

NOVEMBER/DECEMBER 2020

UNDERWAY

NEWS and NOTES from the CRUISING COMMUNITY

Edited by Jennifer Brett



CLEAN ACROSS THE ATLANTIC

This year we sailed from the Mediterranean to the Canary Islands, down the West African coast to Cabo Verde, then right across the Atlantic Ocean to the Caribbean—over 4,000 nautical miles, and while underway, not once did we run our engine or generator for power or propulsion. For a whole month of sailing, we were driven entirely by the wind, sun and sea.

Compliments of Mother Nature, our B&G autopilot, sailing instruments, chart plotter, VHF, AIS, satellite phone, fridge/freezer compressor, lights and entertainment all ran on clean, natural, renewable energy. We even operated our Spectra Ventura 12-volt watermaker every three to five days when the sun was high, and had enough juice to run our Mastervolt inverter to charge our electric toothbrushes. In fact, we regularly had more incoming power than we needed and frequently restrained the wind generator to manage our charge during the day.

We didn't always have such a green wake or an abundance of amps. When my wife, Catherine, and I set off from New York in 2007, *Dream Time*, our 38-foot Cabo Rico, sported just an Ampair wind generator and one feeble flexible solar panel sagging over the Bimini. On a really good day, both would generate about 5 to 6 amps—just enough to keep the beer cold. We made it as far as Florida before realizing an upgrade to our renewable-energy source was necessary. We replaced the single flexible solar panel with two 85-watt panels, the fore/aft angle of which

Dream Time, a Cabo Rico 38, on a beautiful reach somewhere in the Atlantic.

NEVILLE HOCKLEY



PASSAGE Notes

Panama Posse

Attention southbound sailors! If you're looking for a little camaraderie this winter while still cruising in your own social bubble, check out the Panama Posse 20-21 Rally.



It's not your typical rally because you can join anytime between November 20 to June 21, or anywhere along the way from California to the Caribbean and Florida Keys. Benefits include savings from more than 30 marinas, live group chats and calls to cover weather, safety, logistics, seminars, and even a dedicated Panama Canal agent.

More than 500 anchorages along the way are vetted and updated by participants and shared via a live cruising guide. Registration is \$150 per boat. For more information or to sign up, visit panamaposse.com.

Talking Trash

It's a constant issue for cruisers: what to do with your trash. After more than a decade sailing around the world, the *Totem* crew has a few tips for keeping the garbage situation on board manageable. Visit cruisingworld.com/sailing-totem.

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can be adjusted to face the sun. A few years later, in New Zealand, we replaced our Ampair wind generator with a D400, and a few more sea miles after that, in the Northern Territory of Australia, we bought a secondhand hydrogenerator from a local sailor, rebuilt the unit and added it to our arsenal of passagemaking power.

Since our original upgrades, we've gone weeks at anchor in the tropics without having to burn fuel to charge our two 225-amp-hour gel house batteries. The solar panels provide 10 to 12 amps when the sun is high, while our D400 wind generator adds another 10 to 15 amps when the trades are steady. Combined, it's more than enough to give us complete off-the-grid freedom to power our floating home, make water and run the inverter for a few hours every evening. But passagemaking was always a charging challenge because sail shadows would, at some point in the day, cover our solar panels, and as we spend most of our time going with the breeze rather than against it, the apparent wind speed for our D400 would drop by 30 percent.

Cruising catamarans typically have plenty of surface area and can comfortably carry 500 watts of solar panels, and even twin wind generators, one for each hull, without looking cluttered. But for a modest-size monohull where space is at a premium, unless you don't mind your boat looking like an overloaded pack mule or having an engine thumping away in the hull a few hours a day just to boost your volts, finding balance between power consumption and renewable energy can be a little

more challenging.

Our voyage across the Atlantic wasn't our fastest — under mostly sunny skies, we averaged a respectable 6 knots, with 15 to 20 knots of wind blowing steadily across our stern—but it was the first offshore passage during which we'd been able to tow our Aquair hydrogenerator. The unit produced a little less than 1 amp for every knot of boatspeed, contributing up to 5 amps—faster speeds did not result in an increase of current and only had the unit's prop whizzing and leaping from waves like a hooked mahi. Some cruisers attach anodes to the propeller shaft to increase its weight, but for *Dream Time*, this would rarely be necessary. The 100 feet of trailing line and propeller made no discernible difference to boatspeed, and like our wind generator, provided steady, reliable power 24 hours a day, allowing *Dream Time* to sail quietly through the night, with volts rarely falling below 12.6.

Since we left New York, we have sailed 48,000 nautical miles, and we have found a balance on *Dream Time*, one that we never imagined possible 13 years ago. Our independence and the security we feel that comes from our self-reliance are among the most valuable discoveries we have made on our long voyage around the world. There is an intimacy and awareness to the moment that comes when living on a small boat sailing far from the noise and distraction of a modern life. And there is a most satisfying freedom, a harmony that comes from crossing oceans, exploring the world under sail, powered entirely by the wind, sun and sea. —Neville Hockley

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DREAMING OF MORE

I recently received the current issue of *Cruising World* and read the article about the Greek Island of Santorini ("Alone in Santorini," August/September 2020). I have been following *Dream Time's* adventures for several years. My daughter gave me a subscription to *Cruising World* when she found out that Neville and Catherine Hockley, the crew of *Dream Time*, would get articles published in your magazine from time to time. I am an old sailor, having been in the US Navy, and the ship I was on was some 400 feet in length. To sail this globe in a 38-foot sailboat is just an awesome thing to me. Two people, alone, on what I determine to be the big water is an unfathomable thing to do. The places they have been to, and the people and things that they have seen are a treasure that is to be envied. Following them

online is one thing, but getting to read a complete article with pictures, done so well, is another. I don't know if they will get to have any more articles in *Cruising World*, but I just wanted to give a shout-out for more if possible.

Richard Sheehan
Via email

(Editor's Note: Neville and Catherine Hockley appear twice in this issue: "Clean Across the Atlantic," page 10, and "A Balearic Blow," page 55.)

SAFETY SHOW MUST GO ON

Monterey Peninsula Yacht Club has a community of cruisers who are fully engaged in the social, as well as sailing, aspects of club life. When the coronavirus pandemic necessitated the closure of the club's in-person gatherings, the Cruisers' Club monthly meetings had already been slated for sessions to present the Cruising Club of

America's Safety for Cruising Couples Course. Fifteen couples had signed up, so the club co-chairs and course organizer decided to pivot to Zoom meetings as a way to present the course, as well as to continue interaction with members during the lengthening pandemic shutdown. Ultimately, the sharing of information with the *CCA Safety for Cruising Couples* book as our guide in the Zoom presentations with group discussion format was engaging and enlightening, and participants felt more energized and prepared to dig in to safety plans and preparations. Additional in-person courses are also planned, such as MOB drills. The course material was not only effective online, but it was also a productive and engaging way to stay connected with other sailors and friends, while maintaining extreme social distancing.

Ron Trossbach,

CCA point of contact, Safety for Cruising Couples Program

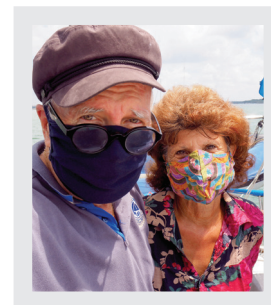
DON'T GO THERE

Iain Grant from Erika's Marine Service on Union Island, Saint Vincent and the Grenadines, just brought to my attention a *Cruising World* article by Don Street, "The Grenadines of Summer" (January 2018). As always it has some interesting and accurate information. However, Don talks about anchorages on the windward side of Canouan. Unfortunately (for no good reason except the presence of some very rich people), anchoring is now prohibited in this whole area. Don is absolutely right about legally being able to walk on the beaches of Petit Saint Vincent, but while this is so, security guards might try to discourage wandering "yachts-people" when the resort is open.

Chris Doyle, Author of *Sailor's Guide to the Windward Islands*

YOU TELL 'EM FATTY

Cap'n Fatty Goodlander's sobering article "Pondering a Pandemic" (August/September 2020) was a gentle gut punch (Fatty-style) about how he and Carolyn, and frankly most of us, are dealing with our existence on what he calls our beloved Mother Ocean. Fatty's articles are always served up with insight, humor and humility, and this month was



no different, although it was a stark reminder of the pandemic's impacts, our future, and the importance of connectedness with loved ones, friends and even strangers. The Goodlanders' lives, floating on a mooring in safety but uncertainty, is a departure from reading about their next exotic destination. As an American kid in Singapore, I learned to sail on a Sabot "borrowed" not far from the Changi Sailing Club harbor that the Goodlanders now call home. I am grateful to the Cap'n for acting like a captain: telling us like it is, not what we want to hear, without any happy talk of what might come next. No one knows what comes next, although his article is a blunt reminder of what matters most in life: companionship, memories and a life of simpler pleasures. —Mike Manchak, Tempton, California

The latest issue (August/September 2020) was incredible. The stories about how COVID-19 has affected cruising sailors were amazing. I had been wondering what was happening to them. Their stories were the answer. The usual feature by Cap'n Fatty Goodlander (On Watch) was excellent. It was one of the

greatest things he has written (saying quite a bit about Fatty and the piece, huh?), so revealing of their personal situation and how they see it and how they will cope. We returned from our 29-day trip to the Michigan north country with a lot of the same observations but only had to deal with the weather, the horrible thought of

coming down with COVID and having to leave the boat behind to get medical care, etc. For the most part, it was a very secure trip without anybody saying we could not anchor there, come ashore or buy food. Holy moly—it was a piece of cake in retrospect!

Perry Munson
Via email

GARY M. GOODLANDER



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