ALL NEW REFIT SECTION – Things you need to know

PACIFIC

MotorYacht

COVERING AUSTRALIA & NEW ZEALAND

Salthouse 650

Quad IPS drives Halcyon VI

Also Reviewed

Mustang 430 Sports Coupe
Hot and Horny

Activa 6400 Contemporary
Luxury Cruising

Nordhavn 43
Serious Passagemaker

- **GREEN CRUISING**
  Diesel Electric Hybrid Power
- **MAKING GOOD WATER**
  Convenient and Healthy
- **REPLACE OF RENOVATE**
  Extending a Brava Cat

June 2009

Nordhavn 75 *Expedition Yachtfisher #2 arrives in the US*

The second Nordhavn 75 Expedition Yachtfisher has been shipped to the Nordhavn office in Stuart, FL.

The powder blue-hulled number 2 boat marked the 75 Expedition Yachtfisher's public debut at the Palm Beach International Boat Show in late March. Nordhavn has taken what it does best – build long range luxury expedition yachts – and incorporated all the fishing features and rigging found on tournament sportfishers to create a yacht that can truly go after any species of fish, anywhere in the world. An enormous fishing cockpit, dual 60-gallon baitwells, a 35-cubic-foot deep freezer, plentiful gear and tackle storage, and all the rod holders and rigging a deep-sea angler could ever want, top a long list of fishing features.

www.nordhavn.com

Leopard Cats *tested in Atlantic crossings*

Delivery captain, Piet Schepers can't get enough of a good thing. Schepers and two crewmates recently put a new Leopard 37s to the test, delivering the Morrelli & Melvin-designed recreational power catamaran from Robertson & Caine's Capetown, South Africa production facility to the Moorings Village in Tortola, BVI.

Loaded with 2875 litres of fuel, 145 litres of water and additional gear, the crew left Cape Town in early in December. On its maiden transatlantic crossing, the Leopard 37 travelled 1,740 nautical miles before stopping to refuel at the remote island of St. Helena in the South Atlantic.

The Leopard 37 sprinted another 2,559 nautical miles to make landfall in Fortaleza, Brazil. Rested and reprovisioned, Schepers and the Leopard 37 crew headed 2,335 nautical miles north and to celebrated the New Year in Tortola, BVI.

The Leopard 37 encountered winds from 0 to 35 miles per hour and seas from every direction during the crossing. Waves broke over the boat and showered Schepers on the bridge deck, but that did not stop him from going back for more. No sooner had delivered the Leopard 37 to the Moorings charter fleet than did Schepers return to South Africa to repeat the performance.

Schepers and his crew also found the Leopard 37 to be very fuel-efficient. At the outset of their voyage, they encountered winds of 35 miles per hour across the beam and 12 to 15-foot waves. With one motor averaging 2,200 rpm, they made 7 knots and consumed 1.5 litres of diesel per nautical mile. The pleased captain reported topping 17 miles per hour at times when the Leopard 37 surfed down waves.

Late in their transatlantic crossing they encountered calmer conditions and found "motoring in flat water with the wind from the stern to be comfortable and a breeze!"

Comfortable with the seaworthiness of these cruising powercats, Robertson & Caine has two other Leopard 37's en route from South Africa to Tortola in time for the peak Caribbean charter season.

www.leopardcatamarans.com

Size does not Matter

THE NORDHAVN BRAND, PURPOSEFULLY DESIGNED FOR THE SERIOUS PASSAGEMAKER.

Nordhavn is an old established American-based brand this year celebrating its 30th Birthday. Nordhavn is synonymous with security, safety, handling and general capability. And once you have experienced the brand in its own back yard, the oceans of the world – then you would never ever want to own anything else in your lifetime. The boat literally sells its self in fact, for intending owners already know all about the boat, and fully understand that Nordhavn is a serious ocean-going big-volume passagemaker, not a trawler-style cruiser. It is a boat to live on, for attention to detail is almost beyond comprehension.

Every aspect revolves first and foremost around safety at sea, and Nordhavn jealously guards its reputation as a leader in this ever-increasing market. Acutely aware of the fact that respect is earned, not given, while its are the only 'production' passagemakers (there are however many custom-built versions available) models, it also ensures that each of the 30 boats per year it builds in its Taiwanese and Chinese facilities, in model sizes ranging from 43 to 120 feet – is in some way or another, custom-finished to its owner's expectations.

My initial perceptions of the Nordhavn were confirmed on first glimpse, it exuded quality, durability and sturdiness, yet I was still left wondering how a boat of this concept could be designed without having to make it longer that 43-feet. Step aboard through either the side or aft entry doors and one soon appreciates the fact however, that it has been achieved not so much through clever design, but more so by prioritisation.

When you are 'cruising' the oceans of the world, a large cockpit for instance, is the least important requirement. As such, in the 43's case it served the sole purpose of being simply an entry then a working area, for within these confines were the LPG locker, a S/S BBQ, the bait board, and ship-style hawse chocks and cleats (three each side). Aft of the confines of the cockpit and on the shallow boarding platform, was an appropriate-length S/S and teak swim ladder.

Starboard side walkways lead you along then up some steps and onto the again ship-style foredeck area. Complete with S/S dorades, wet lockers, Lewmar hatches, searchlight, anchor chain bulkhead hatch, a colossal S/S twin anchor fairlead, the Maxwell VCW-3500 capstan, a fresh and a salt-water deck-wash outlet, drain grates (all piped down to water-level outlets) and even a stylish and completely in proportion Portuguese bridge; it was a

IF YOU WERE A RANK AND FILE WEEKENDER OR EXTENDED-STAY CRUISING SKIPPER YOU WOULD ARGUABLY CRINGE AT THE THOUGHT OF TRAVELLING THE OCEANS OF THE WORLD IN A 43-FOOT MONOHULL. TO THE PURITAN PASSAGE MAKING CRUISING FOLK OF THE WORLD HOWEVER, IF THAT 43-FOOTER WAS A NORDHAVN – THEY WOULD HAVE ABSOLUTELY NO COMPUNCTIONS WHATSOEVER ABOUT LEAVING THE DOCK AND TAKING ON THE 'BEST' MOTHER NATURE HAS TO OFFER – AROUND THE OCEANS OF THE WORLD.

TEXT BY BARRY TYLER IMAGES BY PAE

very safe and practical anchoring and operations area.

The Portuguese bridge continued around to the port side where more steps, encapsulated by again waist-height bulwark coamings and rails, led you past the pilothouse side entry doors (one each side) and up onto what could be loosely termed the flybridge level working area. A split-level area, it housed the funnel or 'stack' base for the communications receivers and extended (dry) exhaust stack, wet lockers, ice-box or refrigerator, a tender mounted on removable chocks, and the manual 'ropes, levers and pulleys' yacht style boom arrangement that fulfilled the typical duties of a mechanical davit crane. There were even side-window acrylic 'storm boards' attached to the top rails, which could be attached prior to ocean passages.

Welcoming Saloon

A Dutch saloon door, that like the side entry doors, split in the middle so you could still safely have one half of the door open for ventilation/visibility, while at sea, led us into a saloon that while slightly smaller than expected, was proportionate in size to the rest of the vessel. One must be acutely aware of the fact Nordhavn considers this its 'mum and dad' model, with room for occasional guests – so it was designed accordingly!

Boasting an inherent ambience and homely feel all of its own, the teak woodwork with its 'matched' (continuity of grain) teak panels – was something very special. The workmanship was superb. Every gap was just right, every drawer or cupboard lined up accurately with the one next to or above or below it, and when you opened the cupboards or drawers – there were no rough edges or 'dags'. Complete with reverse-cycle air-conditioning, impressive décor features, traditional-style elongated solid S/S opening port-hole windows and fly-screens, padded vinyl roof panels, a leather L-shaped three-person (more if you utilised the two lounge chairs) dining lounge and the granite bench-top for the galley.

The saloon was in fact very much an all-in-one room designed in such a way that each aspect complemented the other – there was no attempt to disguise the fact that the galley, dining and lounge were all as one. For me, its innocence in that respect was its enduring attraction. To port as you entered was in this instance a bench-high servery with storage cupboards below – more of a feature display than anything. Opposite was a dining setting for (comfortably) three adults with maybe another two in

DOUBLE SLIDING DOORS OPEN TO A UNOBTRUSIVE COCKPIT WITH A SECONDARY HELM STATION.

optional ottoman seats, tub-chairs or fold-away chairs.
The galley deserves special mention for while appearing 'compact' it was so all-encompassing and very much commensurate with a live-aboard situation. Included in the galley inventory were generous overhead and wall cupboards, a concealed pantry, two sinks, filtered water, quality faucets, a three-burner gas stove, a separate oven, a dishwasher, a trash compactor, a GE convection microwave oven, and a 130-litre refrigerator. Just incredible, yet there was more. Around the other side of the pillar at the base of the stairs to the pilothouse, was a like-sized freezer with on the other side of these stairs and within the television and entertainment module, another (top-loading) freezer; there was good cold storage capacity!

What a Pilothouse

On any 'mini ship', the pilothouse level will be what makes or breaks the passagemaker ideology. In the scheme of things it either works or it doesn't – in this case it embraced the concept brilliantly. In fact, you could easily have been aboard a 100-footer! There were generous lashings of teak woodwork, reverse sloping windows, elevated viewing, side entry doors, ultra-comfortable Stidd helm chair, good cupboard storage, and benches to spread the charts out on – it very much addressed the expectations of an ocean-going pilothouse.
And what a dash-board! There was an impressive custom helm wheel, and a serious smorgasbord of electronics offerings from Simrad, Furuno, Northstar, SeaTec, Icom KVH, Brooks & Gatehouse, and Sirius. There were separate Morse throttle and gear remotes for the main engine as well as the auxiliary, plus remote activators for anchor, throttle, wipers, stabilizers, genset, remote spotlight and bow-thruster. Below and to the right of the helm wheel was the easy-access AC/DC switch panel which included all the circuit breakers, plus inverter switches for the 12V and 24V DC power and the either 120V or 240V AC power.
Further investigation of the cupboards at the actual helm also revealed a definite break with tradition (but still a very good 'economical' use of space) – a laundry washer dryer combo which was located in a below-bench cupboard adjacent to the portside entry door. Certainly not where you would expect to find a laundry, but I guess it gives the skipper something to do during the long passages – must have been designed by the lady of the house!
Integral to the aft wall was a dining/coffee or viewing setting; a bench seat with in front of it an elongated table which allows the guest or spouse to be a very real part of the proceedings whilst underway. Under the aft viewing seat there was a huge chart drawer. Above it was a berth for the skipper, which with a bit of imagination could be deemed the third (double) accommodation option. I prefer to think of it in the context of a 'mum and dad' boat, as the skipper's accommodation so as to remain close to the helm action at all times.

Accommodation

At the foot of the semi-spiral stairway down from the pilothouse was the accommodation level. Being a mum and dad guise as stated, the 43 had just the two cabins. The master cabin, situated effectively amidships in under the pilothouse sole, was an athwartships layout with the 'island' queen-size berth the obvious focal point. Special attributes included two cedar-lined hanging lockers, a very 'visual' bed-head alcove, stereo/DVD, intercom, the elongated opening porthole, plenty of pigeon-hole and generous cupboard and drawer storage – something you can never have enough of! The other obvious 'feature' was the subtle and certainly non-onerous (it could well have been onerous though) bulkhead door which provided access to the full-height engine room.
Short-stay guests are accommodated in the deceptively generously-sized bow cabin. A double berth was off to port, with opposite it a vanity setting for the ladies. Or, in the instance where there was just mum and dad aboard, this vanity setting could very easily be transformed into a working office complete with swivel chair, desk, shelving (the computer and fax machine would go in here), filing cabinet and document cupboard. Special features in this room were the quality lighting, the porthole, the built-in and pigeon-hole storage, and once again, the magnifi-

TOP LEFT: THE SALOON WASN'T LARGE, MAINLY BECAUSE SO MANY LIVE-ABOARD FEATURES WERE FITTED AS STANDARD!

TOP RIGHT: PRESENTATION OF THE CONTRASTING DÉCOR WAS JUST SUPERB.

RIGHT: SPACE ON THE BRIDGEDECK LEVEL WAS WELL UTILISED. EVEN THE CREW HAD A VIEW OF PROCEEDINGS – WITHOUT BEING IN THE WAY!

Forward of the cabin was the guest ensuite, complete with Raritan head, separate shower cubicle, vanity and overhead hatch. All of a sudden I appreciated the need for two hatches in the foredeck, between the wet lockers. Other features in this teak wood-lined room included stereo, AC, a hanging locker and of course good storage.

Hull and Mechanicals

The best way to judge the credibility of any hull is to peer into the inner sanctum, and yet again I was amazed at what I found. Built to the absolute highest specification, the hull perhaps surprisingly was a FRP composite of vinyl ester & polyester resins, GRP cloths and rovings, and balsa, plywood and klegecell cores, strengthened with GRP longitudinal stringers – and 5 tonnes of lead ballast!

A most complex boat in many aspects, its appeal from a mechanical perspective was that it was so easy to maintain. Back-up systems abound also, so you are never left stranded. There were completely separate fuel and electrical systems for each engine (including the auxiliary 27hp 3GM30FV Yanmar 'get home' engine) which was direct-drive to the folding propeller. The shaft seal for instance was a traditional packing gland seal, used in preference to a PPS seal, so it could be easily repaired or replaced at sea if needing maintenance. There were even separate remote fire systems in the engine room and lazarette, and all tanks were colour coded – red for fuel, blue for water, grey for grey water and black for black water.

Engine power was courtesy of a 130hp, 6.8-litre, in-line 4-cylinder naturally aspirated Lugger LP668D diesel engine that the makers suggest will travel six times around the world before it needs an overhaul. This is probably a good thing, for with the fuel tank capacity of 4693 litres, the N43 has a whopping range of 2800 nautical miles.

Power generation was provided by a Northern Lights 12kVA genset plus 90-amp and 160-amp Lugger engine alternators. All generation ran through the upgraded 3600VA/140-amp Xantrax trace sine wave inverter/charger – to a bank of Lifeline deep-cycle gel batteries, upgraded from three to five 255Ah Lifeline batteries. Hot water was courtesy of an engine heat exchanger as well as an electric hot-water heater.

Conclusion

It was built like an ice-breaker, seemingly to overkill proportions, as if it were a much larger vessel. It was presented extremely well, attention to detail was obvious, the woodwork in every instance was superb, and mechanical specifications were to the highest quality in every respect. Every modicum of available space was utilised well. It was a homely boat and despite its relatively small size for a long-range passagemaker, it was a boat that oozed long-range practicality, ability and confidence. PMY

THE PORTSIDE AMIDSHIPS MASTER STATEROOM – A VERY HOMELY, COMFORTABLE PART OF THE BOAT.

NORDHAVN HAS ENSURED THE HELM IS AS ERGONOMIC AS POSSIBLE – YOU SPEND A LOT OF TIME UP HERE!

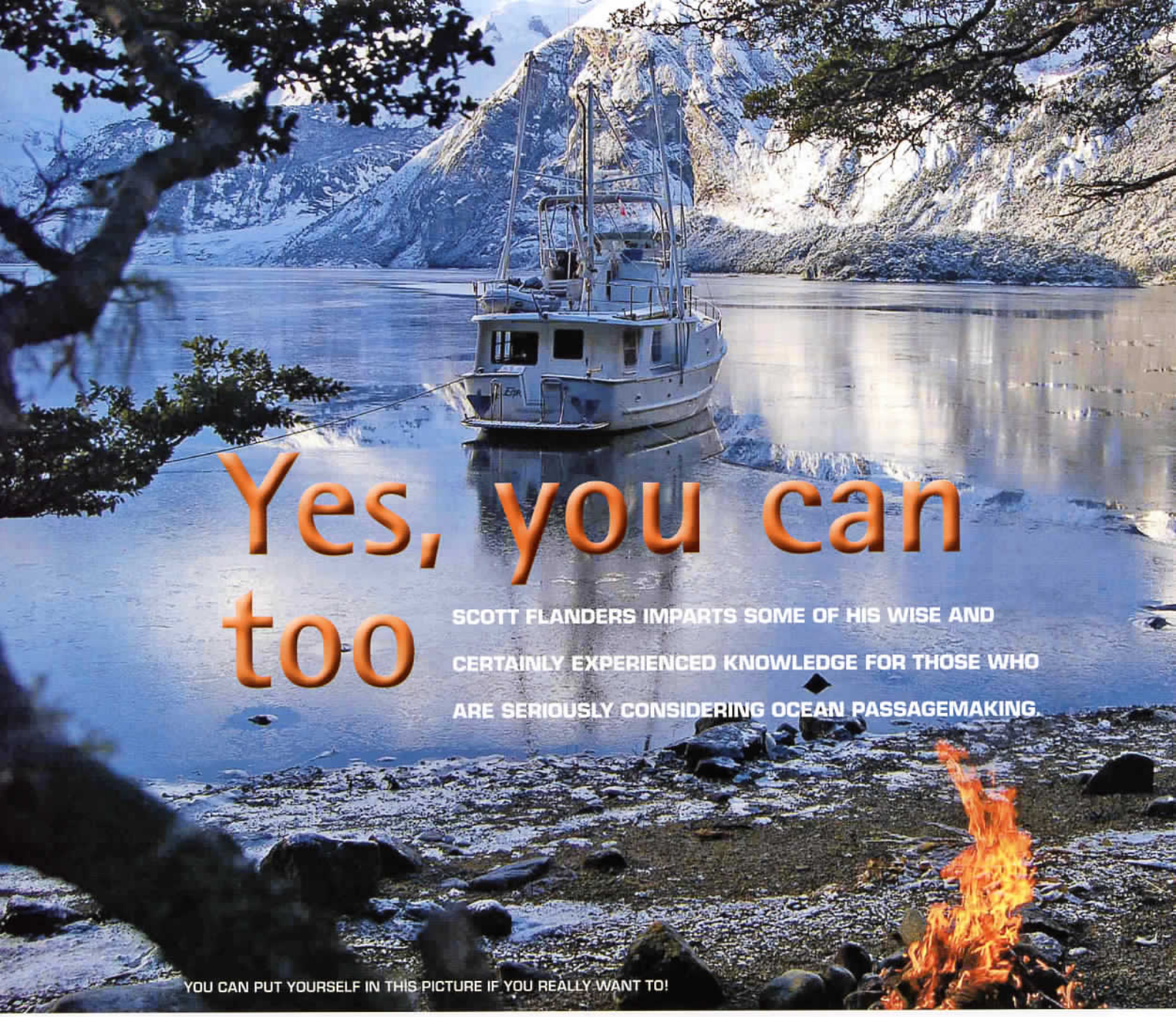
TECHNICAL SPECIFICATIONS

Design Name:	Nordhavn N43	Propellers:	Bronze 34"x28"P 4-blade	Helm Chair:	Stidd
Year Launched:	2009	Power Generation:	Northern Lights 12kVA	Stabilisers:	ABT Trac 220
Designer:	Jeff Leishman	Inverter / Charger:	Xantrax		
Interior Designer:	Jeff Leishman	Air Conditioning:	Cruisair 3.8kW	ELECTRONICS	
Builder:	Pacific Asian Enterprises	Watermaker:	Village Squirt	Autopilot:	Simrad AP26
LOA:	13.11m	Bow Thruster:	SidePower 8hp	GPS / Plotter Combo:	Northstar 6000i
Beam:	4.52m	Anchor Winch:	Maxwell VCW-3500	GPS:	Furuno WAAS
LWL:	11.68m	Anchors:	Bruce plough – 50kg	Plotter:	Navnet
Draft:	1.50m	Steering:	Hynautic	Depth Sounder:	Furuno colour
Displacement:	24.35 tonnes	Engine Remote Controls:	Morse	VHF:	Icom 602
Max Speed:	8.5 knots	Lighting:	Cantalupi / Hella	SSB:	Icom M802
Cruise Speed:	7 – 8.5 knots	Paint (Topsides):	Gelcoat	Radar:	Furuno 6kW/64NM 10.4"
Construction:	FRP composite	Paint (Antifouling):	International Micron	Entertainment Systems:	Panasonic / Sirius / KVH
Fuel Cap:	FRP 4542 litres	Hatches:	Lewmar	Engine Instruments:	Ta Shing Yacht Building
Water Cap.:	1136 litres	Wipers:	Imtra	Wind & Depth Instru:	Brooks & Gatehouse
Main Engine:	130 hp LP668D Lugger	Heads:	Tecma	Software System:	Furuno / NavNet
Gearboxes:	ZFW-220 3.78:1 ratio	Wood Finish:	Teak / Spruce	Switch Panel:	Ta Shing Yacht Building
Auxiliary Engine:	27hp Yanmar 3GM30FV	Liferaft:	RFD 4-man	Price As Tested:	POA
Gearboxes:	Yanmar – direct drive	Davit Crane:	Manual boom		
Drive Train:	Conventional shaft	Tender:	Nautica RIB		

Nordhavn Australasia. Ph: +61 (0)419 760 258, Free Call: 1300 783 010
E: peter@nordhavn.com.au W: www.nordhavn.com.au

Yes, you can too

SCOTT FLANDERS IMPARTS SOME OF HIS WISE AND CERTAINLY EXPERIENCED KNOWLEDGE FOR THOSE WHO ARE SERIOUSLY CONSIDERING OCEAN PASSAGEMAKING.



YOU CAN PUT YOURSELF IN THIS PICTURE IF YOU REALLY WANT TO!

M/Y Egret, our 46' (14.0m) Nordhavn trawler, spent her first 2½ years on the U.S. east coast travelling as far north as Nova Scotia and as far south as the Dominican Republic. The next 2½ years were spent in the Mediterranean, crossing the Atlantic as a participant in the Nordhavn Atlantic Rally. Departing the Med she travelled south to the Canary Islands, recrossed the Atlantic to Brazil, then south to Argentina and Chile where she spent the next year (and rounded Cape Horn). The following year she left mainland Chile to cross the Pacific, visiting Robinson Crusoe Island (450 nautical miles off the coast of Chile), Easter Island, Pitcairn Island, the Gambier Island group 1000 nautical miles south of Tahiti, Tahiti and French Polynesia, the Cook Islands, American Samoa, the Kingdom of Tonga, and now is in New Zealand. Our little white fibreglass ship has travelled over 40,000 nautical miles.

So what does this have to do with you? EVERYTHING! Mary and I didn't start off crossing oceans. Previously we had done a lot of small boat boating but essentially no cruising. There is a difference. After taking delivery of Egret we were liveaboards for six months before we retired and sailed into the sunset. During the liveaboard stage we spent as much time as possible anchored here and there for the weekends. During this time we bashed docks, got stuck in the mud and made navigational errors. Yes, we made mistakes. Lots of them. However, we learned from our mistakes. Our egos survived as well. After retirement we immediately left our home town of Ft Lauderdale and made our first non-stop offshore passage along Florida's east coast to St Mary's Inlet at the Florida/Georgia border. We were sooo nervous but determined to learn as much as we could about passagemaking. And we did. All in baby steps. Baby steps are the key.

So let's say you buy into this picture and purchase a boat of some type. As time and miles goes by you will naturally push your comfort level here and there. However, there are usually two of you boating. Your comfort levels may not be the same. You have several choices. 1. You can yell at each other about this n' that, hoping to make your point. 2. If either of you have anxieties, talk about them openly, then set about working on the issues as a team. When you are at sea, ALL you have are each other. Mary and I have always been close, but since we have been cruising we have become even closer. We don't just want each other's company, we NEED each other. Most every long distance cruiser, power or sail, is the same.

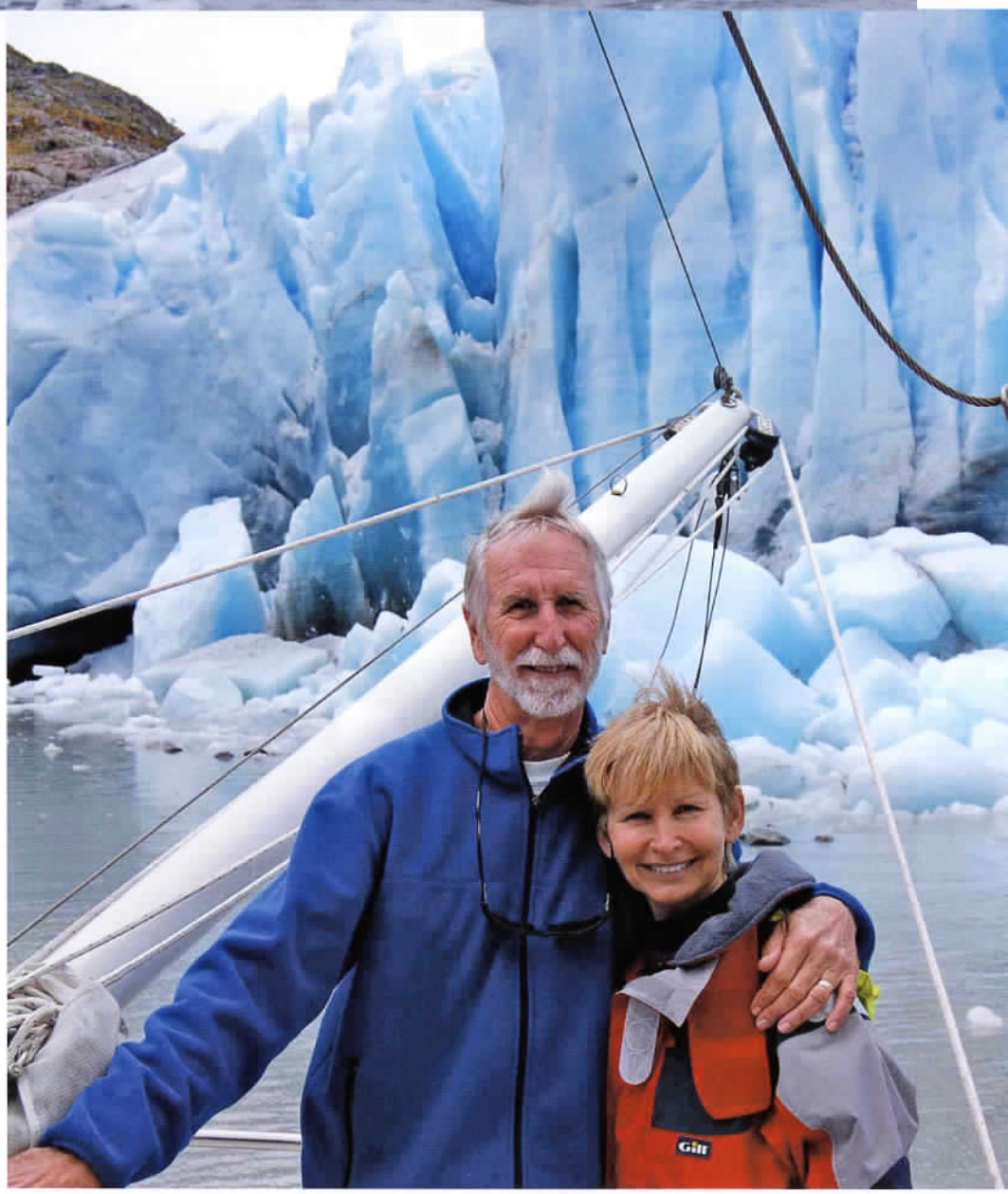
Let's tell you a sad story about some cruisers we know, and then look at the big picture. The admiral was so nervous about docking she would take a prescriptive happy pill before docking. So now Alice in Wonderland is trying to help dock the boat. At least her anxiety was gone but safety is compromised. Next were the dinghy trials. Their dinghy was a super heavy dinghy for a relatively small boat. When launching the dink

ROUGH SEAS ARE NOT ABOUT IF, BUT ABOUT WHEN.

from the boat deck in a chop, the dink became a lethal weapon swinging back and forth. BIG problem. (There were a couple additional small, simply solvable issues as well to be accurate) Bottom line is the boat went on the market and a dream was shattered. Now let's look at the big picture. The captain should have taken the time to practice time and time again until he could comfortably dock the boat, AND the admiral was comfortable as well. Next was the heavy dinghy issue. Simple solution. Get rid of the heavy dinghy and buy a simpler, lighter dinghy. Perhaps they would still be boating today.....happily.

Here is a short list of issues where you may have concerns.

Mechanics. It isn't the big things that fail. Egret's happy little Lugger main engine has over 7000 engine hours. It doesn't even occur to us the Lugger would fail. It is the little nuisance items that pop up. These items aren't rocket science. A fresh water pump for example is two wires and two hoses. Replace the pump not



SCOTT & MARY FLANDERS DIDN'T JUST TALK ABOUT IT.....THEY DID IT!

TRY DOING THIS ON THE HAURAKI GULF OR THE WHITSUNDAYS.

IT DOESN'T MATTER IF YOU ARE MID OCEAN OR CLOSE TO SHORE, HAVING SOMEONE ON WATCH ALL THE TIME IS ESSENTIAL.

working with a new one from spares and work on the defective pump at your leisure. I promise you will feel great when you get the old pump working again.

Handling your boat in large seas. Like most any endeavour in life, the more you learn and practice, the easier it becomes. I would recommend pushing your comfort level in seas close by a safe harbour. Purposely go out in largish seas (largish for you – both of you) and higher winds. Please don't start off in a gale. Start a bit easier. EACH of you run your boat in every direction to the waves, at different speeds. LEARN your boat. Discuss the differences between yourselves. However long it takes for both of you to become comfortable doesn't matter. What does matter is both progress together.....as a team. There are times when a slight change in direction or speed makes a large difference in comfort, speed, or speed vs fuel burn.

This past year in the Pacific we increased engine RPM just 50 RPM and increased our speed by one full knot. One knot may not sound like much but when you are pounding into short, tight (waves close together) head seas making but 5.3 knots a full knot increase is HUGE. What caused the change was in the tight seas, with the increase in RPM, Egret's bow wouldn't drop as far so there was less speed robbing fore and aft pitching. And the ride smoothed out. As far as ultimate safety, in time you realize if you keep water OUT of the boat you will be OK. Perhaps not comfortable, but safe. With sea miles comes comfort (physical and mental) and safety.

Navigation. Not to worry. With electronic

YOUR NEXT DESTINATION MAY BE SO REMOTE IT MAY NOT EVEN HAVE A NAME ON THE CHART.

navigation today navigation is simple. The little green boat slowly marching along an electronic chart is you. I will say electronic navigation away from highly travelled areas MUST be closely watched. Again, after your baby steps this is a lesson you will have learned. If you will be travelling in foggy areas, radar is a must. Basic radar operation is not difficult. A couple hours spent with a knowledgeable boating buddy will get you started. In time you will learn to trust your radar. When it is foggy, radar will become your new best friend.

Another aid to navigation is simply your eyes. Look around. At least two pairs of quality 7 x 50 binoculars are a must. We keep two pairs of Nikon 7 x 50 binoculars – his and hers – in the pilothouse, each adjusted to our individual preference. A good depth finder is a must as well. We have a digital depth finder as a back-up we have never used. A bottom machine that can read bottom contours is the best. With a little practice you will be able to tell the differences in bottom structure whether you are dropping your anchor in rock (not good) or a smooth, muddy

Reliability. Durability. Simplicity.

Northern Lights marine generator sets provide enhanced motor starting, single-side servicing, and high torque at low RPM. Meticulously engineered and crafted, the Northern Lights name has been synonymous with quality in the marine industry for over four decades. The complete range includes 50 and 60 Hz marine generator sets from 4.5 to 520 kW.

M673 (5.0 kW) Marine Generator in Sound Shell

Contact us or visit our website to learn more about the reliability, durability, and simplicity that comes standard with every Northern Lights generator set built.

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IT'S AMAZING HOW MANY OTHER PEOPLE HAVE THE SAME IDEA.

FRIENDS YOU MEET ON THE WAY LEAVE A LASTING IMPRESSION.

USING THE SEA FOR YOU FOOD IS ALL PART OF THE ADVENTURE.

or sand bottom. The lesson here is; navigation is not difficult, however, do not rely on a single source of information. Use every source at your disposal.

Seasickness. Both Mary and I used to get seasick. Mary started off using marezine, an off-the-shelf drug, and now is weaned off any drugs. Today, after a layoff from ocean travel Mary has to acclimatise by lying down for a couple hours once under way. My seasickness left years ago. Super author Beth Leonard did a comprehensive study of long distance cruisers and seasickness. Beth found the far majority of cruisers who took drugs at all used Stugeron. Stugeron is not available in the U.S. but is readily available outside the country. Most cruisers are able to shed medication with sea miles.

It is my personal theory that anxiety can cause us to be uncomfortable at sea. By working together to diminish these anxieties much of what you perceive as motion sickness will go away. If not, attack the problem like any other problem until you have it solved. If in the end one or the other still gets seasick on occasion, let me pass on a little secret. Arguably, the two most recognizable sailboat magazine authors, both multiple circumnavigators, get seasick to this day on occasion. However, both want to be out cruising, so occasional discomfort is well worth the price.

Weather. Coastal cruising during your baby step stage will help you to become familiar with local weather. There are many sources of near-shore weather information: VHF, satellite radio/weather, and web based weather such as buoyweather.com or windguru.com plus others. Offshore, we download grib files using Ocens software (ocens.com) and an Iridium phone. In addition, since leaving Gibraltar until arriving in New Zealand, we used the services of a professional weather forecaster, OMNI Bob (Bob Jones) at Ocean Marine Nav.com When well offshore we feel that professional weather forecasting is another form of boat insurance – and comfort insurance.

Tides. In much of the U.S. tides aren't an issue. In the Pacific North West and higher latitudes on the U.S. east coast and Canada, tides are an issue. Tide tables are available in book form as well as in electronic form. Once you figure out which direction is the flood and ebb the rest is simple. Also, you will find out quickly not to anchor in areas where the chart says there is not enough water for your draft at low tide even though it may look deep at the time.

And a pet peeve.....docking. Most of us feel the world is watching when we dock. In actuality another person's docking is a minor distraction. Nothing more. And what if, heaven forbid, you get a SCRATCH.....well so what? It's just a boat, again, nothing more. Gel coat scratches are easy to fix. Egret has lots of battle scars we will fix someday. It's OK. Look where she has taken us. What we have seen. What we have done. Worrying about scratches isn't worth our time.

So what are the benefits of boating? You will breathe clean air. You will eat better. You will feel better. If you take your children or grandchildren boating, the gift of what we simply call 'water' surpasses any gift money can buy. Boating will break the ever tightening, suffocating routine where most folks seem to get trapped as they age. Not just the grey hairs. Stand back and take an objective look at yourselves.

Your fellow boaters will be free spirits you will become. You will meet more new friends in anchorages than you ever did at work or your neighbourhood. Not because you aren't friendly, it's because you have time. Time, as you know, is something you cannot buy. AND, you will learn every day, enjoy and live your life. 'Stuff' becomes less important. A beautiful sunrise/sunset/dolphins in the bow wake/sundowners with yachtie neighbours replaces the short lived pleasure burst another 'thing' gives. And so on. You get the picture.

There are thousands of us slowly circling the world today, power and sail, and many more thousands coastal cruising. It is all good. What we do is not a competition. I promise you, few, if any, had the skills when they started – they learned along the way. You and your other would be no different. If this article helps get you out on the water, and STAY on the water our job is complete. Then, of course, you will find that all those things we write about aren't magic. In time you will realize you are just like us and vice versa. Nothing more. At that point it just gets better and better.

Scott and Mary Flanders cruise full time aboard their 46' Nordhavn trawler, Egret. They will spend 2009 cruising New Zealand before crossing to Australia and down to Tasmania in 2010. PMY