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A Marlow Explorer 75E-CB yacht is shown from a side profile, floating on the water at dusk. The yacht has a white upper hull and a dark lower hull. It features a large cabin with multiple windows, a radar scanner on the roof, and a nameplate that reads "TURANGALILA". The background shows a marina with other boats and a building with lights on. The sky is a mix of blue and orange from the setting sun.

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ON THE COVER
The Riviera 585 SUV will debut stateside at the Fort Lauderdale boat show. Photo: Riviera Australia



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New York Undercover

I was short on time, and the evening rush hour was in full effect on the streets of Gotham. Eschewing Uber, I biked to One°15 Brooklyn Marina and avoided the snarling cacophony of car horns and idling engines. It pays to have local knowledge.

The marina is within Brooklyn Bridge Park, a 1.3-mile-long section of waterfront that was packed on the warm spring evening.



I got to the water's edge, commandeered the observation binoculars and trained the optics on Buttermilk Channel.

Unlike the asphalt, the East River was filled with moving traffic all along the swirling tidal strait. A steady flow of ferries and commercial vessels atop an incoming tide and 15 knots of wind had whipped the waterway into a confused mess.

After a few minutes, she came into view, her gleaming blue hull reflecting the last of the sun's rays. She made her way at a good clip, unconcerned with the conditions. In no time, she entered the breakwater of the marina and maneuvered into a slip. To my surprise, no one in the crowded park seemed to notice how significant of an arrival this was.

The special lady was the Elling E6, a 65-foot, Dutch-built, fast trawler that has earned a reputation as an unbreakable, bluewater steed. I was fortunate to have contacted Elling principal Anton van den Bos earlier in the week and suggested the marina to him as a stopover as the E6 made its way to its new owner in New England.

In short time, I was on board, toasting the day's 130-nautical-mile journey with van den Bos and Operations Manager Johnno Kesteloo, and discussing potential adventures for the future. The crew was a tad weary from the day, but were thrilled when I matched Amsterdam's finest (Heineken) with American bourbon to welcome them to my city. The nighttime temperature had dropped to the low 50s. We laughed at the absurdity of their shorts and T-shirts ("It was 82 degrees in when we left Lewes," Kesteloo says), but the E6 was as warm as its mahogany interior when the central heating system kicked in.

As I left, I looked back on the E6, which sat aglow in her quay with the lights of Manhattan off in the distance. I snapped a few photos, one of which you see here. For a minute, I thought about how rare a visitor the Dutch vessel was to these waters, and how she came upon a crowded park with no fanfare. The people didn't know what they were missing. ❁

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The Three Princes

Boating should be about surprises and adventures. That often means jettisoning well-made plans for spontaneity.

This lesson I learned on a Pacific Northwest cruise applies to day-in, day-out boating experiences for us all. But, first, let me introduce the Three Princes of Serendip.

In case you slept through the classes on Persian fairy tales and 17th-century English (Horace Walpole stole from their poem), the Three Princes of Serendip were from a mythical land whose king was their father. He sent them in search of a lame camel. Their path to discovery is marked by accidents and whimsical misjudgments, leading them to wondrous adventures.

Now, this may seem far afield from boating, but here's the bottom line: Too many of us have everything planned on our outings, whether we are out for an afternoon cruise or a monthlong voyage. And that takes some of the joy out of boating, which should be about surprises and adventures and, yes, more than

a touch of serendipity. A travel writer I have long admired often gives this piece of advice: "Whenever and wherever you travel, let your default response be this: Yes!"

For bareboaters, this means deciding to spend an extra day in a cove with a sandy beach and a reef for snorkeling. It means skipping the overnight stop you'd planned so you can instead take advantage of the little beachfront restaurant your checkout instructor said had "da best burgers, mon, and Painkillers, too." Don't resist. As the Vince Guaraldi Trio sang, "I set my sail as the tide comes in, and I just cast my fate to the wind."

But this advice is not just for skippers on a charter. Let it take hold in your everyday boating. Try out that distant harbor you've never explored. Or, close your eyes and point at a local chart, and then go to the nearest port to your fingertip. Your boat isn't limited

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Boating is a wonderful opportunity for serendipitous discoveries, which are often a lot more fun than the planned destination.

to paved roads like your car is on land. Make up your own course and set it.

In the days of square-riggers and iron men, the captain never, ever, wrote the words “going to” in a log-book. The crew always set sail “bound for,” which gave them the slack to go anywhere the wind pushed them.

For a long time, my mentality was: “If it’s Tuesday, this must be Belgium.” I was all about the rigid tour-bus scheduling found in the 1960s movie by that name. But then, I hung out with an old-timer aboard his rugged North

Sea trawler in the San Juan Islands off Seattle. He was of an age that he operated entirely on Plan B. He would look, every morning, at the weather forecasts. But he might as well have thrown a dart at the chart; we went wherever, stopped whenever, lingered if it continued to please us (food, wine, friends on nearby boats), and were prepared to yank anchor at the exact instant that any of those things no longer held our thrall.

We were, in the spirit of the travel writer, always willing to say yes. Even late in the day, we might move just a couple of miles to plunder virgin territories. Our inspiration might have been a reliance on Serendip, or a dockside mention of a marina whose restaurant had fab vichyssoise, or a notion of finding better sunset views. The answer was always, “Sure, why not?”

I now live with a Plan B outlook that extends to my life ashore. If we spy a hole-in-the-wall diner at a truck stop, we’re often tempted to see how it does with patty melt sandwiches. Or meringue pies. Forget the well-worn restaurant that was our original destination.

Boating is a wonderful opportunity for serendipitous discoveries, which are often a lot more fun than the planned destination.

Trust me on this: You won’t regret following in the footsteps of the Three Princes of Serendip. ❁



CHRIS CASWELL is an award-winning marine journalist with an ever-changing fleet, spanning both power and sail. In addition to being featured on *Oprah!* as a boating lifestyle expert, he was the host of *Marine Voyager*, a weekly cable series on the Speed Channel and the Outdoor Life Network.



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dream

[dri:m] . noun

an aspiration, goal or wish that you hope can come true. where you plant the seeds of your future. a visionary creation of the imagination. that can one day become reality.

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Name
Joe Lovejoy

Age
28

Home port
San Diego Bay

Current boat
1982 Ed
Monk 36
Theo Toko

Years owned
4

Capt. Joe's Mad Monk 36

My boating journey sort of began with *Theo Toko* three years ago. I had just returned from living in Japan and was disenchanted by the thought of paying rent for an apartment that I couldn't upgrade, or owning a house that would take a lifetime to finance. Having recently fallen in love with the ocean in Japan, I figured that living on a boat would be much more fun than #vanlife or, for that matter, any other land-based living.

BEGINNINGS

I went in with very little knowledge of smaller-craft boating. With a few years of experience at sea as a surface warfare officer in the U.S. Navy, I knew the ocean was where I wanted to be and had lots of knowledge of ship-handling, weather and route planning, but I soon became enamored by the all-encompassing reality of living aboard a vintage trawler.

THE BOAT

My requirements were simple: a comfortable living space, simple systems that I could understand and maintain and repair on

my own, and a price point that wouldn't cripple me if boat life turned into a failed endeavor. *Theo Toko* was the first boat that I looked at in San Diego, and everything just felt right. It was one of those rare times in life that everything was pointing in the same direction: to this Monk 36 on F dock. I forced myself to check out a few other trawlers of the same vintage, but I already knew it would be *Toko* for me.

COMMITMENT

She has become my life. As a full-time liveaboard and now 200-ton captain for hire, I consider her my home, office, entertainment and advertising. Everything I have learned aboard has become a marketable skill as I continue to pursue my dreams at sea. Whether it's varnishing, diesel maintenance or trips to the Channel Islands, each day aboard has been personal and professional paradise.

WISH LIST

She has a single Ford Lehman 120, and was basically a blank slate for the style and

functional upgrades that I soon began making. My next project is a hardtop to go in place of the canvas bimini top, complete with solar and a dive platform. Paired with the solar, I'd like to replace my battery charger/inverter, and add modern monitoring features. The list goes on, with cruising upgrades like more anchor chain, a watermaker and offshore communication systems.

THE LIFESTYLE

I am pursuing freedom for the things I love rather than freedom from anything in particular. Re-entering the civilian workforce after finishing my time as a naval officer truly feels like a return to the lifestyle I always enjoyed before the service, and it is amazing to have the opportunity to choose this lifestyle again.

WAYPOINTS

Theo Toko has ventured farther and deeper in the past three years than she had in over a decade (maybe even more) before that. She's a regular on San Diego Bay for

dinner cruises and weekend anchorages, but she is happiest en route to Catalina Island, chugging along at 6 to 7 knots with friends, surf and dive gear, and no scheduled return date. Future plans include further exploration in the Channel Islands and, eventually, Mexico.

NEXT BOAT

I think *Theo Toko* will be the boat for me for quite some time, but if life brings me reason to make changes, I think I would bump up to something in the 42- to 44-foot range, maybe a Europa-style trawler or raised pilothouse-style vessel. I also have visions of a classic wooden cruiser, or converting an old tug or fishing boat, but those are probably dreams for years down the road. Until then, I'm incredibly happy aboard my little Monk. 🌟



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LENGTH

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BEAM

3
STATEROOMS

2
HEADS

2023
YEAR

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Da con eum coneci
oriandus, que vero
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ommolorum ipsam
qui conseni hiliber
isquatura dis maiore
milfae. Ut reperchit qui
ab iur? Fugiae

Project Corsair

Inspired by workboat profiles, this design allows serious travelers to choose their own adventure.

My friends and I are intrepid souls. For us, seeking adventure on the water is what we enjoy most. We have found that being adventure-ready requires adaptability. It can be something as simple as a vessel with movable furniture in the cockpit to host a family dinner, or to make way for a quartet of enduro motorcycles, ready to explore the coastline of a remote archipelago. For this, you need a smart platform with a flexible system that allows you to bring what you need for any given adventure.

This is the ethos of Project Corsair, a boat that is adventure-ready in her bones. Her moniker is inspired by two things: my favorite vintage aircraft, the Vought F4U Corsair; and the French corsairs, who were swashbuckling privateers who conducted raids on behalf of the Crown.

Above the waterline, this aluminum, semi-displacement vessel will have clinker-style hull sides that mimic wood planking. It also will have flush, deeply tinted windows that blend in with her dark Awlgrip finish. A beefy, workboat-inspired superstructure gives Corsair a timeless, sturdy, purposeful profile. From the wheelhouse, the skipper has unobstructed 360-degree sightlines for docking, and for keeping track of crew and guests. High bulwarks on wide side decks ensure full protection.

Regarding adaptability, we can also revise the idea of what a helm should look like when it's not in use. If the boat is on the hook or at the dock, then the helm can transform into a forward lounge, utilizing the navigation equipment for entertaining.

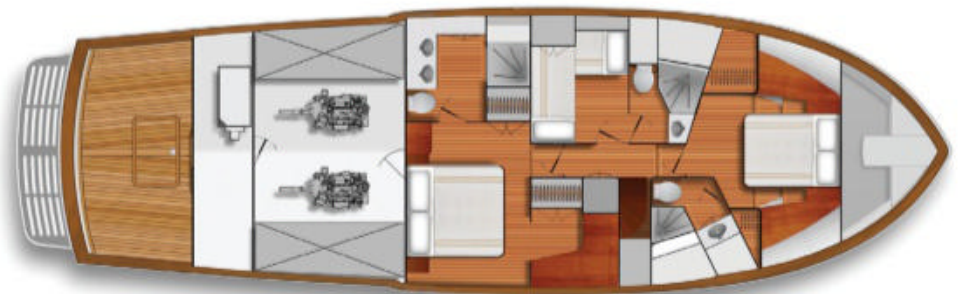
A workhorse, A-frame davit is hidden, flush-aligned with the deck. With a rating of more than 6,600 pounds, it is ready to handle roomy RIBs with powerful outboards, or even a small submarine. Depending on the adventure, there's enough room in the cockpit to keep a sailing dinghy, personal watercraft or an armada of paddleboards. To accomplish this, six flush-mounted tracks in the sole can accommodate chocks, brackets and metal containers—think of the cargo belly of a Lockheed C-130, and you'll have the idea. Extra tie-down hooks will be welded throughout her cockpit to use as needed. To handle the significant weight differences of each load, the Corsair is equipped with a tripod-style leveling system via three ballast tanks (one large tank forward and two flanking aft) deep in her hull.

I often think of the cockpit, which is the centerpiece of her flexible design, like the bed of a pickup truck. Scratches and dents are part and parcel of its use. However, the aluminum with a commercial-style, anti-slip surface is built rugged and can easily

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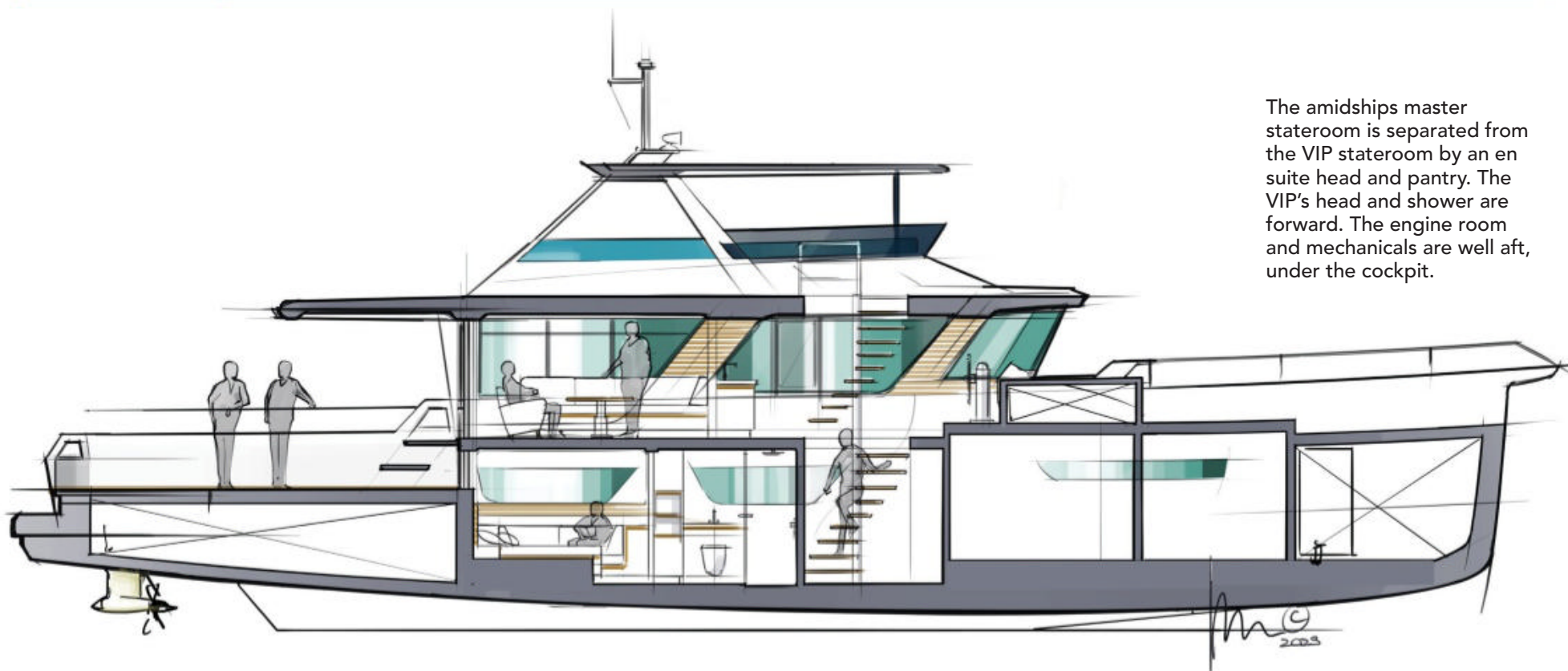
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STD ENGINES: 2x 200-hp John Deere diesels

OPEN SERIES
50 60

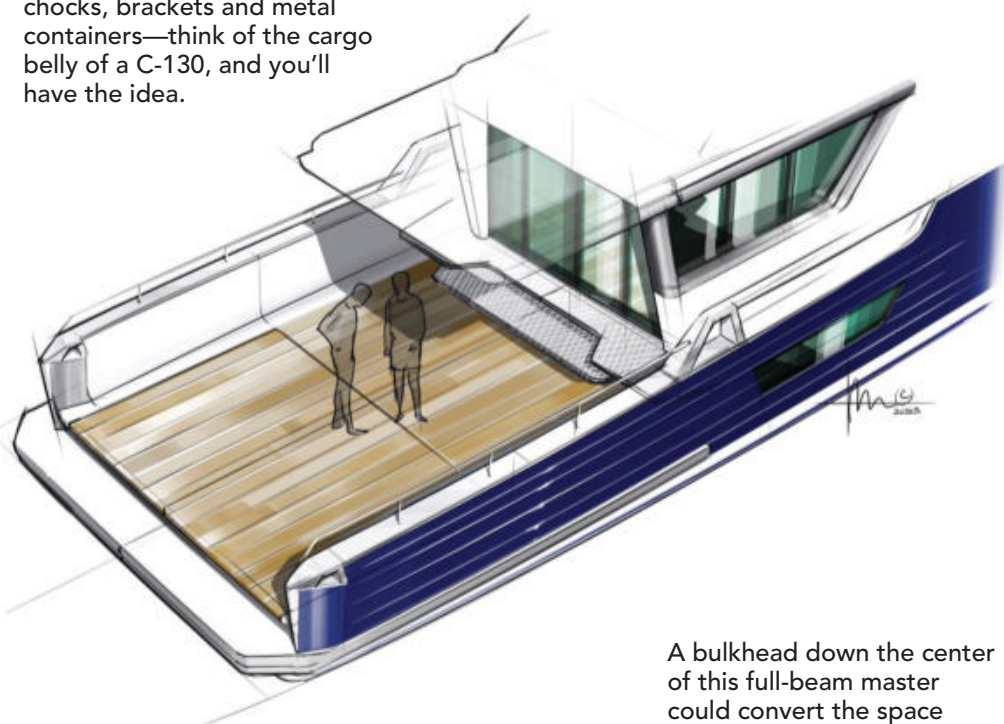
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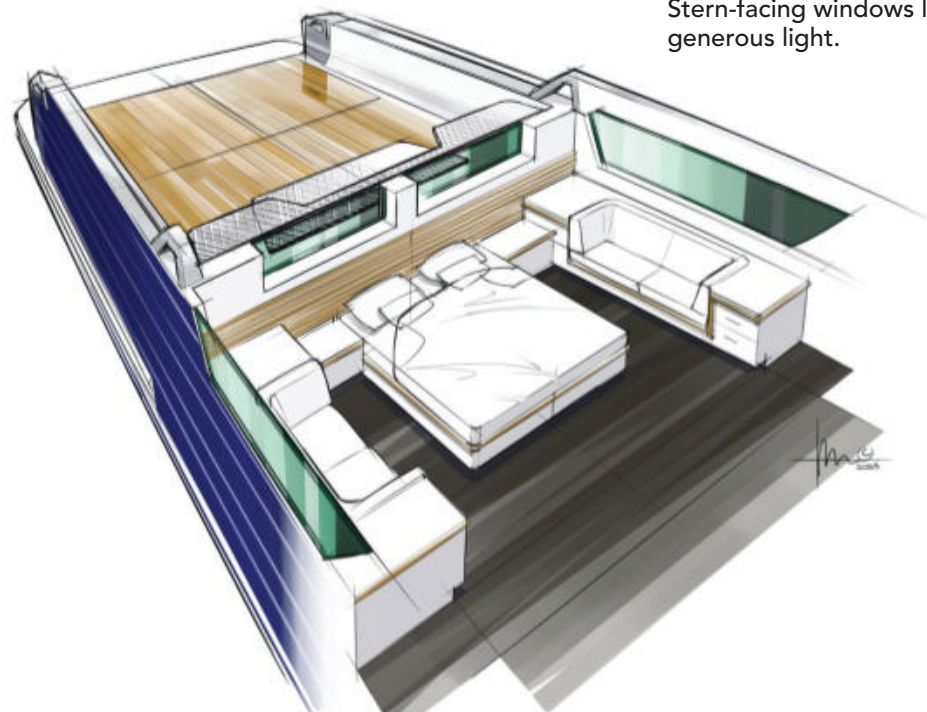


The amidships master stateroom is separated from the VIP stateroom by an ensuite head and pantry. The VIP's head and shower are forward. The engine room and mechanicals are well aft, under the cockpit.

The spacious cockpit will have flush-mounted tracks in the sole that can accommodate chocks, brackets and metal containers—think of the cargo belly of a C-130, and you'll have the idea.



A bulkhead down the center of this full-beam master could convert the space into separate staterooms. Stern-facing windows let in generous light.



be replaced. One could even weld a custom rack right to the sole, as its aluminum can be polished and restored like new when the job is done.

I decided to swap the conventional, mid-engine room and use that space for a full-beam master or double stateroom. A stern-facing window makes it possible to check the goings-on from the master and lets in generous light.

Since the technical and engine room compartment is well aft, Corsair has enormous flexibility for its propulsion system. A diesel-electric package, backed by a robust, lithium-phosphate battery bank and generators, is a viable option. But if one wanted to keep things simple, a single diesel would suffice. For repowers and to upgrade the propulsion package as technology advances, the engine hatches and deck are easily removed. For most hotel loads, solar panels are integrated into the hardtop, allowing for zero emissions in remote and protected waters.

An efficient hull form means she will not need extensive power to get on plane. Corsair will cruise at 9 knots, returning a range of about 3,000 nautical miles. Top speed is 12 knots. Her robust keels provide protection for the boat's running gear and allows Corsair to beach, with the keels keeping her in place. ❄

PROJECT CORSAIR

- LOA:** 78ft.
- Beam:** 20ft.
- Draft:** 4ft. 6in.
- Displacement:** 132,277 lbs.
- Fuel:** 1,320 gal.
- Water:** 660 gal.
- Propulsion output:** 350 kW



After concluding a successful, award-winning career at Vripack Yacht Design, **PIM DIJKSMAN** struck out on his own in 2022 with Dyksman Yacht Design. Dijkstra utilizes his passion for traditional design "to understand where we came from and where we need to go" with today's vessels. He is based in Sneek, Netherlands.

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NORTH PACIFIC YACHTS

A Touch of Modern

The new North Pacific 450 Pilothouse offers an updated alternative to the NP45.

Who says the NP45 from British Columbia's North Pacific Yachts has outlived its usefulness? Answer: no one. Twenty hulls of the venerable pilothouse cruising yacht have been built since the model's introduction in 2014 and they're still rolling out of the shed. What, then, made the company decide to introduce a "slightly more modernized" version, called the 450 Pilothouse?

Simple: "To attract a wider customer base," says North Pacific president Trevor Brice. "We'll keep the traditional 45, as most of our buyers love that look and feel. We hope the 450 will attract buyers that might have chosen a different boat."

The NP45 is based on the builder's most successful model, the NP43, which saw more than 60 hulls delivered before production ceased. The 45 is spacious for its size due, in part, to its full-beam salon and plumb-bow design. The boat has a galley set up for extended cruising with a full-size refrigerator/freezer, a propane stove and oven, double sinks and granite countertops. The two staterooms are a master with a walkaround queen berth, and a guest space with bunks. Owners have the option for one or two heads on board. Other features include high-grade equipment and fixtures, a traditional teak interior, excellent visibility from the pilothouse, and a standard flybridge and hardtop.

The semi-displacement hull and standard 355-hp Cummins QSB diesel reportedly deliver cruising speeds of 7 to 10 knots, and a top speed of 12 knots. Range at 8 knots is 1,250 nautical miles with a 10 percent reserve. An optional 550-hp Cummins produces a top speed of 15 knots, Brice says, adding that most of the boats are delivered with the standard package.

The 450 shares the same hull design, mechanicals, construction, layout and other features as its more traditionally styled sibling, but adds bonded windows (instead of framed), horizontal teak grain with wenge gaps between panels, squared-off cabinetry and fixtures, accent wall fabrics and lacquered panels. Instead of teak-and-holly soles, the 450 has white oak.





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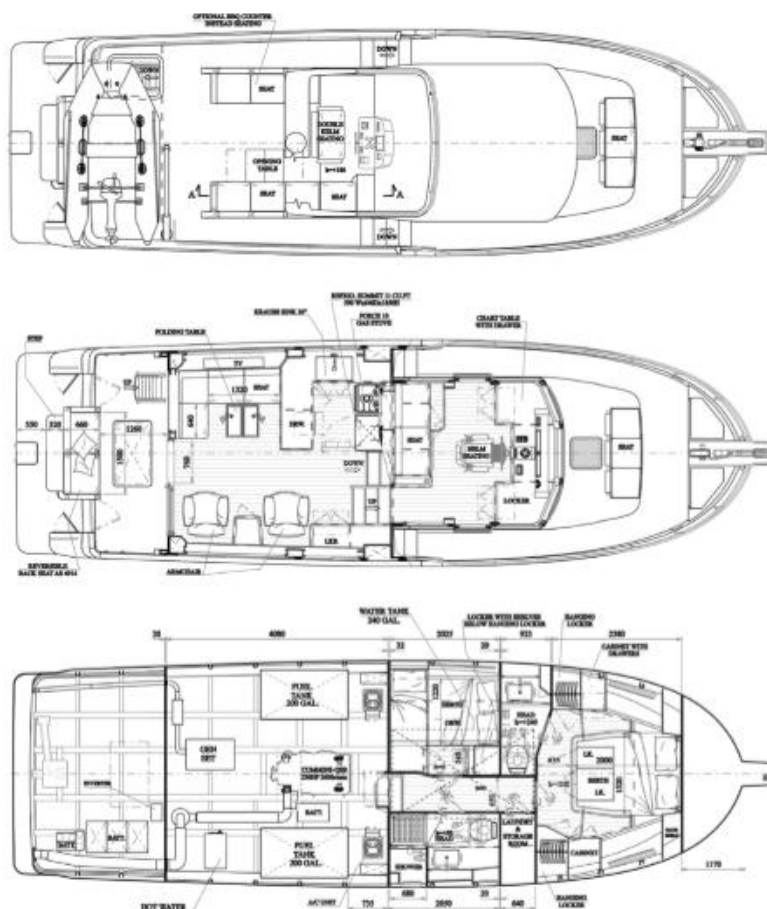
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North Pacific also added a glass-and-stainless sliding aft door, and reversible cockpit seating. The bonded windows, Brice says, provide a different look and give the interior a bigger feel.

Like its sibling, the 450 has an extensive list of standard equipment, including Garmin helm electronics, a 24-volt Sleipner bow thruster, a Maxwell windlass, a stereo system, air conditioning, a Northern Lights generator and a Nick Jackson dinghy davit on the upper deck.

Construction is the same as the 45. The hull is solid, hand-laid fiberglass. The superstructure is fiberglass and cored mostly with a synthetic, lightweight material. The hard-chine hull is designed to provide stability and economy at low speeds, as well as lift to allow for higher top-end speeds when larger engines are chosen. A keel aids tracking, and a barn-door-style rudder helps maintain control at any speed.



NORTH PACIFIC 450 PILOTHOUSE

- LOA:** 45ft. 8in.
- Beam:** 13ft. 8in.
- Draft:** 4ft. 6in.
- Displacement:** 44,000 lbs.
- Fuel:** 700 gal.
- Water:** 250 gal.
- Engine:** 355-hp Cummins QSB 6.7L
- Info:** northpacifyachts.com

The first two hulls of the North Pacific 450 Pilothouse are expected to roll out this summer. As of this printing, one was sold and the other was available for purchase. Brice says he expects to have one at *Passagemaker's* Trawlerfest in Baltimore in September, and possibly at the

Annapolis Powerboat Show in October.

"It's still very much a trawler with a trawler quality, but a more modern flair to it," Brice says. "We will continue to build the traditional NP45, as many people prefer this style." ❁

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SOUNDINGS

PHOTO BY ONNE VAN DER WAL



Svelte Swede

Nimbus looks to make a splash in the fast trawler market with the 465 Coupé.

Sweden-based boatbuilder Nimbus recently announced plans for a new flagship, the 465 Coupé. Known as The Voyager, it is being designed for long-distance exploration.

The 465 is a shift for Nimbus, which entered the U.S. market with dayboats in 2017 and is now looking for boaters who want fast trawlers. The first 465 is expected to be powered by twin 480-hp Volvo Penta IPS drives, returning an estimated top speed of 27 knots and a range of more than 450 nautical miles. Future builds may incorporate optional electric propulsion (in parallel with the IPS drives) for no-wake zones and emissions-free boating.

Nimbus is also planning a hybrid-powered version of the 465, with a generator to feed the battery pack and electric motor.

The 465 can be ordered with two or three staterooms. The standard layout includes a full-beam, ensuite, amidships master and a VIP forward with a double berth, as well as access to the second head and shower.





Above: The foredeck has a sunpad for two and can be fully shaded with a bimini top that secures to removable poles. **Right:** Her standard layout includes a full-beam, ensuite, amidships master. Large hullside windows ensure the stateroom will be flooded with natural light.



NIMBUS 465

LOA: 49ft. 5in.

Beam: 14ft. 9in.

Draft: 3ft. 9in.

Displacement: 44,572 lbs.

Fuel: 449 gal.

Water: 137 gal.

Engine: 2x 480-hp Volvo

Penta IPS650

Info: nimbus.se

This version is expected to have longer range at 8 knots, and the ability to reach 12 to 14 knots. It also will have a longer waterline to “optimize the hydrodynamic properties for operation at low speeds,” according to the builder.

The 465 can be ordered with two or three staterooms. The standard layout includes a full-beam, ensuite, amidships master and a VIP with a double berth, as well as access to the second head and shower. A third stateroom to starboard can be outfitted with bunks, or be used as a study or utility room.

The galley will be near the aft deck, also serving a dining area forward to port. A sofa and single-seat helm are to starboard with a door opening to the side deck. The bow will have a sunpad, and there will be a cantilevered hydraulic swim platform aft.

The first hull is scheduled to launch in summer 2024, with the first deliveries to U.S. customers in 2025. 🌊



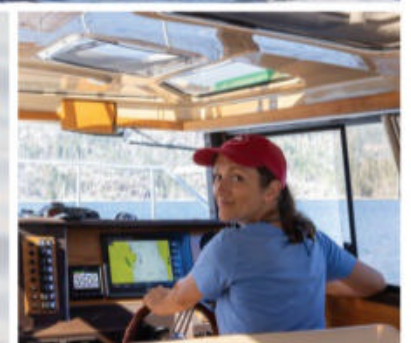
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Riviera 585 SUV

The latest edition continues the model line's theme: seamless integration of indoor-outdoor living spaces.

Back in the mid-aughts, I was among the first journalists to sea trial the Riviera 3600 Sport Yacht. It was the Australian builder's first non-convertible boat to make it stateside. I came away impressed with its versatility, performance and accommodations. The single-level living space really set that boat apart.

Riviera is now the largest boatbuilder in the southern hemisphere, with several distinct lines of craft. My favorite is the SUV collection, which combines the offshore-performing hulls

of flybridge models with the entertainment spaces first seen on Riviera's Sport Yachts.

The latest SUV, the 585, continues the *mélange* of indoor-outdoor living from stern to stem. In the cockpit, there's a demarcation of two distinct social areas: Far aft is easy egress to and from the water for people and water toys, while two wide transom doors lead to a fridge, ice maker and electric barbecue. I also like the aft wing station with a joystick on the starboard side (it can be installed to port, as an option). The only thing I would add is dinghy chocks on the optional hydraulic swim platform.

Three steps up is the alfresco deck, what I consider the *pièce de résistance* of the 585. It's a commodious space with seating for at least six guests, and is protected from the elements via side panels and a hardtop. A pair of electric opening sunroofs allow for light and a breeze. Combined, the cockpit and alfresco deck create



The alfresco deck has seating for at least six and is protected from the elements via side panels and a hardtop. A pair of electric opening sunroofs allow for light and a breeze. Below: Windows all around lend the salon an open, airy atmosphere.



about 250 square feet of outdoor living space—on a 65-foot boat.

Like previous SUV models, the 585 also has a large, fold-up window to starboard, and a glass-and-steel sliding door that connects the salon's aft galley with the alfresco deck and cockpit. The salon has indoor dining adjacent to the portside galley, and an L-shaped settee flanking the portside helm. The 585 has Recaro-style, adjustable helm chairs similar to those on the

485 SUV. These chairs are ideal perches for the captain and navigator.

The standard belowdecks layout includes a full-beam, amidships master, a forward VIP with a queen berth, and a portside stateroom with bunks. The master and VIP are both en suite, with the third stateroom's head across the companionway (also serving as the day head). There is an option for crew quarters abaft the master, but I think this area will be better served as a full-beam utility room with laundry and stowage.

Standard power is a pair of 900-hp Volvo Penta D13s mated to IPS drives, with an option for 1,000-hp engines. Other options include a radar arch, solar panels on the hardtop, and a gyrostabilizer or fins.

The 585 SUV made her world debut Down Under at the Sanctuary Cove International Boat Show and is slated to premiere stateside in late October at the Fort Lauderdale International Boat Show. 🌟

RIVIERA 585 SUV

LOA: 64ft. 8in.

Beam: 18ft. 7in.

Draft: 5ft. 1in.

Displacement: 66,139 lbs.

Fuel: 1,189 gal.

Water: 211 gal.

Engine: 2x 900-hp Volvo Penta D13-IPS1200

Info: rivieraaustralia.com



A full-beam master stateroom is part of the standard layout. **Above:** The salon is graced with a large, electric sunroof and a door that leads to the port side deck.

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Hylas M47

The builder exchanges inboard power for a pair of diesel outboards that return sprightly performance and greater range.

Longtime sailboat manufacturer Hylas Yachts made its first foray into powerboats with the M44 in 2018. With that boat, the builder utilized the classic, Down East workboat lines of the New Zealand-designed Corsair 44 and the construction know-how of a seasoned Asian shipyard for a vessel aimed at U.S. boaters.

The latest vessel takes the M44's proven hull and exchanges the diesel inboards for a pair of 300-hp, oil-burning outboards from Cox Marine. Meet the Hylas M47.

The new boat retains much of what made the M44 an impressive debut, including oversize pilothouse windows; two large, manual sliding hatches in the hardtop; and a roomy, uncluttered cockpit. Keeping the opening manual window aft was a smart move. The window opens easily on a gas ram and secures to the hardtop, adding to the aft galley, which separates the area from

the forward dinette.

I also like that Hylas kept the elongated, arrow-straight roofline, which lends the M47 a sporty profile and shades the cockpit. The roof is equipped with pad eyes, serving as stowage for kayaks, paddleboards or an inflatable dinghy.

The most significant change with the M47 is to the powertrain, which returns not only an impressive turn of speed, but also range. According to Hylas, the diesel outboards push the M47 to a 31-knot top end. At a 17-knot cruise speed, the builder says, she burns 15 gph, and her standard fuel capacity of 475 gallons gives her a range of 1,000 nautical miles at 9 knots. Optional, larger fuel tanks (in



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Above: The M47 kept the winning attributes first seen on the inboard-powered M44, including oversize pilothouse windows; two large, manual sliding hatches in the hardtop; and a large sliding door and manual window that connects the salon to the cockpit. **Below:** We like the extended hardtop for the shade it provides as well as for stowage for kayaks, stand-up paddleboards or an inflatable dinghy.

the space freed from the inboard engines) can extend her reach to 1,500 nm.

The two-stateroom, single-head layout belowdecks sleeps five people. The guest stateroom's lower double splits into twins, and there's a Pullman berth. In a pinch, two more guests can be accommodated in the salon by converting the settees.

Standard features on the M47 include a Raymarine electronics suite with autopilot, joystick control, Zipwake trim tabs, a lithium-ion battery package and an HVAC system that the builder says allows for generator-free operation. The boat is prewired for an optional Seakeeper 5 gyro stabilizer, which I would add along with the Sunbrella Strataglass cockpit enclosure for four-season cruising. ❄️

HYLAS M47

LOA: 47ft.

Beam: 13ft. 6in.

Draft: 2ft. 6in.

Displacement: 21,500 lbs.

Fuel: 475 gal.

Water: 190 gal.

Engine: 2x 300-hp Cox

CXO300 outboards

Info: hylasyachts.com



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Teriyaki Salmon with Shiitake Mushrooms

Either prepared at sea or after a day on the water, this is a healthy, delectable choice.



As a commercial salmon fisherman in Ketchikan, Alaska, I know firsthand the importance of having easy, delicious recipes at sea. This one, for teriyaki salmon with shiitake mushrooms and fresh chives, is the perfect addition to any yacht chef's recipe book.

To make this recipe even easier to prepare in a heaving galley, I recommend preparing the ingredients ahead of time. You can mix the soy sauce, brown sugar and sesame oil in a small container, and slice the shiitake mushrooms, before leaving shore. You can also remove the skin and pin bones from the salmon fillets beforehand, to save time and space in your galley.

When cooking the mushrooms, be sure to use a large, ovenproof skillet to minimize the number of dishes you'll need to clean. You can also adjust the cooking time as needed, depending on the heat source on your yacht.

This recipe is not only delicious, but also nutritious. Wild salmon is a great source of protein and omega-3 fatty acids. It's the perfect meal to enjoy after a day out on the water. ❁

MAKES FOUR SERVINGS

¼ cup soy sauce
2½ TB brown sugar
2 tsp sesame oil
4 tsp olive oil
2 cups shiitake mushrooms, sliced thick
4 (6-ounce) wild salmon fillets, skin and pin bones removed
1 TB fresh chives, chopped

MAKE THE TERIYAKI SAUCE

In a small bowl, whisk the soy sauce, brown sugar and sesame oil. Set aside.

MAKE THE MUSHROOMS

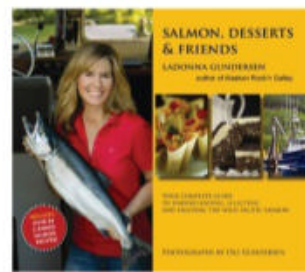
In a large, ovenproof skillet, heat 2 teaspoons of the olive oil. Add the mushrooms and cook over medium heat until browned. Add all but 1 tablespoon of the soy sauce mixture and continue to cook, stirring until the skillet is dry and the mushrooms are glazed, about three minutes. Transfer the mushrooms to a plate.

MAKE THE SALMON

Add the remaining 2 teaspoons of olive oil to the skillet. Add the salmon fillets, skinned side up. Cook over medium heat, turning once, until lightly browned.

Remove skillet from heat. Pour the reserved tablespoon of the soy mixture over the fillets to coat. Bake the salmon at 400 degrees Fahrenheit until the top is golden, lightly glazed and just cooked through, two to three minutes.

To serve, transfer salmon to warm dinner plates. Top with the mushrooms and chives.



meals in the boat's 4-by-5-foot galley. Find more great galley recipes from her six Alaskan-themed cookbooks at ladonnarose.com

For five months a year, **LADONNA GUNDERSEN** lives aboard a 32-foot fishing boat in Alaska with her commercial-fisherman husband, Ole, preparing

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Distracted Driving

It was 6 p.m. in Baltimore, and the crew of *Ever Forward* was readying the ship for an overnight trip down the Chesapeake Bay to Norfolk, Va. Other than a slight delay with line handlers, the ship departed without incident. Two hours out of the harbor, the 1,000-footer with almost 5,000 containers stacked high on its decks made a turn to the south, leaving the Patapsco River and heading toward the Chesapeake Bay Bridge. The pilot knew the river and bay waters well. Only three more gentle turns in the Craighill Channel would line up the ship between the bridge's twin center spans.

Unfortunately, the ship wouldn't pass under the bridge that evening. At approximately 8:18 p.m., the ship missed the turn at lighted red buoy 18, running hard aground outside the dredged channel. An experienced bay pilot and professional crew, all with sophisticated navigational equipment at their disposal, had somehow allowed the ship to bury itself into the shell-encrusted mud bottom of the Chesapeake Bay. It would take more than a month, and hundreds of thousands of dollars spent on dredging and container removal, to lighten the load so the *Ever Forward* could be freed.

According to the U.S. Coast Guard accident report, the pilot was found to be preoccupied with mobile phone calls, texts and an email for much of the time after leaving Baltimore.

Mobile phones and other devices divert our attention from piloting our boats, sometimes with serious results.

My first thought after reading the report was disbelief—not only that a professional pilot could make such a mistake, but also that the ship's crew didn't realize what was happening and alter the course themselves. The ship's log shows that at 8:17 p.m., the third officer announced on the bridge that the vessel's heading was 161 degrees at approximately 13 knots. The pilot verbally acknowledged the third officer, but took no action. The third officer stated in the report, "The pilot was still looking at his phone at this time."

The ship ran aground just one minute later, at 8:18 p.m.

My second thought was a realization of the frightening ease with which this scenario was actually possible. This story is a wake-up call to us all. I, too, have been in that pilot's shoes, and I, too, have been distracted by my phone and missed turns as a result.

The increasing prevalence of mobile phones, tablets, smart watches and other connected devices creates a dangerous distraction not only for recreational boaters, but clearly for professionals as well. The risks are numerous and serious, and can lead to accidents, injuries and even fatalities.

One of the biggest risks is the loss of situational awareness. When a boat operator is focused on a phone instead of the water, he or she may fail to notice hazards such as other boats, obstacles or a planned turn in a route—any of which can lead to collisions or

groundings, putting property and lives at risk.

Another danger is impaired decision-making. When you are distracted by your phone, and something pulls your attention back to the task of handling your boat, it takes a moment to get your head back in the game. Informed decisions are required in response to changing conditions or emergencies. Those decisions become harder to make. This can lead to delays in taking action or to poor decision-making.

As to the helm crew of the *Ever Forward* realizing they may have been in trouble, but not altering course themselves, the report cites a possible cultural and hierarchical resistance to calling out the mistakes of a senior officer. We all can easily fall prey to this on our own boats. While I may be the captain at the helm, friends and family know that when they're aboard, they have my permission to notify me if they see something I've missed. My wife, Dori, has saved our bacon more than once by drawing my attention to a marker or another boat I may not have seen.

In the aftermath of the *Ever Forward* grounding, maritime agencies are considering the implementation of red zones. These would be areas designated as having increased risk, areas where an extraordinary level of attention is deemed necessary to navigate safely. While in a red zone, use of electronic communication devices like mobile phones at the helm would be strictly prohibited (except in emergencies).

We will be implementing a similar policy aboard our boat, *Liberdade*. For us, red zones could include inlets or intersecting channels—especially ones with an increased number of boats. Examples that come to mind in our cruising are the Elizabeth River through Norfolk, Va.; New York Harbor and the East River; and Buzzards Bay and the Cape Cod Canal in Massachusetts. Our zones would also include the confines of marina basins, and certainly while docking. Dori and I have commented more than once about how friends who are watching us on approach intentionally call us just when we're about to dock the boat.

All boaters should consider implementing a red-zone policy on their boats. With a record number of boats on the water—many operated by boaters with limited experience—it's even more important stay alert in busy or confined waterways. ❄



With over 50 years of boating experience, **BOB ARRINGTON** isn't a writer writing about boating; he's a boater writing about the life he lives. With an adventurer's soul and a storyteller's heart, Arrington shares the lessons learned from a life at sea, as a writer, marine industry consultant, lecturer and boat training captain. He and his photographer wife, Dori, cruise extensively aboard their trawler *Liberdade*, always open to the next lesson, and looking for the next story to tell.

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Summer Sojourns

For many of us, summer boating plans include coastal cruising to various ports. This often means booking transient slips where you have to accept what is available, anchor or grab a mooring buoy. Many skippers have aced docking at their regular slips, but they sometimes get a little shaken when the dockmaster sends them to a slip flanked by a big motoryacht and a towering sportfisherman.

Being prepared, and having your crew ready for whatever transpires, can save you from considerable duress, not to mention possible damage to your boat or finding yourself a viral sensation on social media. All of us can recall battles against current and wind with a pier full of dock-watchers. There are ways to avoid this scene: If you have any doubts about a tight slip, alert the dockmaster ahead of time.

Pro tip: You do not need to put yourself on the VHF radio with your concerns. Instead, call the marina, explain the situation and ask if a better slip is available, or if they have a suggestion to alleviate the problem. Sometimes, waiting for the tide to slow down or the afternoon gusts to subside can mean the difference between a hectic arrival and a serene landing.

When I do north-to-south deliveries, I

know that every day and every marina stop will dictate different docking maneuvers. At my home slip, with pilings on either side, I have two bow lines and two spring lines to prevent the transom (and teak swim platform) from hitting the dock. A wrap of green or red tape on each line for port and starboard indicates where it starts to wind around the cleat about an inch from the forward tip. These lines remain

on the dock when I travel so they cannot be damaged or lost, and will be readily available when I return.

My travel dock lines are a separate set that includes six 25-foot lines and two 30-foot

spring lines, each with a loop spliced on one end. With this set, I can handle any slip possibility, as well as side-to dockage.

Each line has a 14-inch loop on one end for versatility and convenience. If you place the loop over the piling and then, later in the day, another boat comes into the adjacent slip next and tacks a loop over yours, remember this little trick to get your line free: Take the bitter end of your line, pull it through the loop from the other boat, and lift yours off. Be sure to add suitable chafe gear to protect your dock lines, and make sure you carry a sufficient number of fenders, and a pump to keep them firm (if they are inflatable).

Planning a trip away from your home port? These tips will help along the way.

I also appreciate that there is a difference between a vacation cruise for a family with young children and a delivery skipper with a schedule to meet. Regardless, good manners prevail. I recall one morning in a popular Fort Lauderdale, Fla., marina when I awoke to loud music blaring from a boat in a nearby slip. After the third or fourth round of the same song, I went out into the cockpit to locate the source. As it turned out, the owner or captain had left the boat, which was locked, and there was no way to do anything about it until someone returned. The dockmaster offered me a different slip, but instead I started the engines and began my trip north.

A lot of boats these days have powerful entertainment systems with more than enough audio horsepower to out-scream a runaway diesel. Some people do not understand how far the sound carries over the water. Keep that in mind when you light up your music or movies aboard the boat. Not everyone wants to hear it. I remember another captain (more like a salty clown) who turned on his VHF radio to hear the repeatable weather forecasts while he was getting his boat ready to roll. For 20 minutes, the weather reports kept spewing into the air. I finally asked him if he was waiting for the weather to change before he left to go fishing, but he had no response.

When cruising for lengthy periods, many skippers use the cockpit to carry a lot of loose items such as hoses, cooking grills, shore power cords, chairs, swimming toys, bikes, coolers and other items. They later remove everything and place it on the dock behind the boat to ease boarding without clutter. Make it a point to maintain a clear path, and avoid obstructing dock space for other boat owners and their guests to walk to their boats safely. ❁



PETER FREDERIKSEN is a licensed 100-ton master mariner and marine journalist. His cruising resume ranges from New England to the Bahamas, Mexico, Baja and Alaska. His wooden and fiberglass boatbuilding skills, delivery

duties and new-boat project manager experience give him an in-depth understanding of countless problems that mariners encounter. He claims he never met a boat he could not get along with.



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Crossover 27



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MARK PITTMAN FROM JMYS

The 20-Year Itch

Thinking about buying a boat that was built two decades ago? These are the problems you're most likely to find.

There comes a time when certain truths about your boat become evident. The initial honeymoon thoughts of water whispering under the hull, and of enjoying drinks in the moonlight, change to dirty oil diapers and leaks over the matrimonial bunk. If you're the rare person who has kept your new boat for 20 years or, more likely, someone who bought an older boat with the idea of fixing it up, some work will be needed to save the relationship.

Model year 2003 was a good one for boats. Many of the big names producing cruising boats back then are still around now. Asian boatbuilders were stepping up their game. Competition between European and U.S. builders was fierce. Overall build quality was generally high. You probably would have found a great deal more

teak on board than you would at a boat show today.

Still, at 20 years old, a boat built in 2003 is likely to have had one to three owners with varying technical abilities and maintenance budgets. The amount of use the boat has had can also affect its condition. In most cases, we'd rather see a moderately used boat with normal service and cosmetic repairs than a very lightly used boat. Extremely low engine hours indicate that the boat sat unused for most of its life. When boats sit idle, leaks are not noticed, repairs are not made, and engines gather moisture and acidic combustion by-products that corrode and degrade components.

Let's look at the kinds of repairs you're likely to face with a boat at the 20-year mark.

THE BEATING HEART

When assessing any 20-year-old engine, service records are worth their weight in gold. No matter whether they're on paper or in a computer, accurate records are invaluable for assessing an engine. All engine manufacturers have recommended service intervals, and if these intervals have been met, it is easy to see what might be due next and when. If the records are scanty, it might not be fair to assume nothing has been done, but a few clues can help you fill in the details.

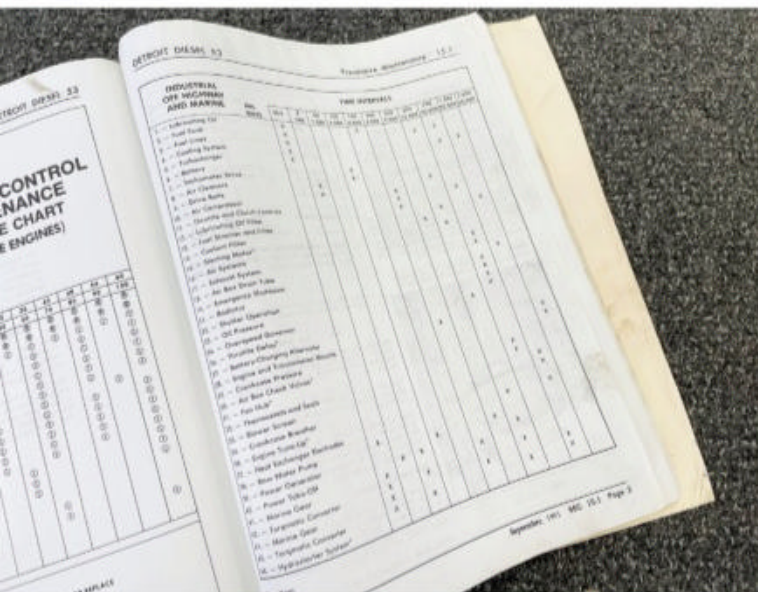
You can usually tell if an engine is wearing its original paint. Spots of rust, matching painted hose clamps and hoses, or miscolored components tell a tale of repairs—or lack thereof. Mechanics hate rusty fasteners because they are much

more likely to round off or be seized. You can sometimes tell if a part has been touched when the factory paint has been disturbed around the gaskets or fasteners. Some clues may be missing (and not in a bad way) if you keep your engine paint touched up. Matching engine spray paint is cheap, and keeping the engine looking nice will pay dividends, including helping you to notice and stop oil or fuel leaks before degreasing, scuffing and masking the engine for the painting.

Inspect the edges of the hoses and pinch



Steering components should be checked regularly for signs of hydraulic leaks, loose or worn fasteners, degrading hoses or rudder stuffing box seawater leaks.



All engines come with the preventive maintenance tables their engineers have established that will give their engines the best chance of a long life.

them in the middle. Hoses that flare and show threads or wire at the cut end, or that feel crunchy or stiff, are on their way out. Hoses that look like starved horses, or whose rubber jackets are splitting, are at the end of their lives. Some manufacturers recommend replacing all hoses at specific intervals; if you're not sure that's been done, this is a good time.

People are usually good about normal service, which includes oil and filter changes, impellers and air filters, but after two decades, it may be time (or time again) for diesel injector replacement, valve adjustments and heat-exchanger or intercooler service. Exhaust components such as elbows and risers have a lifespan, and may need replacement. Motor mounts may be due for replacement, opening up questions about the rest of the drive line.

Many a boat has come into a boatyard with a mild vibration, and left after a discovery that the motor mounts need replacement. The rubber isolation blocks inside the mounts break down over time, causing more engine movement. This can lead to misalignment, vibration and increased cutlass bearing wear. In many cases, worn cutlass bearings can only be replaced, or are much easier to replace, after the shaft has been removed.

This will often be the first time the hidden parts of the shaft have been seen since it was installed. Most shafts on higher-end boats are now machined from A22, either Aquamet or Aqualoy, a highly corrosion-resistant stainless steel alloy. There are less expensive, less corrosion-resistant alloys (A18, 316, 304) from which shafts were and are created, but they are a false economy for something so critical to powerboat operation that's partially hidden from view. Even A22 shafts can suffer from crevice corrosion when they are deprived of oxygen, such as inside a shaft log filled with stagnant water on a boat that rarely moves. There is a real chance that once the shaft is seen, it may have significant pitting or wear, and need to be replaced.



The condition of the engine paint can give you clues about the engine's history. Rusty motor mounts under leaking water pumps, cracked original paint around fasteners, unpainted replacement parts or poorly painted hoses and belts all tell a tale that can be matched with service records—or lack of them.

With everything apart, this is also a fine opportunity to renew the hose and packing in a conventional stuffing box, or the seals or bellows in dripless boxes. For instance, PSS type A bellows should be replaced every six years. And, replace hose clamps with ABA non-perforated 316 stainless clamps. It would be silly to sink a boat over a \$15 hose clamp.

With the boat hauled, spend some time cleaning up the underwater metals and inspecting any bronze for dezincification. If the bonding system is in poor shape or the boat was ever in the water with a depleted anode, the bronze could have suffered. Check for pink blotches or pitting that would indicate the metal becoming brittle and requiring replacement.



Discoloration beneath windows and ports is a sure sign it is time to remove and rebed them. A small freshwater leak can cause thousands of dollars of damage to interior veneers and substrates.

WHICH WAY TO GO?

Once the drive line is sorted, make sure you can point the boat in the direction you want to go. Head back to the lazarette and check the rudder stuffing box for leaks. Shake the quadrant to determine if the rudder shaft support is worn. Check for hydraulic leaks in steering rams, hoses, pumps and plumbing. Make sure any ram base hardware is tight, and any tiller-to-ram connecting hardware is not worn.

For cable-steered boats, think about renewing the cables and inspecting the sheaves. Edson recommends replacing cables every 10 years. In the interim, running a tissue lightly down the cable can help find any fishhooks from broken strands.

DECK LEAKS

Any boat should be periodically checked for rainwater ingress. If you arrive at the boat only to find puddles on the sole or wet

cushions after a storm, it means the boat manufacturer's original caulking compound is likely starting to fail. Look at how many pieces of gear are bolted onto the deck and cabin top—and include all the ports, hatches and windows. Each one is a potential and eventual leak source. Since most high-quality bedding compounds are rated for 15 to 20 years, it's time to start removing gear and rebedding it. Depending on the access to the fasteners below, this can be a daunting task, but it can be taken on in sections. Leaks below can rapidly ruin overheads, cabin sides and soles.

While you're in the process of rebedding hardware, make sure the original builder closed out any fiberglass-encapsulated coring around the fastener holes. With the fasteners removed, stick a pick into the hole. If you can dig out balsa or foam core, then you should continue picking out the core for a quarter inch to a half inch, depending on the hole size. Place tape under the hole, and then fill the hole with thickened epoxy. Once the epoxy cures, redrill the fastener hole. This process accomplishes two things: The epoxy plug acts like a bushing inside the deck, discouraging the fastener from crushing the core; and, in the event of the bedding

While a great deal can be said about the durability and simplicity of standalone instruments, there are huge benefits to modern, integrated electronics equipment.

leaking in the future, it will prevent water from entering the core.

Even 20 years ago, most boats were built with some coring. Check the deck and cabin (and bottom) with a moisture meter. Good boatyards have a meter. Someone experienced in its use can interpret the readings and make recommendations. This test shouldn't cost much, and it could save thousands of dollars if a problem is caught early.

Exterior teak trim, whether installed as

toerails, caprails or eyebrow trim, should be kept varnished or painted. The extra ultraviolet protection will extend its life. Even impeccably maintained varnish will typically need to be stripped and revarnished at around the 20-year mark.

We should also talk about teak decks. Twenty years ago, teak decks were likely still attached to the fiberglass with screws hidden by bungs. While the teak is probably still OK, any leaking rubber grooves or bungs that have popped out can allow water into the space under the teak. With time, that water will find its way into the coring of the fiberglass through the screw holes.

That's why it is important to maintain the teak overlay. Look for dried or cracking seam compound, compound proud of the wood or pulled away from the edges, or screw heads showing where the bung has worn away. More modern teak or teak-substitute decks are usually epoxied to the fiberglass without the use of screws, preventing this issue. In severe cases, the teak can be removed, the holes can be filled with epoxy, and the new teak or synthetic teak can be epoxied.

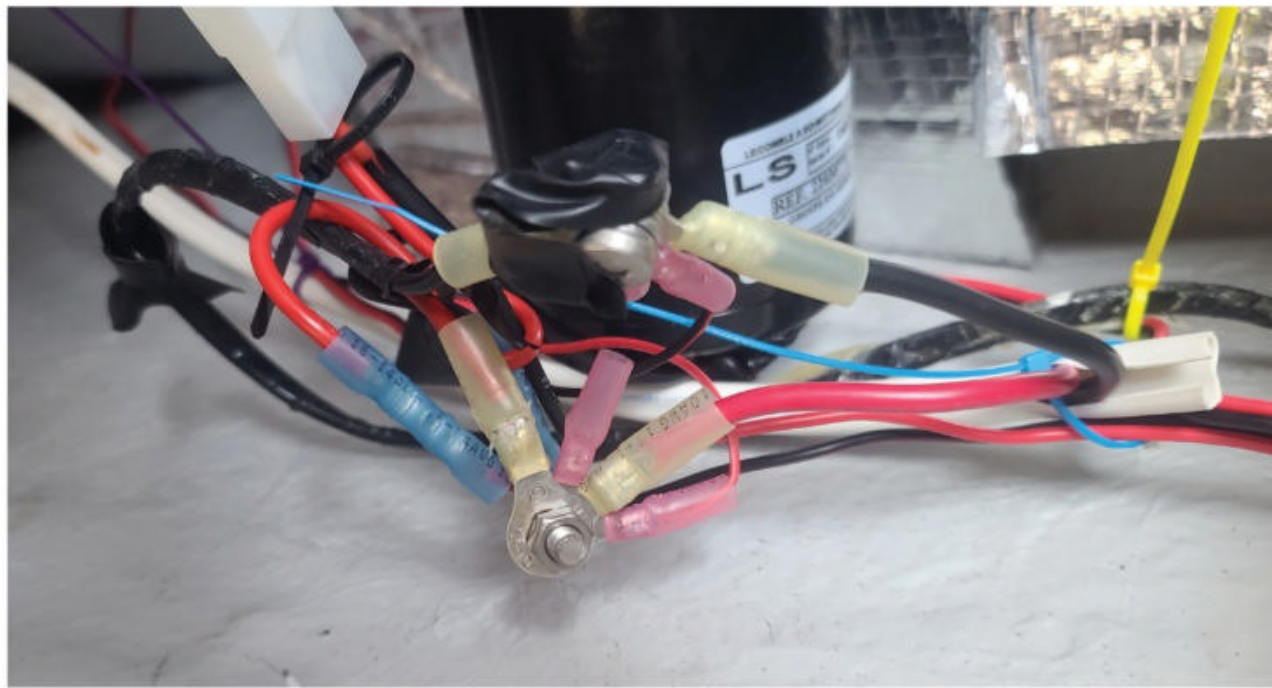
Alternatively, simply fill the holes, add a layer of glass, and paint the deck with non-slip paint.

ELECTRONIC ENVY

Can 20-year-old electronics still work? Certainly, but they were installed before innovations such as smart transducers, AIS, solid-state radars (with tracking and chart overlay) and Bluetooth-enabled VHF radios. There have been incredible leaps in the resolution, integration and presentation of electronic charts in that time frame. While a great deal can be said about the durability and simplicity of standalone instruments, there are huge



There's a lot to see in this dirty bilge: improperly secured air conditioning sea strainers; a hose not rated for use below the waterline; degrading engine room insulation; and poorly secured wiring. All these things didn't happen at once, but should all be corrected if the boat is to be shipshape.



Black electrical tape should only be used aboard boats in temporary emergency repairs. Keep an eye out for repairs that seem unconventional. There is nothing ABYC-approved about this pump wiring. All the connections should occur in neat, well-secured and covered terminal strips.

benefits to modern, integrated electronics equipment. Old chartplotters often had the resolution of a Pong game. They pale in comparison to today's high-resolution plotters.

Modernizing a boat with the newest electronics can transform the navigation experience. After all, you spend a great deal of time staring at those screens underway. Having the information laid out on an easy-to-read display, with even more data at your fingertips, can take the guesswork out of maintaining your position and finding your way.

INSIDE THE CABIN

Take a look at your interior cushions and window coverings. Did a previous owner make a bold statement with purple and orange? Are the cushions permanently stained from suntan lotion and damp bathing suits? Has the cushion in your favorite spot lost half its foam support? Twenty years can be a long time for a cushion to survive. Few things will make more of a visual impact than renewing an interior's soft goods. This is a specialized field, and most good boat upholsterers are booked out for months, so plan ahead and be prepared to wait.

While you're inside, take a whiff. Is there

a bit of a funk? One simple test is to dampen a paper towel or rag, and then wipe it along the sanitation hoses. If your rag smells like what is inside the hose, then the hose has been permeated, and it is time to replace it. Other seawater-carrying hoses throughout the boat should be inspected and replaced as necessary.

There is not a set amount of time that a high-quality, wire-reinforced hose lasts, but any sign of split covering or rusty helix should prompt replacement. Make sure to inspect and exercise all the seacock valves as well, replacing any that don't work easily.

40-YEAR ITCH

Sometimes, you just can't find a boat that moves you like the classic styles of the past. An older boat's interior can be special and inviting, and the layout might suit you perfectly. Maybe you've just decided penny can't keep you from buying a boat, and a classic is all you can afford.

As you might guess, at 40 years, there likely will be another raft of issues to fix. There are great old boats out there, but since they were built, there have been solid advances in refrigeration and air conditioning technology. The older systems won't work or be serviceable forever.

Increasing modern electrical devices has, in some cases, taxed the original wiring on older boats. It may not be to current safety codes, and the physical wiring and breakers may need replacement. A careful study of the battery bank, heavy-gauge wiring and charging components is in order.

Also inspect for wet decks, wet hulls and interior leaks. Note that boats from the 1980s were likely built with polyester resin, which was much more susceptible to bottom blisters (if that hasn't been already remedied).

Also beware of previous owners' unconventional fixes for all kinds of problems. A careful look at the boat and the service records can let you know if you've found a turnkey classic or a handyperson's special. ⚙️



MAX PARKER is the vice president of yard operations at Zimmerman Marine, which operates seven boatyards on the Eastern Seaboard.

Parker has spent time in most of the trades in his over 25-year career working on boats and still loves to grab a tool bag and fix something when he gets the chance.



Weather Window

Understanding forecast models and their limitations can make you a safer boater.

At Marine Weather Center, a client recently asked why the computer model forecast predicted small seas on the windward side of Saint-Martin, when what was really happening were strong winds and large seas. The answer had everything to do with how weather models are designed, how they work and how they don't.

Weather forecast models are ubiquitous for good reason: They provide precise forecasts for weather information, such as wind, waves, temperature and precipitation that we're looking for, at precise times and locations—or so it would seem. But weather models have limitations, and understanding these limitations will help you better interpret their forecasts and be a safer boater.

WHAT IS A WEATHER MODEL?

Weather models break the Earth down into grid boxes, with each grid box representing a specific area on Earth's surface and the atmosphere above. Forecast models start by approximating the current state of the atmosphere, using recent observations from

satellites, airplanes, weather balloons, buoys, airports and other land-based observations, as well as from ships at sea. If recent observations are not available, the model interpolates to "guess" an initial value for all weather parameters, in all grid boxes.

Once the model approximates the current state of the atmosphere, it performs mathematical calculations to predict the state of the atmosphere, sea surface and land surface at future forecast times.

In general, the smaller the grid boxes, the better the forecast. But, more grid boxes require more computing power, and even today's best supercomputers cannot generate forecasts for enough grid boxes to resolve (and accurately predict) many weather phenomena—especially convective thunderstorms, tornadoes, hurricanes and other severe weather.

Also, guesses about the initial state of the atmosphere introduce uncertainties and inaccuracies, which can be amplified at future forecast times. To compensate for this, many global



models run “ensemble” forecasts that assume different initial states of the atmosphere. The U.S.-based Global Forecast System model assumes 30 different states. The European Center for Medium-Range Weather Forecasts assumes 50. Each then runs a set of streamlined calculations to yield, respectively, 30 or 50 different forecasts.

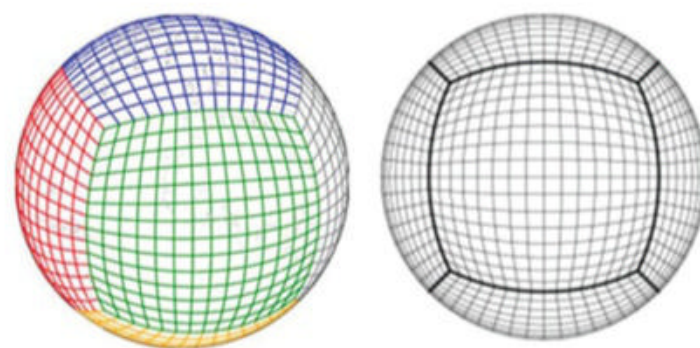
Ensemble forecasts are typically averaged, resulting in an “ensemble mean” forecast, which can provide additional insight into what might happen if the “operational” (or primary) forecast is not correct.

THE SPACE-TIME FACTOR

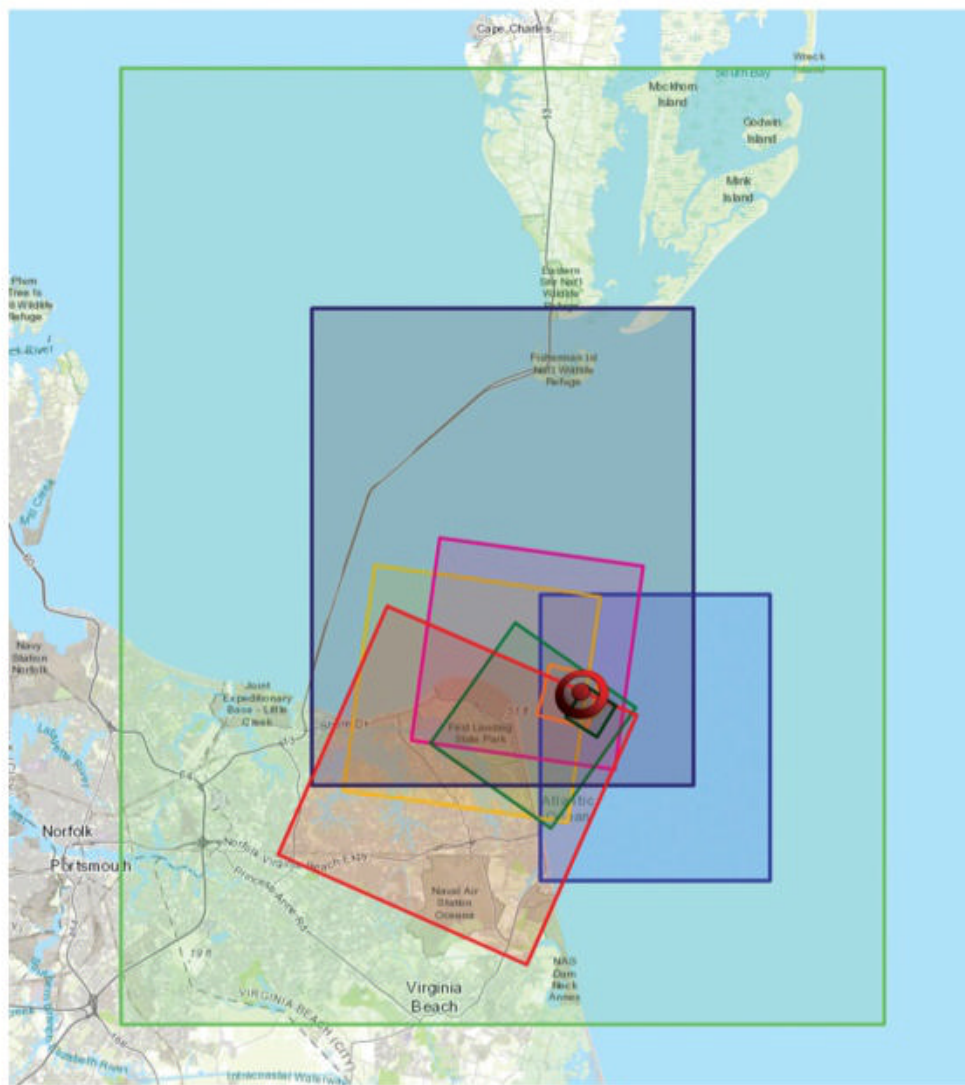
Weather is fluid—it changes over time and distance. Sometimes, weather changes are subtle, gradual or linear, changing at a constant rate; sometimes, changes are dramatic, sudden or at a variable rate. Weather models handle the former well, but they lack the temporal (time) and spatial (size and location) resolution to

predict many dramatic or sudden changes, as well as those that occur at a variable rate.

Spatial resolutions are determined by the size of the grid boxes that output forecast data. The U.S.-based GFS model spatial



Above: The U.S.-based weather forecast model uses cubed spheres. The shape and size of grid boxes in various models yields different data.



Above: Within each grid box, there can only be a single value for the wind speed and direction forecast. Wind speed and direction within small boxes may be fairly uniform, but also may vary greatly within larger boxes. Interaction with land greatly affects variability in wind speed and direction regardless of grid box size.

resolution is about 8 miles, so each grid box covers about 64 square miles. The European model has a finer spatial resolution of just under 6 miles; thus, each grid box is a bit less than 36 square miles.

In terms of time, both have a temporal resolution of one hour for short-range forecasts, out to 120 hours, or five days, for the U.S.-based model, and 90 hours, or just under four days, for the European model. That resolution drops for each as they extend to 16 days for the U.S.-based model and 10 days for the European model. In both models, there is only a single forecast for each weather parameter (wind, temperature and so forth) within each grid box, and only a single forecast for the top of each hour for each grid box.

If a weather event—such as an increase in wind speed, change in wind direction, or decrease in temperature—occurs over an area larger than the resolution of the model (one grid box), then the model has some chance of properly predicting the event. Similarly, if such a change occurs over a period longer than one hour (within the 90 or 120 hours that the model has a fine temporal resolution), then the model has some chance of predicting the event. But, often, that’s not what happens in the real world.

TEMPORAL LIMITS

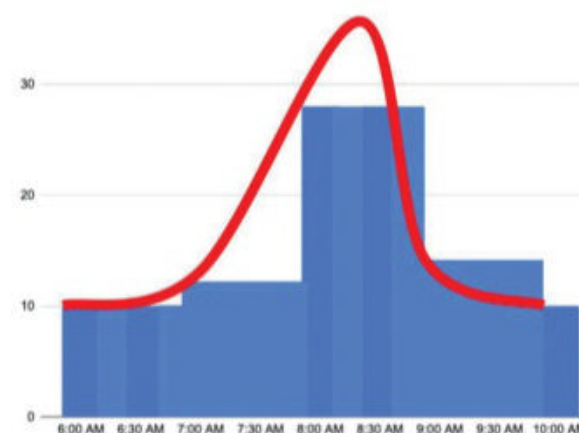
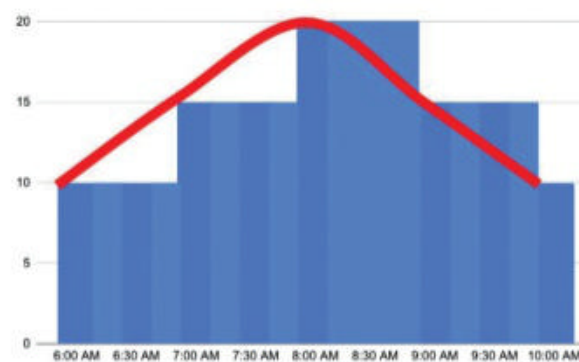
Let’s focus on temporal resolution for a moment. If the wind increases from 10 knots at 6 a.m. to 15 knots at 7 a.m., peaks at 20 knots at exactly 8 a.m., then abates to 15 knots at 9 a.m. and decreases to 10 knots at 10 a.m., then the model might provide a fairly accurate forecast. The graphic below shows this, with the forecast model (blue bars) describing the actual wind (red curved line) fairly accurately, although it slightly under-forecasts increasing wind and over-forecasts decreasing wind.

But what if the wind increases from 10 knots at 6 a.m. to 12 knots at 7 a.m., then triples to 36 knots at 8:30 a.m., before settling to 14 knots at 9 a.m. and decreasing to 10 knots at 10 a.m.? Assuming that the rate of change from 7 a.m. to 8:30 a.m. is linear, the model’s 8 a.m. forecast of 28 knots could be about right at exactly 8 a.m. But what about at other times? The graphic below shows that the forecast model (blue) is a poor predictor of actual wind (the red curved line), missing peak wind badly, as well as under-forecasting increasing wind and over-forecasting decreasing wind.

In these examples, we assume the forecast model predicts wind perfectly—all of the inaccuracy is due to the model’s temporal resolution limitation. But if you were boating in this weather, how would you rate the accuracy of this model? Just imagine if we added model inaccuracy into this scenario.

SPATIAL LIMITS

Remember that boater who asked about the inaccurate forecast on the windward side in Saint-Martin? The reason is that within about 5 miles on the windward side of the island, the grid box includes protected waters where seas are small,



Above: The model can provide a fairly accurate forecast when wind changes are linear. **Left:** This model loses accuracy when change is more variable.

SPOTWX.COM (TOP); MARINE WEATHER CENTER (LEFT)



The European model's triangular-shaped octahedral grid. Today's best models use differing sizes and shapes of grids, and new shapes are always evolving.

ECMFW

and that's the forecast for the entire grid box. To get a better idea of actual seas on the windward side of the island, a boater would be better off using the forecast for a bit farther from the island, to ensure that the entire grid box is over open waters.

Grid size and shape matter. Today's best models use different shapes; the U.S.-based model uses cubed spheres, the European model uses an octahedral grid, and the experimental Model for Prediction Across Scales uses a hexagonal mesh. You can't assume the forecast grid box covering your area is square in shape.

Weather events occur at different scales as well. Pressure-gradient-driven wind—blowing generally from areas of higher pressure toward areas of lower pressure—occurs at a scale of hundreds or thousands of miles, is relatively uniform and linear, and persists for long periods of time. Computer models handle this sort of weather well.

But convection—vertical motion of air due to temperature differences within the air mass—occurs at a scale of hundreds of feet to a few miles, and may persist for only minutes to a couple hours. Today's global forecast models do a poor job predicting convective thunderstorms and other severe weather, in large part because they lack the spatial and temporal resolution to resolve these events.

ADDITIONAL FACTORS

Earth is big. The grid boxes on our best global models are smaller than 40 square miles in area. The U.S.-based model predicts more than 100 different weather parameters (wind, pressure, temperature and so forth) at 127 different vertical altitudes for 173 forecast times. That's more than 10 trillion forecast values.

Today's best supercomputers run these calculations in about an hour. (The U.S.-based model runs on a pair of supercomputers that, as of late 2022, were the 49th and 50th fastest in the world. The European model runs on the world's fourth-fastest supercomputer.) The European model estimates that in the next decade, maybe by 2030, a combination of different grid box schemes and

improved supercomputing capabilities may allow less-than-1-mile-resolution global models.

Forecast models and computing power are constantly evolving. The U.S. and European models undergo major revisions every few years (for instance, in 2021, the U.S.-based model increased from 64 to 127 vertical layers) with minor revisions in between. And, global model spatial resolution has been doubling every few years.

In the meantime, to better predict thunderstorms and other severe weather, many government meteorology agencies generate shorter-term, higher-resolution models offering, in some cases, less-than-1-mile resolution out to about two days. Typically, these are for coastal and near-shore waters only.

Remember that when you query any computer model forecast, the answer you're looking for is: What is the weather going to do over a continuous timeline in my location? But the answer the model gives you is: Here is this model's best guess about the weather in this geographic area, and just at these specific times.

Finally, don't get caught in the "precision trap." We often assume that if something is more precise, then it is more correct. Computer model forecasts are precise, but they can be precisely wrong. I always recommend that boaters use computer model forecasts in conjunction with forecasts from a local meteorological office or a private forecasting service. ❄️



After operating Caribbean Weather Center from 2004 to 2010 while a liveaboard, **CHRIS PARKER** started Marine Weather Center to provide routing and forecasting for private yachts. MarineWX now has five full-time forecasters and serves thousands of sailors, including providing forecasting for the annual Salty Dawg rallies.



XPM 78-01

PROJECT GOLDILOCKS

***WE DESIGNED AND BUILT
A BOAT THAT'S JUST RIGHT
FOR OUR TRANSITION FROM
SAIL TO POWER VOYAGING.***

story + photos **CHRISTINE KLING**

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My first date with Wayne was an almost-2,000-mile passage from Fiji to Majuro in the Marshall Islands. I had met him virtually when he posted a question on my blog back in 2013. We were both single-handers and liveaboards, with me on my Caliber 33 *Talespinner* in Florida and Wayne on *Learnativity*, his 52-foot Kristen steel cutter, in Fiji. When I flew out to meet him after four weeks of emails and video chats, we figured that after the passage, we'd either never want to see each other again, or we'd sell one of the boats.

During that passage, the bolts holding the lower end of the rudder shaft sheared off, leaving us with no steering. Wayne had to dive down and lash the rudder amidships. We steered with the sails for the last 375 miles to Majuro, entering the atoll's pass without assistance and sailing right up to the mooring ball.

Three months later, I sold *Talespinner* and moved aboard *Learnativity*. It was a little more than a year later, on the passage back south to Fiji, that Wayne handed me an e-reader and suggested that I might like the book *Voyaging Under Power*. As a hardened sailor with some 40 years of experience, I started reading Robert Beebe's book with the attitude that I'd never become a powerboater, but I was willing to humor my new husband.

The more I read, the more I realized that while thousands of sailboats had crossed oceans, doing so in a powerboat run by a couple, not a professional crew, was nowhere near as common. Slowly, I came

WE WANTED TO BUILD A VESSEL THAT WOULD BE STRONG, SAFE, FAST, FUN AND EFFICIENT.

around to the idea that passage-making in a powerboat might be a new challenge worth exploring.

Quickly, Wayne and I were having serious discussions about designing and building our own power passagemaker. There was one big problem for me: I had already been down this road. Almost 40 years earlier, my first husband and I had spent three years in a DIY boatyard building a 55-foot sailboat from a bare fiberglass hull. When we

launched that boat, I swore: Never again.

Wayne and I read everything we could find from the likes of Steve Dashew, Michael Kasten, Dave Kerr and others. We read Tony Fleming's memoir, *Riding the Tide: Art, Engineering and a Thirst for Adventure*, as well as *Crossing an Ocean Under Power*, Ken Williams' tale of a fleet of Nordhavns that crossed the Atlantic. Then, while in Savusavu, Fiji, we met the owner of one of Dashew's FPB 64s. He invited us aboard for a tour and intrigued us with stories of fast passages, no longer dreading squalls, and traveling in a straight line.

Eventually, I concluded that this was my fate. It seems I always fall in love with men who dream of boatbuilding.

We wanted a vessel that would be strong, safe, fast, fun and efficient. We settled on the concept of a long, lean aluminum passagemaker, a descendant of Beebe's and Dashew's designs. She would be a displacement boat capable of speeds faster than the average trawler, which meant a longer waterline.

That was when we started searching in earnest for a designer. At first, it seemed like most yacht designers wanted to draw the boat they wanted for us. Or, they limited us to choosing a design from their portfolios. We wanted to incorporate our combined 100,000-plus miles of experience into what Wayne came to calling Project Goldilocks, the boat that would be just right for us.

Finally, in Dennis Harjamaa of Art-nautica Yacht Design in New Zealand, we found a designer willing to listen. He had already built, for himself, a smaller version of a sleek aluminum passagemaker in his LRC 58. He understood our type of boat.

In 2015, we contracted to have him design our custom boat, and we became the clients from hell. During the next three years, we exchanged thousands of emails as the boat took form in a 3-D modeling program. Harjamaa was exceedingly patient with us. The word saintly is not an exaggeration.

From top: Built upside down, the hull's first aluminum deck frames were attached to the supports in the concrete floor; The 25mm-thick aluminum keel bar that runs from stem to stern gets fitted into slots along the hull's bottom to be later welded into place; Pex tubing was recessed into foam panels in the floor of the salon for the in-floor heating system.

Facing page, from top: A crane hoisted tank sections in place to be welded to the bulkheads; Turning the hull, with the owners looking on.





Wayne and I were cruising aboard our steel sailboat in Fiji, and every time we opened an email with a new model attached, it was like Christmas. We would pour ourselves a glass of wine, and then pour our attention over all the recent changes. What had started out as a 70-foot boat soon grew to 78 feet.

That year, Harjamaa sailed up from New Zealand as crew on Hull No. 2 of his LRC 58 series, *Broadsword*. The owner later took her to French Polynesia, and his crew took her on through the Panama Canal to the Bahamas—against the trade winds. (And that boat didn't even have paravanes.) Seeing *Broadsword's* performance confirmed we had chosen the right designer.

Long before our design was complete, we began our search for a shipyard. Harjamaa prepared a portfolio of 2-D estimation drawings, and Wayne began flying out from Fiji to visit shipyards in New Zealand, Tunisia and Turkey. We also wrote to yards in the Netherlands, Canada and the United States. We were looking for a place where we would like to live, as we intended to move there for the duration of the build. Taking into consideration climate, labor rates and cost of living, we soon zeroed in on Turkey.

In late 2016, we sailed to New Zealand and turned *Learnavivity* over to her new owners. We had narrowed our builder search down to two, both located in the Free Zone in Antalya, Turkey. It's a tax-free zone where dozens of boatbuilders have clustered, importing goods and equipment duty-free. As long as the boat is not registered in Turkey, that savings can be passed on to the new owners. So, as Harjamaa continued to perfect all the design details, we returned to the United States in early 2017 to prepare for our move to Turkey.

When we finally arrived in Turkey to apply for our residence permits, we chose Naval Yachts, owned by the Turkish brothers Dincer and Baris Dinc, to build our new boat. We believed they understood our desire to build what we called "a collaborative work of art and engineering." We would not be the owners who disappeared and came back only when the boat was complete.

Once we were Turkish residents, we settled into our ninth-floor Antalya apartment with a view of a sliver of the Mediterranean Sea from the spare bedroom that was my office. We signed a contract with Naval, and, from that point forward, Wayne's office was at the shipyard.

There were so many milestones during the next three years, high and low moments. We have fine memories of the first CNC-cut aluminum parts that arrived from Istanbul, of welding the last of the hull plates, of turning the hull, of start-

ing on the interior systems and furnishings, and of installing the engine. Wayne went to the shipyard every day (Naval provided him with an office), and I visited several times a week.

We made several choices that were unusual. The boat is powered by a single 150-hp Gardner 6LXB engine. These British-made engines are only available as rebuilds. The Gardner would turn a Nogva controllable pitch prop, so we would have no transmission. Our get-home plan was a combination of our inboard diesel tender and a LibertyKite sail from the French company Beyond the Sea. We designed a hydronic in-sole heating system using water from our Kabola diesel heater for the living areas (it worked fabulously during our first liveaboard winter in Turkey). Also, although we had the boat designed and built with reinforced cofferdams for active-fin stabilizers, we chose not to install them for now. Harjamaa also designed aluminum A-frame booms with passive paravanes for our stabilization.

In the middle of building a boat, there is always a time when you begin to feel like you are staying at the Hotel California ("You can check out anytime you like, but you can never leave"). Every time you remove an item from the punch list, you add two more. We chose to name our new boat *Möbius*, after the Möbius strip, a single-sided surface with no boundaries. The artist M.C. Escher's interpretation had ants crawling on the never-ending figure. As 2020 came to a close, we were starting to wonder if we were those ants.

Then, on February 19, 2021, the boat mover arrived. *Möbius* made her way out of the shed and down to the sea. Her bow sported her new model number, XPM-78. XPM stands for Xtreme Passage Maker. We broke the champagne bottle on her stem, but after the launch, we spent another three months in the Free Zone harbor, shaking out bugs and doing sea trials. The boat was officially ours in May.

We spent another year in Turkey, living aboard and wintering over at Finike Marina, then spent the next spring and summer between Turkey and Greece. Last fall, we found ourselves out of Schengen Visa time, and we decided that after four years in the Mediterranean, we were ready to head across the Atlantic to the warmer waters of the Caribbean. This would be the opportunity to really see our girl stretch her legs, and for us to fulfill our dream of crossing an ocean as just a couple on our bluewater passagemaker.

We left Kalymnos, Greece, at the end of October and made a dash across some 2,000 miles of Mediterranean, most of it along the coast of North Africa, arriving in Gibraltar just under a month later. We had been lucky with finding good weather windows and had not yet deployed the paravanes. However, we ended up waiting on weather for three weeks in Tangier, Morocco. That delay paid off with another relatively easy passage down the 700 miles to Las Palmas in the Canary Islands. Because of occasional contrary currents, we often saw 9-plus knots of boat speed, but we averaged about 8.3 knots for the entire trip.

After eight years of dreaming, designing, building, out-

**WE DASHED
ACROSS THE
MED ALONG
THE COAST
OF AFRICA,
ARRIVING IN
GIBRALTAR
JUST UNDER A
MONTH LATER.**



Clockwise, from top left: A good view of the Nogva controllable pitch prop; Wayne at the helm, entering Las Palmas harbor; The paravanes doing their job, as they did the whole way across the Atlantic; Möbius leaves the shed to start the long drive to the marina.

PROJECT GOLDILOCKS





OUR PASSAGE, BY THE NUMBERS:

***LAS PALMAS, CANARY ISLANDS,
TO SAINTE-ANNE, MARTINIQUE: 2,718 NM***

TOTAL ELAPSED CROSSING TIME: 13 DAYS, 23 HOURS

AVERAGE SPEED: 8.1 KNOTS

AVERAGE NAUTICAL MILES PER 24-HOUR DAY: 195

TOTAL DIESEL FUEL CONSUMED: 1,340 GAL.

FUEL CONSUMPTION @ 8.1 KNOTS: 2.03 NMPG



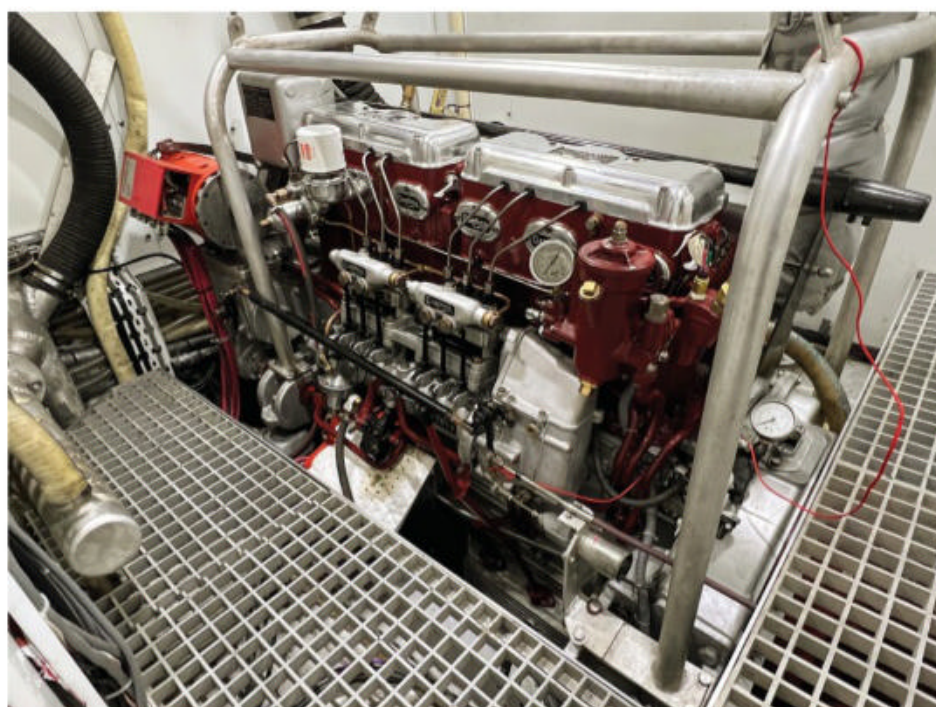
fitting and fine tuning, on New Year's Day 2023, *Möbius* departed for our first real bluewater ocean crossing with me, Wayne and our two elderly dogs as crew. By the second day, we were into the boisterous trades, and they continued all the way across. We saw whales and dolphins. Flying fish littered the decks every day. On one night watch, a real high flier even made it into our skybridge.

Like any monohull going downwind, we rolled as the big swells passed beneath us. We deployed the paravanes, and they helped tremendously. The rolling was still substantial, however, I cooked every evening on the induction cooktop with no pot clamps. I just put a silicone baking sheet mat over the glass, and the pots rarely needed any minding.

We did engine-room checks every two hours, collecting reams of data for Wayne to massage, and the Gardner diesel purred along like a champ. The only issue we had was the sargassum seaweed that continually fouled the paravane lines and reduced our speed, raising the exhaust gas temperature as well. This meant the engine was working harder, and we were not getting the efficiency we had built her for.

To solve the seaweed issue, we had to slow down and clear the weeds every four to six hours. That hurt our passage time. The weeds also broke a shackle holding one of the fixed paravane lines, but the retrieval line held. Wayne tied a bowline loop on the end of the line and looped it back over the top of the A-frame with a boat hook. Other than that, we had no breakage on the trip.

What an incredible feeling we shared early in the morning on January 15 when we set the anchor at Sainte-Anne, Martinique, and turned off the engine just after dawn. Project Goldilocks, which we had brought from a dream to reality, had just carried us safely across an entire ocean. *Möbius* was just right for us. ❁



Clockwise, from top: The author enjoying life aboard in the Caribbean; The beating heart of the vessel, the Gardner 6LXB diesel engine, also known as "Mr. Gee"; Looking aft in the master cabin, the head of the bed is close to amidships, just below the lower helm station; Steps lead down to the ship's office in the corridor with a watertight door to the workshop and the engine room.
Facing page, from top: *Möbius* just after her launch in Turkey; The author's office transforms into a guest cabin.



SOUTHPORT

THESE LESSER-KNOWN SPOTS ALONG THE INTRACOASTAL WATERWAY
ARE OFTEN UNCROWDED AND ALWAYS RIPE FOR EXPLORATION.

HIDDEN GEMS *of the* ICW

story + photos JIM AND CUQUI LESHAW



ADOBE STOCK

We left our home port of Key Biscayne, Florida, in March 2021 with no plan other than to head al norte along the Intracoastal Waterway. With neither a destination nor a time frame in mind, we were free to make as many stops, detours and side trips as we desired.

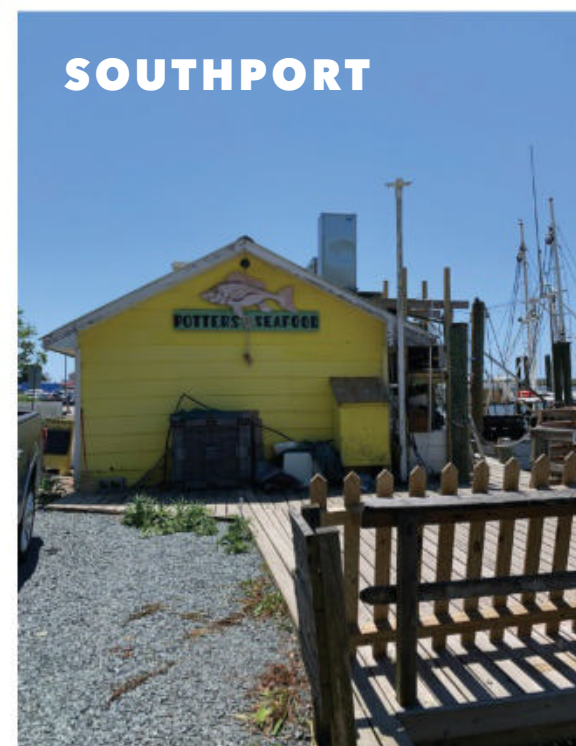
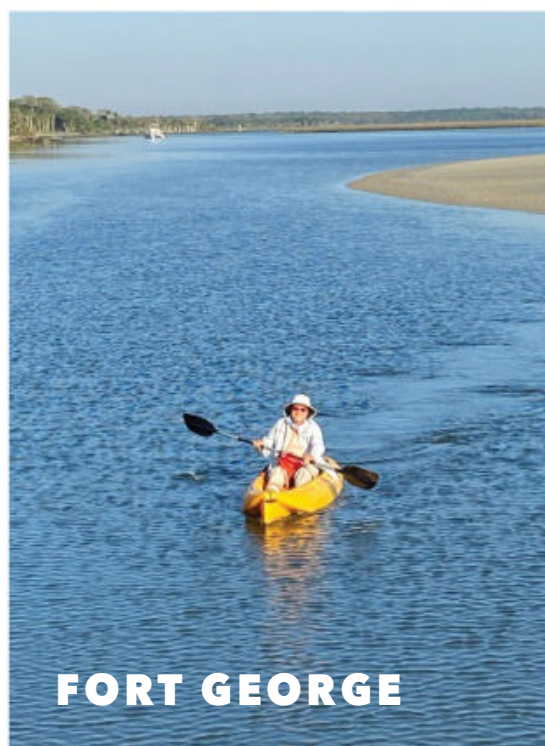
The approximately 2,500-nautical-mile, six-month trip took us through mostly protected waters, including rivers, swamps, bays and bayous. We made it as far north as Massachusetts before deciding to head south, to join New York's Hudson River and then the Erie Canal, to ready the boat for the westward portion of our return home along the Great Loop.

The Atlantic ICW affords tremendous diversity as it passes through large cities, small towns, secluded fishing ports and desolate anchorages. We tend to favor the off-the-beaten-path stops interspersed with the more popular anchorages and marinas. It is possible to run the length of the Atlantic ICW in a matter of weeks, or, as we did it, to linger for months. It is also possible to spend pretty much every night in a marina or at anchor, depending on your preference.

The ICW is filled with too many treasures to name. Our list of favorite spots was largely dependent on happenstance—the people we met, the weather, the things we did and the natural beauty. There are too many favorite spots to list, but here are some of them, arranged from south to north.

FORT GEORGE ISLAND CULTURAL STATE PARK, FLORIDA

The Fort George River connects to the ICW about halfway between Jacksonville and Fernandina Beach. While it is important to watch the charts as you enter the narrow channel (shoaling is common), once inside, depths are more than 15 feet in the river's center at low water. Holding is good in a mud bottom in front of Fort George Island Cultural State Park. The anchorage is tight, with room for only two overnight boats. We spent two days at anchor during the week. It was a welcome, peaceful, secluded anchorage after several weeks of the hustle and bustle in South and Central Florida. Highlights included kayaking along the flats, hiking the nearby trails (an easy dinghy or kayak paddle up the river), walking the sand flats at low tide, checking out the beautiful gardens, and exploring historical sites, including the remnants of the former plantation's slave quarters.





ADOBE STOCK

Left and below: The feral horses of Cumberland Island and the ruins of Dungeness mansion, built in 1884 by Thomas and Lucy Carnegie, which burned down in 1959. Cumberland Island is the southernmost island off Georgia's coast, just a mile from the Florida border, and is the only undeveloped island in the area.



CUMBERLAND ISLAND

CUMBERLAND ISLAND, GEORGIA

Located just north of the Florida border, this island—Georgia's largest and southernmost barrier island—is home to herds of feral horses, National Seashore-designated beaches and protected wilderness areas. The island is accessible only by ferry or private vessel. There is a reasonably protected anchorage with lots of swing room and easy access to the dinghy docks. We saw more than 50 feral horses, explored the many historical ruins, and hiked and biked for miles. One of the highlights was exploring the island after the day tourists departed and the deer started wandering.

SOUTHPORT, NORTH CAROLINA

We limped into Southport from Bald Head Island on a single engine to take advantage of Zimmerman Marine's Southport yard. The city is truly a hidden gem, with a colorful waterfront and Reconstruction-era homes. From the marina, we made the 2-mile dinghy cruise into Southport (far easier than the 6-mile bike ride) and tied up at the Fishy Fishy Café. The town has several restaurants, a cheese shop (aptly named the Southport Cheese Shoppe), a wine store with outdoor seating (bring your own food), a town dock that's being restored from Hurricane Matthew, a waterfront fish market and a host of other amenities. We walked the waterfront, toured the town and had a delicious seafood lunch at Fishy Fishy Café.

GREAT DISMAL SWAMP, NORTH CAROLINA AND VIRGINIA

The Dismal Swamp Canal connects Albemarle Sound in North Carolina with the southern portion of Chesapeake Bay in Virginia. Beautiful and remote, it is not for the faint of heart or wide of berth. The 22-mile canal is as wild as anyplace we have experienced in North America. Rarely more than 30 feet wide with lots of obstructions above and below the water, it has little room for passing boats or over-nighting. It is the wilderness that makes this portion of the ICW so special. The wildlife includes deer, alligators, snakes, black bears, butterflies and seasonal birds. The shores are lined with juniper, gum and cypress trees. We were fortunate that we did not encounter any southbound boats on our northbound trip, and that there was room at the Dismal Swamp Canal Welcome Center dock upon our arrival.

Leaving the town wharf (really, a wall) in Elizabeth City, N.C., we proceeded through a swing bridge into the Pasquotank River. It is a beautiful, calm waterway that reminded us more of a river we might traverse by canoe. The next obstacle was a railroad bridge that, as we approached, appeared to be closed. The charts showed a horizontal clearance of 10 feet. Thing 1 Thing 2, our 34-foot PDQ catamaran, has a 17-foot beam. We inched up to the bridge, questioning whether we had made the right decision in choosing the Dismal Swamp route. We made it through with several feet to spare on either side.

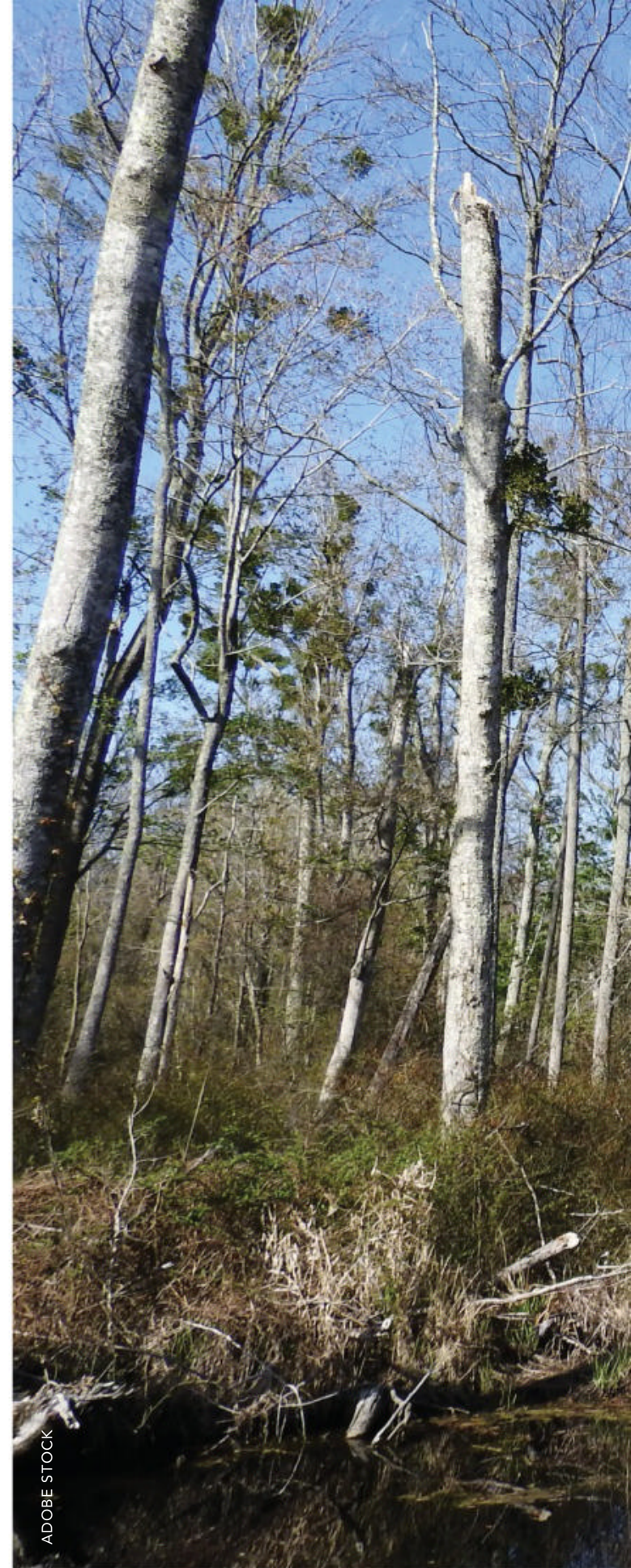
The river remains several hundred yards wide for the first few miles, then narrows. At that point, necessity dictates that you slow to a minimum-wake speed. We felt

like we were on a one-lane dirt country road with no room to pass, and fallen trees blocking portions of our path, as we tried not to miss a turn.

The Dismal Swamp route also requires that you pass through two locks, the southern of which is at South Mills. The other lock is at the north end of the swamp at Deep Creek, Va. Both locks officially open only four times per day on a fixed schedule. As we approached the South Mills Lock, we radioed the lock operator on channel 13. With no other boats in sight for the 3:30 p.m. lift, she graciously opened the lock about 15 minutes early. We had a nice conversation with the operator, who showed us a black snake that had spent the day making her life difficult. After we exited the lock, she drove to a nearby drawbridge she was also responsible for opening.

After passing through that drawbridge, we were officially in the Dismal Swamp. It made the earlier portion of the passage seem like a superhighway. With our depthsounder showing an average depth of about 12 feet and sections as low as 6 feet, we continued at a conservative 4 to 6 knots, avoiding tree stumps and other obstacles, until we finally reached the Dismal Swamp Canal Welcome Center, where there is a well-kept dock for boats to tie up at no charge. We were the third and final boat to arrive that evening.

From there, we hopped on our bikes to make the 4½-mile (each way) trip along a lovely, wooded path to Williams Strawberry Farm for a cup of homemade strawberry, banana and blueberry ice cream. The next morning, we hiked some of the many trails before continuing our cruise north to the Chesapeake.



This row, from left: The South Mills Lock officially opens only four times per day on a fixed schedule, but the lock operator opened a bit early for *Thing 1, Thing 2* on a slow afternoon; Scenes from the Great Dismal Swamp (all photos) is as wild as anyplace the authors say they have experienced in North America.

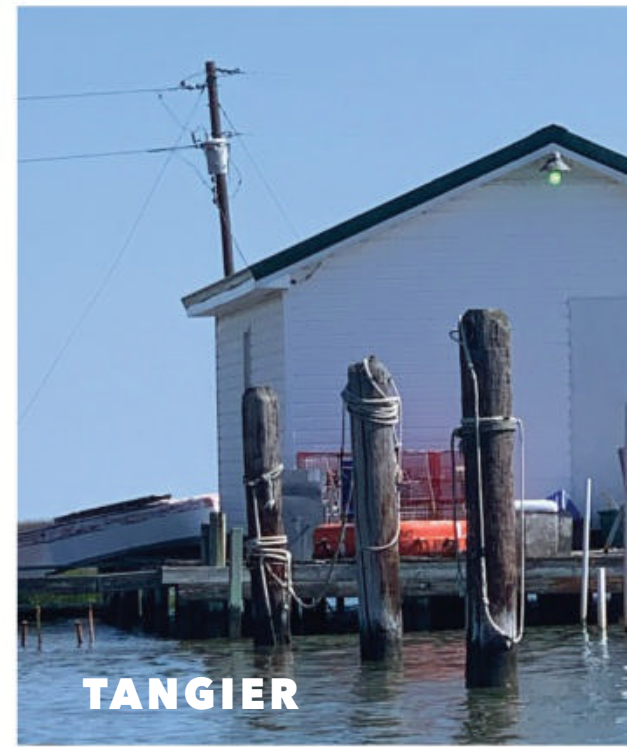
HIDDEN GEMS
of the **ICW**

**GREAT
DISMAL
SWAMP**





ADOBE STOCK



TANGIER



ADOBE STOCK

TANGIER ISLAND, VIRGINIA

Tangier is a small island of Chesapeake watermen, many of whom trace their lineage back centuries to the original settlers. A strong Victorian accent still marks the locals' speech. This island, located in the center of Chesapeake Bay, is accessible only by private boat or ferry. The primary modes of transportation on-island are foot, golf cart and bicycle. The island had a steady population of less than 1,000 people, adding to the feeling of taking a trip back in time. Colorful fishing shacks are used to sort fish in-season, and for storing traps out of season. The local history museum has exhibits that local families donated, and a locally produced movie. They claim that about 80 percent of the soft shell crabs sold in the United States come from Tangier Island or neighboring Smith Island in Maryland. Tangier also has a beautiful, deserted beach a short walk or bike ride from the town center.

We tied up at Parks Marina, the only "marina" on the island. It resembles a commercial fishing dock. The town has three restaurants (only Lorraine's was open when we were there), a small market and several other stores. The primary gathering spot is outside the community medical center (conveniently adjacent to the island's burial ground). This is the only public Wi-Fi access point on the island, which has no cell service. We happened to visit the same weekend as the local school's homecoming. A local teacher, around 80 years old, stopped us to ask, "I don't recognize you—which one of you was my student?"

SHEEPSHEAD BAY, NEW YORK

Where to stay when visiting New York City by

boat? Sheepshead Bay is a great spot in the heart of Brooklyn. It is a small bay about 12 nautical miles from the Statue of Liberty and a short trip by public transportation to lower Manhattan. We happened upon Sheepshead Bay while looking for a protected one-night anchorage before our planned trip to Long Island's Fire Island Inlet, to spend a few days enjoying the Fire Island National Seashore.

Sheepshead Bay is full of moorings, many maintained and rented by the Sheepshead Bay Yacht Club. A beautifully restored launch ferried us and our bicycles to shore, where we met the club's commodore, a local police officer. From there, we bicycled through the most interesting, diverse portion of New York City we have experienced. Sheepshead Bay is a true maritime community full of seafood restaurants and day-charter boats. Many residents speak Russian, and during our first 15 minutes of riding, we came across a Chinatown, a Hasidic Jewish community and an Islamic community. Each had its own ethnic restaurants and shops. Our intended overnight stay turned into a three-day exploration of it all.

CUTTYHUNK, MASSACHUSETTS

Cuttyhunk is a small island town between Buzzards Bay and Vineyard Sound, to the northwest of Martha's Vharbor with town moorings and another local seafood, ice cream and breakfast at the Cuttyhunk Café. A nightly "lobster on the lawn" festival features shellfish and lobster. Nightly community activities during our stay included a trivia night and a variety show. Other highlights included walking trails and well-preserved World War II bunkers. ❄️



Left and below: Sheepshead Bay is a low-key spot in the heart of Brooklyn, close to Rockaway Beach and a short ferry ride to lower Manhattan. With a plethora of fishing charter boats and seafood restaurants, Sheepshead Bay is a true maritime community in the heart of the major metropolis. **Right, from top:** A view from the World War II bunkers in Cuttyhunk, Mass; The authors at the "lobster on the lawn" night; The well-protected harbor in Cuttyhunk has moorings available on a first-come basis.

HIDDEN GEMS
of the **ICW**



SHEEPSHEAD BAY



CUTTYHUNK

A SHAKEDOWN CRUISE ON THE BERING 76 INCLUDES SPRINGTIME IN THE MEDITERRANEAN



THE WAY

RRANEAN, AND SUMMER IN THE HIGH LATITUDES OF ICELAND AND GREENLAND.



FAREER

story **ALAN HARPER** | photos **BERING YACHTS**



urkey's Taurus Mountains are only a few miles from the coast, but they tower so high that there's plenty of snow up top, even in April. Down at sea level, warm sunshine perfumes the air

with springtime herbs, which do tend to work on the appetite. I was constantly checking my watch to see if it was lunchtime.

We were in the region aboard *Lemanjá*, a new Bering 76 owned by Michael and Claudia Datzler. They had a long voyage ahead of them: all the way to Canada, ultimately, by way of the Faroe Islands, Iceland and Greenland. But before all that, there would be an enviable shakedown cruise through the Greek islands, around Italy and Sicily, past Spain's Balearic Islands and then to Gibraltar.

"It is a long-awaited dream of mine and Claudia's," Michael said, adding that the dream includes cruising from Canada down the U.S. Eastern Seaboard to the Bahamas and Caribbean. "Bering told us that the yachts they build would be capable of such a journey, but now it is time to test our boat in practice, extensively, over a mini-



Above: The cockpit will likely become a favorite alfresco dining spot for the owners on their shakedown cruise. **Right:** The flybridge can be fitted with sun loungers or utilized for tender stowage. **Facing page:** *Lemanjá* cruises off Turkey's Turquoise Coast; note the beefy ground tackle and solar array.

THE WAYFARER

AT 1250 RPM AND 8.6 KNOTS, CONSUMPTION WAS JUST OVER 9 GPH, WHICH, ALLOWING FOR A 10 PERCENT RESERVE, EQUATES TO A CRUISING RANGE OF AROUND 5,000 NAUTICAL MILES.

BERING 76

LOA: 76ft. 3in.

Beam: 19ft. 4in.

Draft: 6ft. 5in.

Construction: steel and aluminum

Displacement: 257,600 lbs.

Fuel: 5,997 gal.

Water: 977 gal.

Engine: 2x 400-hp Cummins QSL9

Info: beringyachts.com





ALAN HARPER

Left: Owner Michael Datzler at the helm. **Right:** The companionway below decks—the vessel's layout includes a full-beam amidships master stateroom, a VIP in the bow, and a double-berth stateroom to port. Headroom throughout is 6 feet, 8 inches or better; A detail shows off the exquisite joinery.





THE WAYFARER

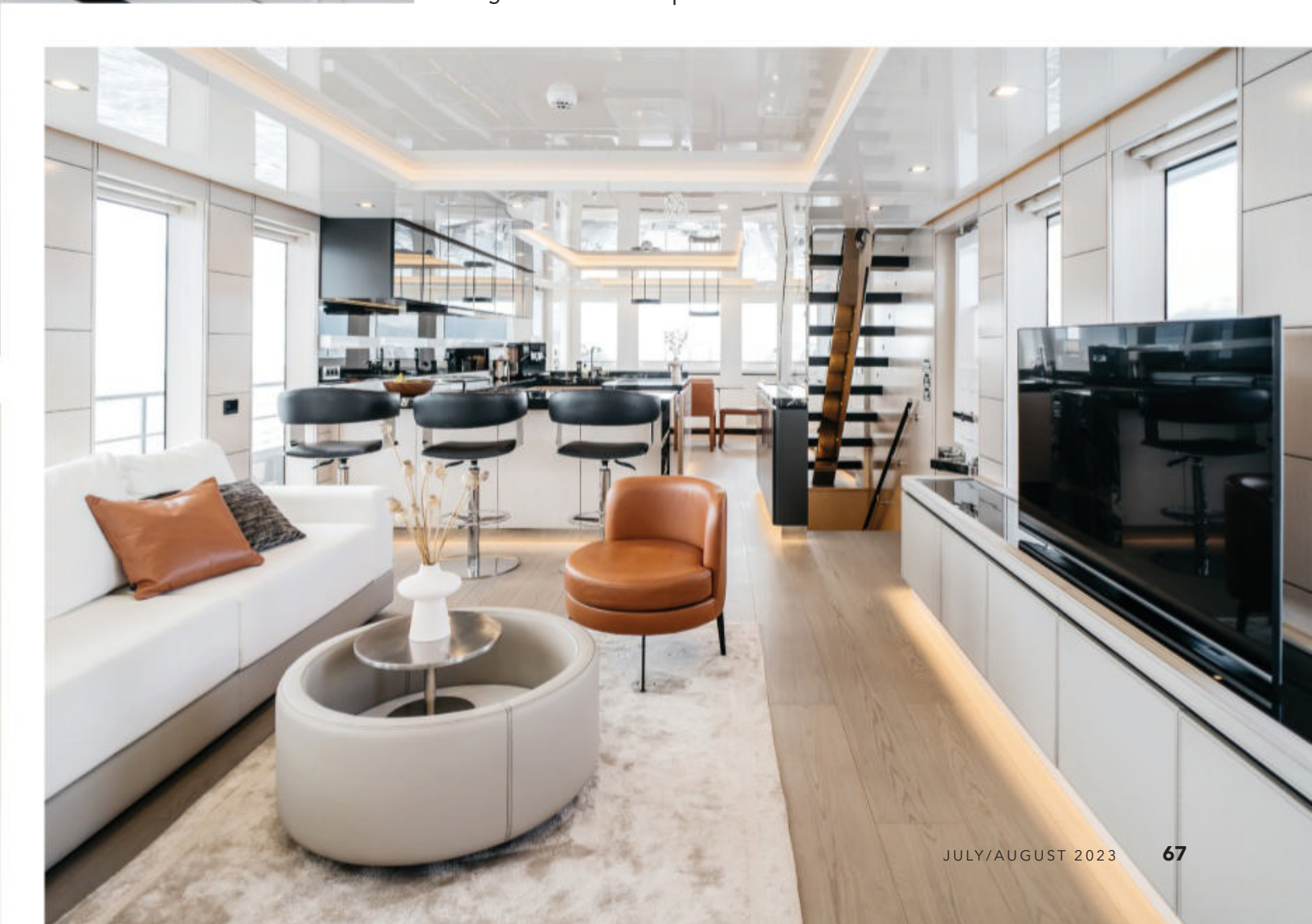
mum of 12 months, to see whether it will actually be able to do so.”

As well as a popular resort destination and a place so steeped in history that the Ancient Greeks are seen as latecomers to the party, the area around Antalya on the southern coast of Turkey is a free-trade zone. This low-wage, low-tax, low-regulation honeypot has drawn in all sorts of investors in the last 20 years or so, both foreign and home-grown, and as a result Antalya’s fenced-off, state-within-a-state has become a yacht-building mecca, attracting the full industry spectrum from blue-chip Dutch shipyards to small local firms building RIBs and runabouts.

Alexei Mikhailov set up Bering Yachts in 2007, building several yachts in China before alighting on Antalya, where the firm currently has no fewer than 14 vessels under construction, from a 65-footer to a 145, including five of Bering’s semicustom 80s. The company name is not just aspirational: the 59-year-old entrepreneur was brought up in Magadan, in Russia’s far east, just across the Kamchatka Peninsula from the Bering Sea.

Although Bering’s focus is on semi-custom designs, especially with its 80 and 75, the Datzers’ 76 is a custom one-off with expanded fuel capacity and a unique layout. The yacht originally was ordered by a customer in Florida who dropped out during the pandemic. By the time Michael and Claudia signed on, construction of the 76’s hull and superstructure were well underway, sized to fit on that original Florida dock. That’s why the boat is narrower than Bering’s more typically beamy craft.

Left and below: The main deck is one expansive entertaining space, with a dining table, seating and an open-plan galley. A belowdecks pantry is fitted out with enough stowage lockers, fridges and freezers to provision the boat for months.





Lemanjá's lower-deck layout includes a full-beam amidships master stateroom, a VIP in the bow, and a double-berth stateroom to port. Headroom throughout is 6 feet, 8 inches or better, and there's a stateroom-size pantry to starboard with enough lockers, fridges and freezers to support life on board for months. Battery capacity is similarly generous: enough for 12 hours at anchor without using the generators, according to Michael. There are solar panels too.

The main deck is one expansive entertaining space, with a dining table, seating and an open-plan galley. Up one level, the wheelhouse has good all-around visibility, and the sky lounge connects to the aft deck for relaxation.

As we cruised along the Turkish coast, I got to know Michael, who is an experienced, hands-on owner. He followed *Lemanjá's* build closely. In real life, he's a retired IT guy from Munich, which means he's smart enough to know what he doesn't know. He hired a German surveyor for the build. No yacht of this complexity was ever going to emerge from a shed without a few snags, but he said that to date, the yard had handled every noted flaw efficiently and with a smile.

The hull is built of AH36 structural steel with 8-mm plates on the bottom and 6-mm thickness on the sides. The superstructure is 6-mm aluminum. On the surveyor's recommendation, an extra 21,000 pounds of ballast was added low in the hull; Michael said it has made a significant difference in the boat's stability.

With full tanks, *Lemanjá* displaces more than 145 tons. Underway on the calm sea, she seemed to cruise in silence as I sat in the elevated wheelhouse. My decibel meter barely registered 47, even at maximum rpm. That's quieter than a household refrigerator.

The 76's twin 400-hp, continuous-rated Cummins diesels are beneath a tread-plate sole in a two-tier machinery space, mounted low in the skegs that are a distinctive feature of Bering's hulls. With a fairly plumb stem and a bulb bow, the design's theoretical displacement speed of around 11.4 knots was pretty much exactly where *Lemanjá* topped out at 2000 rpm, when she was burning around 39 gallons per hour. At 1250 rpm and 8.6 knots, consumption was just

THE WAYFARER

This page: Views of the amidships master stateroom show its expansiveness, replete with a walk-in closet and lounge area. **Facing page:** Aft of the helm in *Lemanjá's* enclosed bridge is this salon, an ideal spot to watch the world go by while underway.

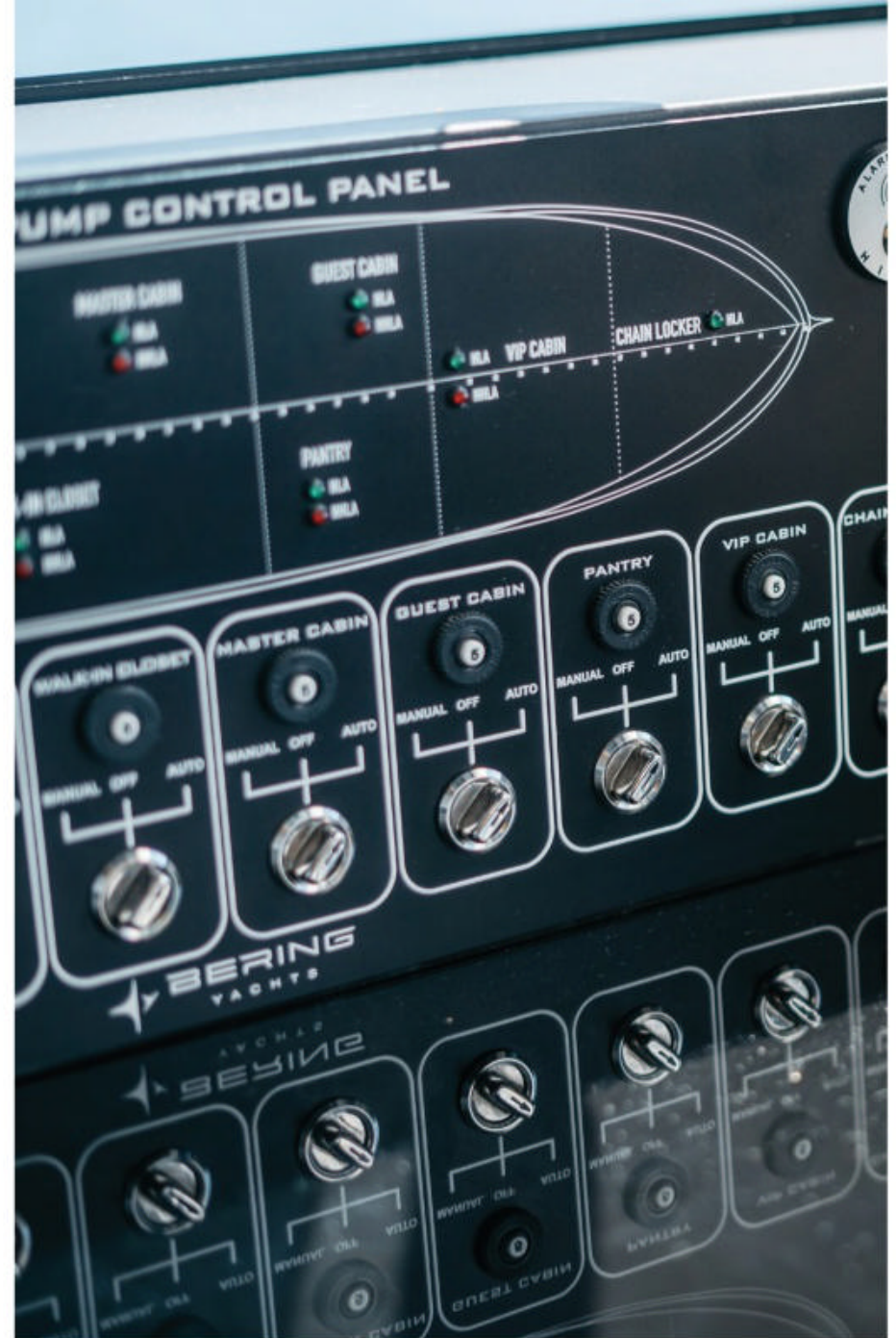






THE WAYFARER





This page, clockwise from above left: In comparison to other Bering builds, the 76 is less beamy, which accentuates her upright profile and tall superstructure; A detail of her control panel; *Lemanjá's* twin 400-hp, continuous-rated Cummins diesels are beneath a tread-plate sole in the two-tier machinery space, mounted low in the skegs that are a distinctive feature of Bering's hulls. As a result, the author says, she seemed to cruise in silence. **Facing page, from top:** The commanding view from the helm; The foredeck offers another alfresco entertainment space.

over 9 gph—which, allowing for a 10 percent reserve, equates to a cruising range of around 5,000 nautical miles. At a “fast” cruise of 1500 rpm and 9.4 knots, she consumed around 16.6 gph.

Michael emailed me a few weeks later from Greece to say they had been burning about 13 gph, excluding generators, while averaging 8.8 knots in rough conditions. “However,” he added, “we will have to observe the consumption over a longer period of time to be able to make more precise statements.” On a long passage with at least 4-foot swells and a 20-knot breeze, he said, *Lemanjá* was “amazingly and unexpectedly gentle, good-natured and stable.” With the waves on the beam, he and Claudia considered activating the Seakeeper for stabilization, “but then we didn’t, simply to gain experience.” The roll was bearable, and the autopilot held a steady course.

Lemanjá had a tendency to yaw with seas astern, he said, so he steered manually to keep control. “However,” he added, “this part of the trip only lasted about 15 minutes, and it is quite possible that there was a strong ground current at this point, which may have had an additional negative effect.”

And so it goes as the couple’s dream journey continues. ⚙️

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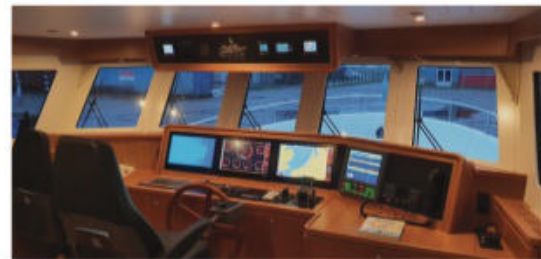
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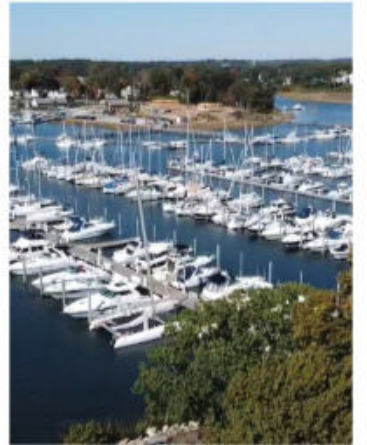
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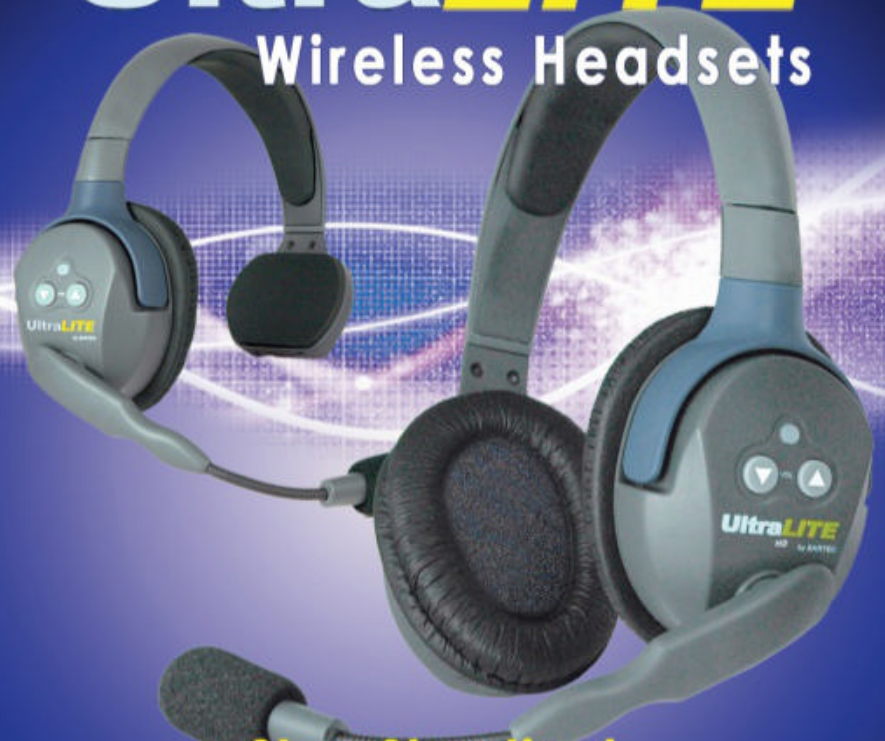
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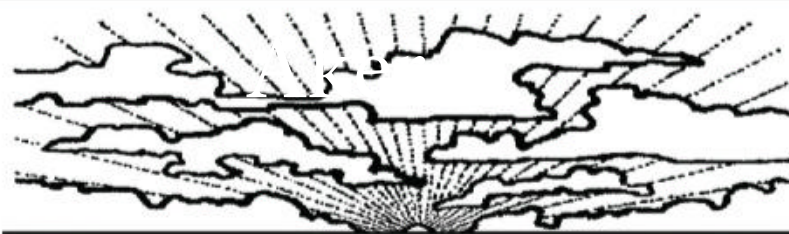
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