spend all year in the same anchorage without paying for facilities like water and rubbish disposal, but the majority of the yachts in Tahiti are visitors, who stay for a few weeks and spend thousands of dollars in chandleries, supermarkets and small shops and machine shops, money that goes directly to the locals (as opposed to cruise-ship tourists who may buy a beer or a T-shirt before they return to their all-in



clusive ship that is awaiting them in a black cloud of smoke).

The cruisers' contribution to the local economy is ignored by the politicians who would like to get rid of the eyesore of sailboats blocking the view of hotels and posh weekend houses. As we have no voice in the public, we are easy scapegoats and get blamed for water pollution (distracting the public from the lack of purification plants), accidents in the channels (apparently a jet-ski had to run over a swimmer, because sailboats were anchored in the lagoon) and dead coral reefs (while only 10% of all local produce is grown organic and fertilizers, herbicides and pesticides get washed into the sea).

When we returned to Tahiti in July, we anchored in our usual spot just inside the pass south of Marina Taina and were surprised when the boat of the capitainerie (harbor master) showed up shortly after, urging us to leave immediately in a rude manner. Our

objections that we only wanted to stay for 48 hours (those had been last year's regulations) were wiped away with a printed out satellite image with some marked areas.

According to this chart only three little spots next to the airport (north of Marina Taina) were still legal anchorages, everywhere else anchoring was forbidden--even in the big anchoring field just North of Marina Taina that currently hosted about 140 boats. Asking around among the resident cruisers we found many different versions of that printed out sheet--it looked like someone at the harbor master's office was producing new regulations on a weekly basis.

Rumours about the closing down of the anchorage off Taina continued, then in October a meeting was called by the mayor: the cruisers were informed that part of the current anchoring bay would be filled up, supposedly to 'renaturalize' the coastline that was dug up during the construction of the airport during the 1950s, but more



likely to make more room for the hotel project that is planned there. Whatever the reasons, cruisers will no longer be allowed to anchor.

Marina Taina will install a few more moorings, but these are meant for resident boats. Asked where visiting yachts are supposed to stay, the official answer was we were to pay for a berth in Marina Taina or Marina Papeete (both fully booked during the high season), pick up a mooring in Marina Taina (all full) or anchor in Taravao, which is a little town with a nice, protected anchoring bay. Unfortunately, it happens to lie on the isthmus between Tahiti Nui and the little sister island Tahiti Iti, about 60 km away from Papeete.

The local 'Association des voiliers' (sailboat association) is fighting the anchoring ban, cruisers are writing letters of protests and talking to the local shop owners to polish up our image. It remains to be seen how the eviction of such a big number of anchor-

ing boats will be played out. Whatever the outcome, the friendly image of Polynesian hospitality and generosity is definitely tainted in Tahiti.

However, on French Polynesia's small, outer islands, cruisers still get a friendly welcome, but if more and more yachts change their destination away from tourist centers like Tahiti, Moorea and Bora-Bora to the lesser known and visited archipelagos, the locals there might also get fed up with us. Therefore, it's more important than ever to show exemplary behavior.

We always try to respect local customs, be polite and ask before crossing someone's garden or use their trash cans. We float our chain and make sure we don't damage coral when anchoring. Such guidelines are of course self-evident and most cruisers act the same without ever thinking of it. Unfortunately, it takes only a few bad examples to damage the image of the cruiser community.

Here are
the lessons learned
by one family on their
first transatlantic crossing
from the Caribbean
to the Azores



Provisioning for an Offshore Passage

by Erin Carey

My recent west to east Atlantic crossing gave me the opportunity to learn about how to provision for a lengthy passage. Given that our boat does not have a freezer, we found what works, and what doesn't. With three hungry young children and three equally hungry adults to feed, this 2,500-mile journey from the Caribbean island of St. Martin to the Azores required meal planning, unlike any other passage I have undertaken.

The importance of good quality meals on an ocean crossing cannot be overstressed; when you have little else to do, meal times become a special time of the day and one that all crew members look forward to. On our passage, the morale on the boat could be directly linked to the quality and quantity of the food that was prepared that day.

It was hoped that this passage would take about 20 days, so I made sure I had enough food to last at least a month; taking too much food is always better than not enough. Basing ourselves on the French side of St. Martin enabled us to buy excellent quality food at a reasonable price, prior to setting off. I broke my plan down into the primary food groups that we needed.



MEAT

This was always going to be important on our trip as the entire crew were meat-eaters, and switching to vegetarian offshore, when patience is short, and tempers can run high, would not have been a good idea. Ocean passages are not the time to wean yourself off meat. As we don't have a freezer aboard our Moody 47, we were limited as to what would keep for a month in the fridge; however, this didn't mean we went without meat.

Sealed diced bacon was an excellent substitute for just about any meal requiring meat. Spaghetti bolognese, wraps, cold rolls, chili con carne, fried rice and potato

salad all worked well with packed bacon, and the best thing is that when unopened, they have quite long expiry dates. Salami and ham were also great for making sandwiches quickly and easily.

As we often eat tuna casserole when on anchor, canned tuna was an obvious choice; just make sure you buy a test can prior to departure as some tuna is fishier than others, and my kids won't eat fishy tuna. Although we don't usually eat spam or chicken in a can, they are excellent options for making many kinds of meals, especially pasta dishes; again, the expiry dates on these products are fantastic. Lastly, chorizo is super flavorful, lasts a long

time in the fridge and tastes great in pasta dishes with sun-dried tomatoes and olives.

FRUITS & VEGETABLES

Apples are an excellent option, as well as oranges and some bananas. Cabbage stays good in the fridge, lettuce wrapped in paper towel not so well, but it is nice to have in the first week. Tomatoes and cucumbers hold up pretty well, as does fresh corn on the cob. Canned peas and carrots are an easy find, and you can also pick up shredded carrot in a jar, as well as beets and olives.

Diced fruit in a jar, although a little high in sugar makes for an excellent des-



sert for the kids when they feel like something sweet. Potatoes can be a contentious subject; however, I found if I wrapped each potato in aluminum foil, they kept fine. I used the same method with onions, apples, oranges, and limes. Eggs were not hard to manage; we bought over a hundred, and they all got eaten with no issues, so long as you turn them in their cartons every now and then.

CANNED GOODS

Pasta sauces are always a staple on our boat with plenty of spiral, flat and standard spaghetti to accompany it; it is cheap and you can always keep leftovers. Chili con carne was a popular meal, which was easy to make from the can and packed with



energy. Rice is also reasonably easy to boil up and goes with many dishes. Chicken stock cubes add flavor to most meals; we also packed seaweed papers, wasabi, and sushi rice just in case we caught a tuna. We didn't go to the effort of removing all labels; however, we did identify the contents on the tops of cans in black marker.

BREAD

Surprisingly, one of the most essential items I purchased for the passage were pre-made airtight bread rolls. These came in packs of six and could be kept at room temperature for the entire trip. When bread was required, the packages were opened, could be popped in the oven for five minutes or heated under the grill. The rolls were good for sandwiches, as a side dish or to make toast with and they stayed



fresh and were a real treat. I wouldn't go to sea without them.

Baking bread is a little tedious for me, and in the tropics, sliced bread doesn't last more than a few days. Wraps were another great item; they last for months, don't need to be refrigerated and can be used fresh or toasted in the pan.

SNACKS

I found that when any of the crew

needed a quick burst of energy, chocolate-flavored protein bars worked well. They are a little more pricey than muesli bars, so they were off-limits to the kids. Hot chocolate was popular as well as a bag of potato chips and the odd block of chocolate. Pre-made carton soups were an excellent snack; served

warm in a mug the family could enjoy a pick-me-up if the weather turned a little cold. Coffee and tea are also a must, as one of our crew was Polish, she enjoyed a particular brand of coffee, not a hard request to fulfill prior to leaving. Garlic bread was another great snack; everyone on board came together whenever the delicious smell of hot garlic bread wafted from the oven. Other snacks like canned soft drinks, peanuts, smoked almonds, popcorn, and raisins were also popular.

WHAT NOT TO BUY

When provisioning for a passage you may be tempted to buy foods you haven't used or tried before. This is not a good idea. On our boat, every tin of canned spinach, many packs of two-minute noodles, lentils,



*You may be tempted to
buy foods you haven't
used or tried before.
This is not a good idea*

French pate, mac and cheese and ingredients for bean salads just didn't get eaten. Obviously, every crew is different, but it makes more sense to cook food you enjoy.

I used a cryovac machine, which was fantastic for certain foods like almonds, dried onion, and dried apple. However, I also vacuumed some corn on the cob and tomatoes, and after 10 days in the fridge they actually fermented in their sealed bags, puffed up and burst; so perhaps stick to dry foods with these.

Finally, water was something that I didn't put enough thought into. My husband is a Mister Fix It but, unfortunately, when our generator stopped putting out AC power in mid-Atlantic, we were unable to use our watermaker and had to rely on tank and bottled water. This meant no more showers and water rations had to be implemented. While we made the journey safely, I would have felt much happier with a few hundred extra liters of water on board and several fewer cans of lentils, spinach, and green beans. All of which I haven't even been able to give away since arriving into the Azores. **BWS**





Keeping it Real at Anguilla's *Round the Island Race* by Eric Vohr

Each winter, the Caribbean islands host a slew of exciting regattas that attract sailors from around the globe. The obvious draw being warm tropical breezes, turquoise blue waters, and endless white sand beaches.

What many do not know, however, is the Caribbean has its own rich tradition of local “work-boat” races that predate many of these better-known regattas and (for the locals) are much more important. These lively events are rooted back to the days when local fishermen rushed back to port after a long day’s fishing in open boats powered only by sail.

I recently had the opportunity to check out one of these races, Anguilla’s *Round*

the Island Race, and became an instant fan. Unlike the big-boat races which attract an international crowd of million-dollar boats and professional skippers, Anguilla’s *Round the Island Race* is purely a local event, with home-grown boats and crews. As much as I love big-boat regattas, these local events offer a welcome break from the carbon fiber and ridiculous budgets.

Work-boat races are not only a team effort, they are a village effort. Entire communities pool their resources and time to help get these boats ready to race in order to gain much-coveted bragging rights and cash prizes of up to EC \$50,000 (U.S. \$20,000).

In Anguilla, this all started back in



Loading Sandbags onto *Light and Peace*

1940, when these hand-crafted boats were literally carved from white cedar trees. Size determines whether the boats are in an A, B or C class. Class A boats are the largest and most popular and prestigious. Boats in this class are just under 30 feet long and roughly 10 feet wide at the beam. Masts can be close to 60 feet high and booms can be nearly 40 feet long.

With such a large sail area and shallow keel, these boats need a lot of ballast. So, depending on the wind, they use 10 to 20 crew members and ballast that consists of lead weights and sand bags. The amount of ballast is usually reduced during the downwind leg of the race by dumping sand over the side.

The crew includes a helmsman, main sheet trimmer, jib sheet trimmers, ballast shifters and bailers armed with buckets to make sure the boat doesn't sink.

Often, there is no electronic gear on board, not even a compass. Everything is done by feel, including estimating boat speed. Most of the masts are fabricated out of flag poles, and the sails are simple Dacron. There is no fancy hydraulic backstay or boom vang, just one-to-one blocks to run the mainsail. As you can imagine, the main-sail trimmer is usually the one



Dumping Ballast off of *Light and Peace*

with the burliest arms on the boat.

The teams who race these boats are not all on the water. Many of the supporters are "Land Racers". These fans can be found on beaches, roads and hilltops rooting for their favorite boat as it circumnavigates the island.

This is by no means an easy race. Where the Caribbean and Atlantic seas meet, there can be tricky currents and chop to contend with, and the downwind leg on the Atlantic side of the island can have large swells and big gusts.

When two boats are on a collision course, they are supposed to yell "hard lee" and tack away from each other. For those who know racing, this is not a perfect system, and inevitably there are collisions that can end in disaster for both teams.



Raising the Mast on *Real Deal*



In Hot Pursuit on *Light and Peace*

As work boats are open boats, they take on a lot of water, which is all part of the game. In the 2017 race, a boat called *Real Deal* actually sank to the bottom of the ocean during practice the day before the race. The team was able to raise her and tow her back to the village for all-night repairs. Miraculously, they got her back on the race course the next day and actually won the race. You can't make this stuff up.

The awards ceremony after that race was fantastic, which is really what this is about: the celebration of Anguillans, their history and their traditions.

The *Round the Island Race* starts and finishes at Sandy Ground, one of Anguilla's most popular beaches and one the island's best anchorages. So, if you happen to be sailing around the region, I highly recom-

mend dropping a hook in Sandy Ground and checking out the races. Sunsail runs a huge charter base in nearby St. Martin, so it's pretty easy to make this happen.

If you prefer the creature comforts of a land-based accommodation, Malliouhana Resort is one of the island's nicest places to stay and has one of the best restaurants. You can watch the race from the hotel's balcony that looks out over the mile-long white sands of Meads Bay Beach on the island's southwest corner.

However, you'll want to head on down to nearby Sandy Ground for the finish and the awards ceremony. This island puts on an amazing party with great music, food and spirits.

The *Round the Island Race*, which takes place each year on Anguilla Day, May 30, is not the only local boat race of the year, nor is it the grandest. On April 11th when the island celebrates its version of Carnival (Anguilla August Summer Festival), they hold the Champion of Champions boat race, which follows an entire week of sailboat racing and offers the biggest bragging rights of the year.

Local boat racing isn't the only "real" flavor that makes Anguilla unique. This island has a quiet, authentic, underdeveloped, laid-back local feel that is missing at some of the more-heavily traveled Caribbean island destinations. In order to really appreciate this island's natural unspoiled beauty, be sure to take a stroll on the twisty wind-swept trails on the remote northeastern end of the island. There's a wonderful pristine beach there



The wonderful Meads Bay Beach as viewed from the Restaurant at Malliouhana Resort

How to get there:

American Airlines and Delta fly Nonstop R/T to St. Martin for around \$400. You can take a quick water taxi across to Anguilla (\$20 one way).

Where to eat:

Good Korma www.facebook.com/goodkormaonthestrip/ has amazing Indian curries.

Falcone Nest www.facebook.com/pages/Falcon-Nest-Anguilla is a beachside restaurant where you can dine and sink your toes in the sand, offers amazing local dishes.

Veya Restaurant www.veya-axa.com is perfect for a fancy night out and has a

great wine list, as well as a New York Culinary Institute chef and amazing island-inspired fusion cuisine.

Where to stay:

Malliouhana Resort www.aubergeresorts.com/malliouhana.

Diving/Island Tours:

Scuba Shack <https://www.scubashackaxa.com>.

Where to charter from:

Sunsail www.sunsail.co.uk/destinations/caribbean/st-martin has one of its biggest bases in the Caribbean on nearby St. Martin.

called Captain Bay that many say is the best on the island. In addition, Anguilla has some excellent scuba diving and snorkeling in the Caribbean, especially off the small cays to the northwest of the main island.

On one of these, Dog Island, you can also see mating frigate birds and masked

boobies when in season or just stroll the island's seemingly endless empty white sand beaches.

The more I travel to the Caribbean, the more I search for undiscovered wonders, and Anguilla is just that, and with regular daily flights to neighboring St. Martin, what are you waiting for? **BWS**

Putting on the Final Touches on *Light and Peace*



The party heats up at the Round the Island Race



Outbound Voyager 52 Designed for Blue Water Sailing



For the last 20 years, Phil Lambert has been building high quality blue water boats for discerning cruisers. The Outbound 46 remains one of the best boats ever conceived for a cruising couple who want a boat that combines great sailing performance and true offshore capabilities with handsome and traditional accommodations.

Last year, Lambert and his team introduced the new Outbound Voyager 52, which is, as its name implies, a boat built for voyaging. The Voyager's raised saloon is what really sets it apart from its sister-ships and from many of the boats in the cruising fleet. The high saloon cabintop

has been made aesthetically pleasing with the use of large, sculpted windows and a streamlined, cambered shape. Inside, there is a large dinette to port and a true sea-going U-shaped galley to starboard.

Sitting in the dinette you have a view all around you and I can easily picture myself sitting here with a hot cup of coffee as the sun comes up watching the birds feeding and the other cruisers rising to meet the day aboard their own boats. This could be in the Bahamas, Bora Bora or Bali because the Voyager 52 was designed to take you there.

The cockpit has twin wheels and a cutout in the transom for access to the



boarding platform aft. The bench settees are long enough for a person to lie down and the raised saloon offers plenty of protection from wind and spray. The drop leaf table is large enough for six to dine al fresco.

The rig is the standard Outbound system with a double headsail or Solent-style configuration forward and a roller furling mainsail. The inner headsail is more of a jib and will be used when sailing upwind or in stronger breezes. The genoa will be used in lighter breezes and when reaching and running. A downwind sail can be tacked down out on the tip of the bow sprit. With this rig a single watchstander can reef or unreef all sails as needed from the safety of the cockpit. One of Lambert's goals when designing his boats is to reduce fatigue when sailing offshore. Many factors come into this but the sail plan and sheeting systems are key elements.

Down below, there is a single quarter cabin aft of the dinette and a full work room on the starboard side where you can keep all of your tools and have a workbench with a vise for making all types of repairs to gear. A day-head is optional on the starboard side aft of the galley.

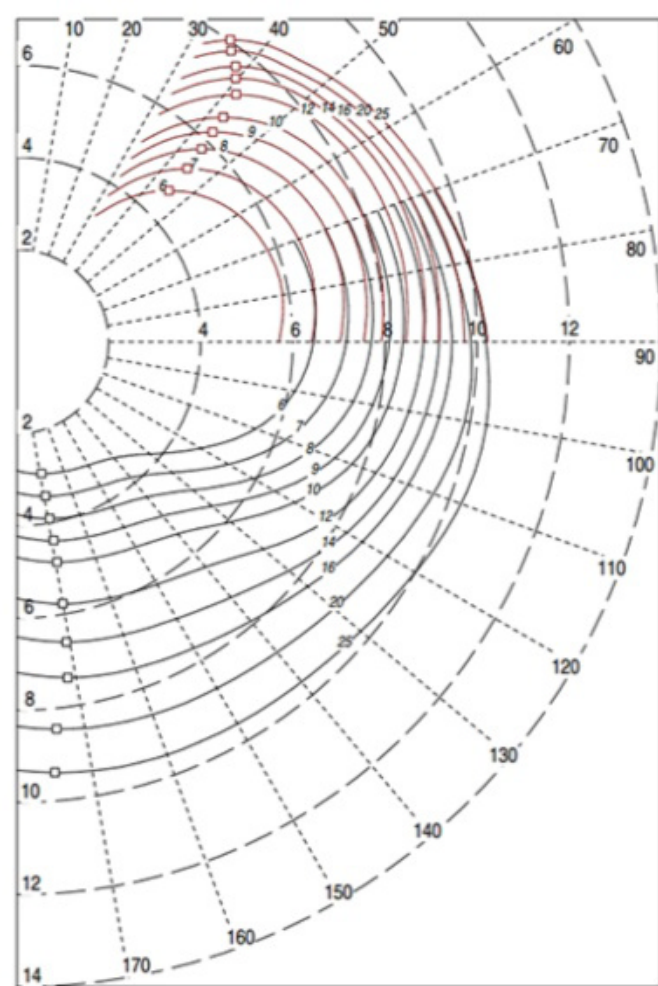
The two sleeping cabins forward offer large double berths and their own private heads. These are great cabins and reflect Lambert's long experience cruising on his own boat and hearing feedback from his many Outbound owners. Unlike Europeans who cruise with crowds of friends and family aboard, North American owners tend to coastal cruise with another couple or a child or two and will pick up an extra crew of two or more when making

offshore passages. This layout works well for both situations.

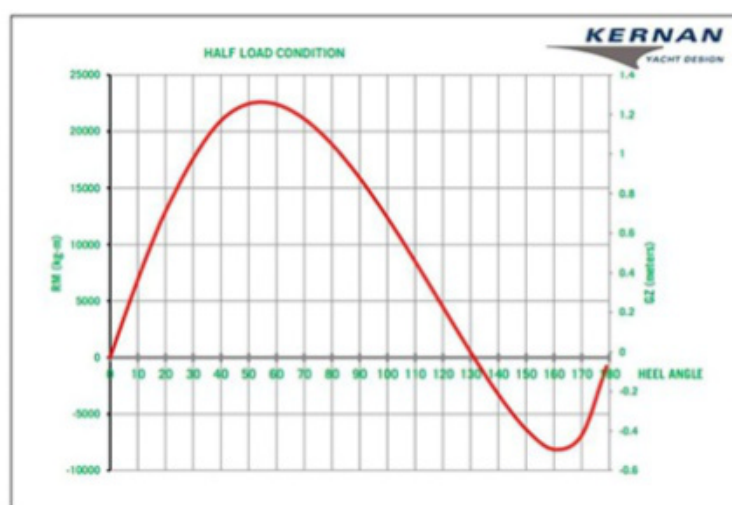
The fit and finish of the Voyager 52 is traditional and very much in the Outbound style of satin finished teak joinery with light colored fabrics and white overhead panels. The Voyager will have tons of natural light in the saloon and the cabins have overhead opening hatches, opening port holes and fixed hull ports, so they too will have plenty of natural light and good ventilation.

With 250 gallons of fuel aboard, the Voyager will have a range under power of a thousand miles or more. This is not insignificant since along traditional world cruising routes there are several passages of a thousand miles where you are in the doldrums and need to motor. Plus, if you want to be adventurous and get well off the beaten track, you need to be entirely self-sufficient. The Voyager was designed for that. If you are too, then the Voyager is for you.

Check it out at www.outboundyachts.com.



BWS



Designed from the keel to the top of the mast to be a blue water boat, the new Amel 60 will take you anywhere you want to sail in comfort, style and safety



The Amel 60 is a Complete Cruiser by George Day

The all new Amel 60 was launched to the public at the Cannes boat show in September and was immediately nominated by the sailing press to the 2020 European Boat of the Year competition. The 60 is the big sister of the Amel 50 and is very much a member of the new Amel family as a concept boat that continues a unique boat building legacy.

Amel yachts are not like other cruising boats. They come with just about everything you need to set off across oceans to explore the world. Plus, you don't get to choose many of the systems that are on board because Amel makes those decisions for you based on their vast experience with their large fleet of owners and on their philosophy that self sufficiency and reliability are the keys to happy and safe cruising.

The new 60 is a thoroughly modern design with a flat sheer, a raised center

cockpit that is protected by a doghouse with huge windows, twin rudders and an advanced cutter rig with electric furling units on the in-mast mainsail, staysail and genoa.

The cockpits on modern Amels are their signature design elements as no other cruising boat on the market has such a large, deep and well protected space from which to run the boat. This is where you and your sailing companions will live most of the time when not sunning on the after deck or lounging on the bow.

The helm is to port and has all of the instruments and controls at your fingertips. You have 360-degree visibility from the helm and can see the mainsail trim through the overhead hatches. The sheets for the working headsails lead to electric winches on both sides of the cockpit where they are easily accessible. The main sheet and the reefing control lines for it

lead to a large electric winch across the cockpit from the helm station, so the big sail can be trimmed, rolled out or reefed by one person without being exposed to the elements.

Amel has long espoused the theory that by making sail handling easy and safe they make cruising a lot less tiring while on passage and a lot more fun. The rig on the new 60 certainly is true to the concept.

The engine room lies beneath the cockpit floor and is accessed via a hatch that is large enough to accommodate easily removing the engine or generator for major repairs or replacement. This is not a feature you will find on most cruising boats. The engine room is huge, even for a beamy 60-footer and has plenty of space for all of the major systems including the generator, watermaker, air conditioning, hot water heater, battery bank, most ship's pumps and more. And, there are convenience spaces to stow spare filters, spare parts and the tools you will need for regular maintenance and repairs.

By centralizing all of the heaviest equipment just aft of the boat's center of gravity and by designing a hull with very full sections all the way forward and aft, they



totally adhere to the concept that giving a boat an easy motion, ie. very little pitching in a seaway, is a key to comfortable and successful passages. The 60 also has a light carbon mast which further helps to eliminate pitching and rolling at sea.

The 60 has a wide, hydraulic foiling stern platform that turns the stern into the water-sports center. Storage lockers for dive and snorkeling gear mean you can wash off everything with fresh water and stow it without bringing it on deck. The davits on the stern make it easy to hoist the dinghy when going sailing.

ACCOMMODATIONS

The interior of the new 60 makes excellent use of the hull's large volume. Amel, being a French company, has always considered the galley and wine lockers to be first among equals in the accommodation plan. In the 60, these are located in the passage that leads aft to the master stateroom; there is a ton of counter space, twin sinks, a four-burner stove and oven, large fridge and freezer units, a dishwasher and of course the large wine locker.





berths when you hit bouncy weather on passage that make the forward cabins uncomfortable. A unique saloon feature is the giant hatch in the cabintop that can be opened in good weather for maximum ventilation and natural light.

The saloon has the large dinette to port that sports a folding table that can be raised and lowered hydraulically to be either a coffee table or a proper dining table. Along the centerline there is a large liquor locker where you can stow more wine, grog and your collection of highball and wine glasses. Along the starboard side there is a L-shaped settee. Both the dinette bench and the settee will make good sea

The after stateroom makes great use of the 60's beam. The large, walk-around double berth is on the centerline, the head and shower are to port with a handsome desk and seat just aft of it. There are plenty of storage and hanging lockers on both side of the cabin, a large bookshelf with fiddles and plenty of storage under the bed. This is a cabin a cruising couple could call home for many years and will be a great place to retreat to when it is wild and windy on deck.



The two identical guest cabins are side by side forward of the saloon. Each had a large double, Pullman berth and its own en suite head and shower.

Amel used to have quirky, utilitarian interiors that took some getting use to. But, those days are gone and today the interiors of the new boats are as elegant and finely finished as any yachts on the market. The bulkheads are white while the teak veneers on cabinets and doors all have matching grains and are finely finished with satin varnish. The hardware is modern, elegant and subdued. The cabin soles are light grained wood that help to keep the interior spaces bright and warm.

BWS THOUGHTS

During our own five-year circumnavigation, I think we saw more Amels in far flung anchorages than just about any other brand with the exception, possibly, of Hallberg Rassy. The boats then and now were conceived, designed, built and outfitted with voyaging in mind and the finished products do their jobs very well.

The 60 has a 180-horsepower main engine and 230 gallons of fuel, so at a cruising speed of six knots it will have a range of over 1,200 miles. If you factor in the

diesel used by the generator, you still will have a range of about a thousand miles, which will come into use when crossing windless areas like the horse latitudes and the doldrums.

The boat has a huge locker forward that houses the retractable bow thruster and has room for a downwind sail, deck lines, fenders, inflatable kayaks and SUPs and more. Aft there are two large lazarettes where you can stow all sorts of spare parts, rigging supplies, a spare inflatable tender and much more. Or, you could convert one of these into a SCUBA locker.

If you are planning to head out over the horizon for a true voyage, and you want to go in comfort, style and safety, then an Amel might be the boat for you. And if you can stretch your budget to go to 60 feet, the new Amel 60 should be on your short list.

For more information log onto: www.amel.fr **BWS**



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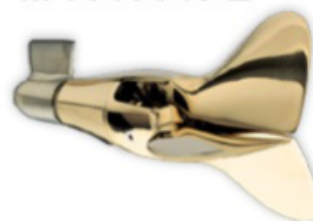


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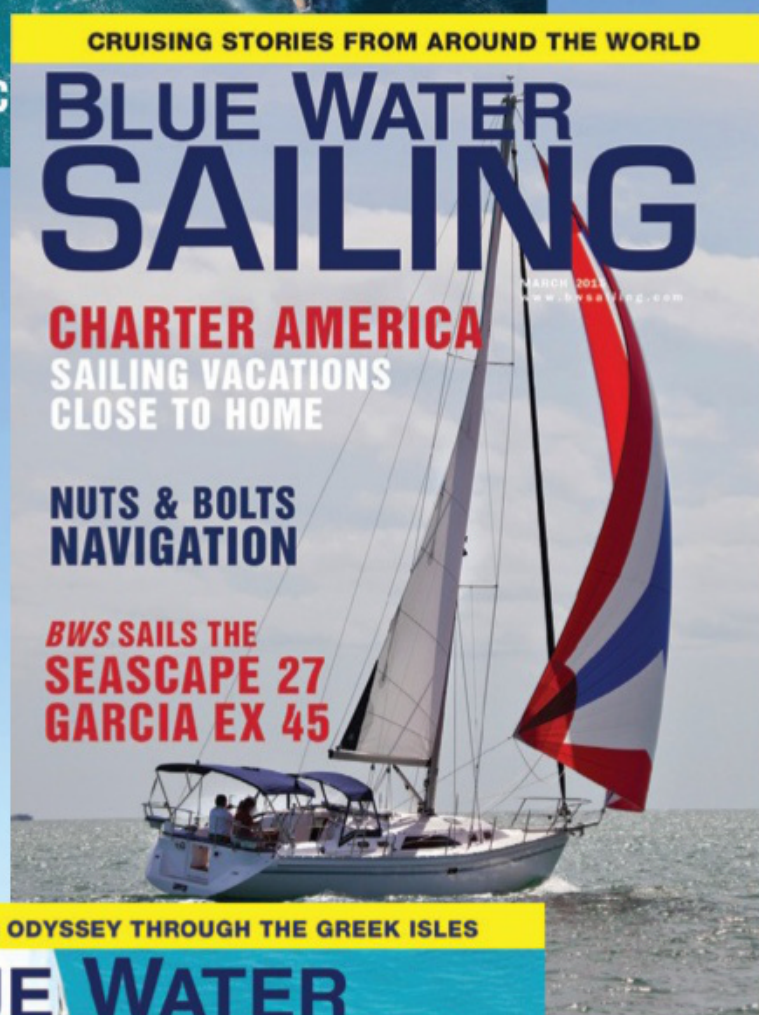


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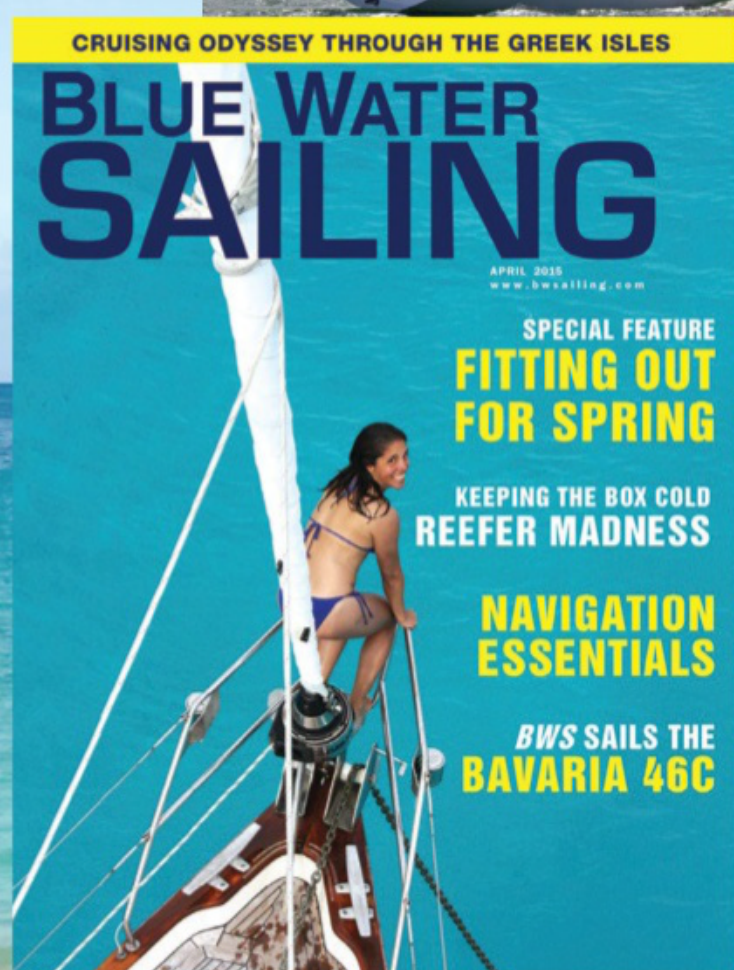
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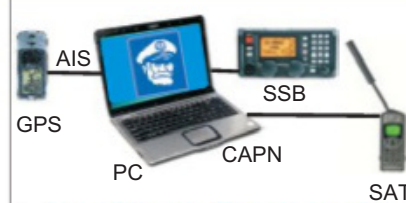


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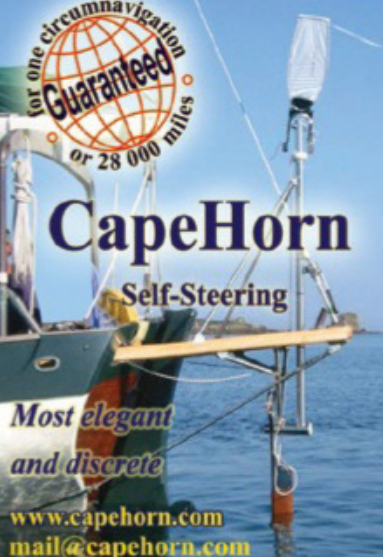


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