

Chapter 1 : How the yacht sails Â« Sailing Crew Training and Yacht Deliveries

An unusually good book on ocean sailing. Street was a highly experienced sailor who lived on boats for many years and sailed a large variety of yachts, both racing and professionally as a delivery skipper.

I had some connections from back in days. Everyone is willing to help. I extend the Atlantic Ocean crossing dream with some island hopping in the Canary Islands and Caribbean archipelagos. So think about WHY you want to do this. Sign up for the big crew websites Sign up for the big crew websites. Also, check out facebook groups. You can find a list of hand-picked sailing crew opportunities here , of which sometimes Atlantic sailing crew opportunities. What to put in your crew profile when you have no sailing experience? Tips for the women: Narrow down the selection to a boat with a minimum of 4 crew, Skype and check references before accepting anything. Part of the fun! But also part of the costs. Las Palmas has many couchsurf hosts. Airbnb has some nice options, including boats in the harbour. Here you can also work in exchange for accommodation. Book your hostels in advance. On the spot they charge more and they are often booked out in high season November- January. I wrote another blog on boat hitchhiking and provisioning in Las Palmas. In the smaller harbours you may be the only person looking for a boat When do boats sail across the Atlantic? January has more constant trade-winds. The boat-hitchhiker advertisements in Las Palmas Bingo! You got a crew spot on a boat But is it the right boat? Experience of the captain? A competent crew on board? Does the boat have all the necessary equipment? Last but not least, learn about the people! Will there be like-minded crew on board? Feel comfortable with them. A well written article of things to bear in mind, check and ask before committing to a boat. On the ocean there is no way to go. How to find a boat and how not? When to be where? What are the Atlantic sailing routes? Which crew websites are worth signing up for? What to pack for a sailing adventure? And you probably have wayyy more questions! Download a free sample. This book will inspire and inform many more adventurous around the world. From the first moment I read her writing, I knew that I wanted to do the same! And it worked out! When we were full of doubts if it was the right thing to do, I returned to what she wrote and re-convincing myself that it was all for the best. More than a simple adventure story, or even a personal memoir of what the author did right and wrong when hitch-sailing 3 times! I can only imagine the amount of work, preparation, research, and thought that went into this book. I can recommend this book to anyone who wants to go on an adventure on the ocean, plan out their own adventure, or learn about the health of our oceans and ways we can save them. See you in the harbour! Summary How to boathitchhike the Atlantic Ocean?

Chapter 2 : Algarve Sailing, 7 days, Flotilla Epic Adventure | The Ocean Week

The Ocean Sailing Club charges membership and product prices in UK pounds, however the club may accept payment in the local currency of where their yacht is at the time. The Club may refer to prices in currencies other than UK Pounds, those prices are indicative only of the actual UK prices and are shown for comparison purposes.

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Chapter 3 : Yachting and Pacific Ocean Sailing - The Pacific Pearl

Ocean Sailing House is whole new class yacht charter company launched hoping to change the Croatian charter world, become the next great thing and build a successful yacht charter model.

The vastness of the Pacific Ocean, and the great distances that separate most island groups, make long passages a normal feature in this part of the world. Voyage Planning The safe sailing season in the South Pacific is well defined, with the weather usually fairly benign in the eastern part of this vast ocean. Most boats transit the Panama Canal before the onset of the hurricane season in the Caribbean June to November , with the most transits occurring in February and March. This is also the time when boats sailing from Mexico and Central America should start leaving for the South Pacific. Those who plan to sail in one season all the way to Australia or to the Torres Strait north of it need to reach the Marquesas not later than April to be able to cover the considerable distances ahead of them in only five months. Sailors hailing from the U. The turning point of such a voyage can be either Australia or New Zealand, from where the return route must dip south to make the necessary easting in the area of prevailing westerly winds. Although officially the South Pacific cyclone season lasts from November to April, the Marquesas are very rarely affected by tropical storms, and such an early arrival can be considered to pose a low risk. The main attraction of such an early arrival, especially for those on a tight schedule, is the opportunity to use the safe cruising season to its full extent. Despite the huge distance between Panama and the Torres Strait, boats regularly cover the 9, miles in one season. Most boats follow the traditional route that sweeps in an arc from Panama to the Torres Strait. Favorable southeast trade winds are the usual feature of this route during the winter months. The rapid evaporation of the cold water as it collides with the warm air mass can cause widespread climatic disturbances. A constant feature that affects weather conditions throughout the tropical South Pacific is the South Pacific Convergence Zone. The location and movement of the S. Route Planning The route from Panama to the Torres Strait passes through some of the most attractive cruising destinations in the world, with a choice of alternative itineraries all along the way. There are three major alternatives to reach Tahiti from Panama, each with its own attractions. An even more ambitious alternative is to sail due south from Panama to Ecuador and Peru, then continue from there to Easter Island and beyond. The main attraction of this route is the opportunity to gain an insight into some of South America. To visit the interior, you can leave the boat at the Puerto Lucia Yacht Club, in La Libertad in Ecuador, a convenient place from which to visit the Andes or the Amazon, since about a third of the Amazon Basin is located in Ecuador. In Peru, the port of Callao, close to the capital, Lima, can serve as a base at which to leave the boat while touring Inca ruins, Lake Titicaca, and even some of the neighboring countries. A possible objection to these two southern-route options is that they miss the Marquesas, to my eyes the most beautiful of all the French Polynesian archipelagos. However, this need not necessarily be the case, as from the Gambiers you can sail north to the Marquesas, visiting some of the outer Tuamotus on the way to Tahiti. Another possible alternative detour from the Gambiers is to the Australs. With good planning, any of these objectives can be reached, and the additional mileage more than justifies the effort of stopping at some of the least-visited islands in the South Pacific. Tahiti has been a favorite landfall for mariners ever since its discovery by the outside world. From sailors to painters, musicians to film stars, its temptations have proved irresistible, and this fascination with the symbol of the South Seas continues to this day. Take a short walk from there to see a glimpse of old Tahiti that still survives at the vibrant daily market, with its dazzling displays of vivid tropical colors on the fruit and flower stands. The onward passage to Fiji can be sailed at any time during the safe season, its timing depending primarily on your plans after you leave there. Sailors leaving Bora-Bora, in the Society Islands, face a choice of a northern route, which touches upon the northern Cooks and continues to either Tonga or the Samoas, and a southern route, which reaches Tonga via the southern Cooks and Niue. Another one is at Aitutaki Atoll, the nearest of the Cook Islands. A swing to the northwest leads to Suwarrow, an uninhabited atoll and longtime favorite among sailors roaming the South Pacific. Once you reach Fiji, an important decision needs to be made, especially late in the season: Will you sail to either New Zealand or Australia for the cyclone season or continue to Vanuatu, the Torres Strait and beyond?

Besides the annual cyclone season, one other matter of certainty in the South Pacific is that even the best-laid plans may have to be drastically revised, and due to its location, Fiji is the place where the fate of many voyages, or at least their new direction, is decided. From Fiji, the main transpacific route continues to northern Australia. This is the route sailed by boats bound for the Indian Ocean, often as part of a voyage around the world. The timing for boats bound for Southeast Asia and the northern Indian Ocean is more flexible, as the passage through Torres Strait can be delayed until October. Weather conditions in September across the Coral Sea, off the northeast coast of Australia, are favorable, with consistent southeast trade winds all the way to the Torres Strait. Few sailors plan to make the long passage without stopping at some of the islands scattered about the Coral Sea. A detour to the Solomons and Papua New Guinea requires more time and may not fit easily into a tight schedule. Rather than sail directly to the Torres Strait, an attractive alternative is to divert to northern Queensland, where Cairns is a convenient port of call with good repair and provisioning facilities. From there, the route stays inside the Great Barrier Reef and enters the Torres Strait from the south. Those who prefer to remain in the tropics during summer can find shelter in one of the few safe harbors or all-weather marinas. One of the advantages to spending the summer season outside the tropics is that one is able to go to a place with good repair and service facilities. A popular destination is New Zealand, where voyagers can find various marinas offering a wide range of services. On passages to New Zealand in November, the winds are mostly from east or southeast down to about 28 S or 30 S. From there on, the winds can come from any point on the compass, but because the passing of a front or depression usually results in a spell of northwesterlies, it does no harm if some westing is made while under the influence of those southeasterlies. An interesting stop south of Fiji is at the Minerva Reefs, which have temporary anchorages and are popular with boats sailing this route. Those who intend to spend the cyclone season in Australia should continue west from Fiji and sail to a port in the Australian states of New South Wales or southern Queensland. Both Vanuatu and New Caledonia lie close to this route and provide the opportunity to experience the very different cultures of these two Melanesian nations. In the former, a traditional way of life still survives in the outer islands, while in the latter, the strong French influence has brought about the opposite result. How long will it be before this happens throughout the South Seas?

Chapter 4 : Catamaran size - how big a boat do you need - ocean sailing - Tim Weston Boats

A: All Ocean Sailing calendriredelascience.com is dedicated to the design and construction of semi custom and custom, sale of existing vessels, Ocean Sailing Yachts, full displacement Trawlers, and Mega Explorer yachts type vessels 70' and above.

Points of sail " sailing course Thailand Points of Sail Boats can sail in almost any direction except straight towards the wind. Sails harness the force of the wind so that the speed of the airflow against the sail provides lift. Altering the angle of the sails, referred to as sail trim, will adjust the direction of the boat, allowing a course to be steered. Too close to the wind and the sails will stall, too far off will slow the boat down. The angle of the wind no longer determines the course so sailing on a reach requires less precision than when sailing close-hauled. This point of sailing is a good start for beginners as it can also be fast and exciting, but the sails are eased out and heel is decreased so the boat becomes easier to handle. Sailing on a reach with the wind forward of the beam is known as close reaching. When the wind is aft of the beam it is termed broad reaching. Square Running Sailing Square Running It is possible to run before the wind with the head sail and mainsail eased out to opposite sides. A whisker pole attached to the mast to hold the head sail out to one side and the main sail boom eased out to the other. This is known as goose winged. Running goose winged can present problems to auto pilots and can increase the potential of an accidental gybe which may damage your rig. A spinnaker is commonly used in light to moderate winds only and is hard to handle without experience, especially with short handed. For short handed crews is a asymmetrical spinnaker recommended were you will not need the whisker pole. Some cruising sailors prefer two head sails winged out to sail long distances with the trade winds. Changing course in this way is known as a tack. On a starboard tack, the wind is blowing on the starboard side while the main boom lies on the port side. On a port tack, the reverse applies. To tack, the boat must be turned into the wind while the head sail sheets are let go. As the bow moves through the wind, the sails flap across to the other side and the head sail is then sheeted in. Some yachts have a self tacking head sail which changes sides during a tack the same way as the main sail. The self tacking head sail needs to be therefore on a boom. You will sail on the exact same angle towards the wind as on your previous tack. When doing the " sailing course Thailand we will practice the tacking while being at sea. Gybing When the boat is running before the wind, a change of course requires the crew to gybe. This action is opposite to the tack as the stern not the bow is now turning through the wind. The head sail is then eased out and pulled in from the other side. This is done during the sailing course Thailand. Fine tuning Spars, such as the whisker pole, can be supported by lines that stop upward movement up haul , lines that stop downward movement down haul , or lines that set a fore-and-aft position guy line. In heavy weather a preventer can be rigged from the end of the boom to the bow to prevent accidental gybing. Telltales short lengths of ribbon that are often attached to both sides of a sail indicate airflow across the sails; when the telltales are flying straight aft on both sides of the sail, it is correctly trimmed. Reefing is required to reduce mainsail area in the case of an anticipated change in weather. Sail trim The relationship between the course, the angle of the sails and the wind direction require the sails to be adjusted, or trimmed. The possible angles and degree of sail trim in relation to the wind direction are known as the points of sailing, termed as head-to-wind, close-hauled, reaching, broad-reaching and running. Head-to-wind there is no forward drive; the bows usually need to be turned at least 45 degrees away from the wind to catch it and achieve propulsion. Physics can explain these principles fully, however once on the water, the way airflow acts against the sails and the effects of sail trim will be seen. Reefing When the wind and waves start to pick up it is a good idea to reduce sail area. The decision to reef should be made early, as strong winds can suddenly hit the sails, threatening the safety of crew and boat. The easiest position for reefing is with the boat turned into the wind. The mainsail should be positioned away from the wind leeward and the headsail sheeted into the wind windward. This position is termed as hove-to and prevents forward motion. Though the boat is steady, it will roll sideways. The method of reefing varies from boat to boat, however slab reefing or roller reefing are most commonly used. Slab reefing The kicking strap is eased and the topping lift is tensioned to take the strain off the boom once the sail luff the leading edge of the sail is freed.

The main halyard is loosened and the sail slightly dropped so the slackened sail can then be flaked down on top of the boom. The luff cringle metal rope loop is hooked over the reefing horn, while the leech cringle is pulled down to the end of the boom. The sail can then be hoisted, the kicking strap adjusted and the topping lift eased, while a line is threaded through the loose sail and secured around the boom. Roller reefing In this method of reefing the sail is rolled around a rotating boom a mainsail with conventional stiffening battens cannot be reefed in this way. When roller reefing the sail will not set as well as when slab reefing but it is a more controllable system and more sail area can be reduced. The kicking strap must be taken off and the topping lift tensioned to free the sail luff, while the sail is eased down and the reefing handle turned to rotate the boom. The sail leech should be pulled tight as the sail must be rolled evenly to prevent the sail luff creasing. The topping lift is then eased out, however the kicking strap cannot be secured as the sail is wound around the boom. If sailing close to shore and a strong onshore wind is blowing the boat towards it lee shore , it is safer to alter course to a different destination or stay put at sea until the blow passes. During the sailing course Thailand most of the mentioned points will be demonstrated to give you the practical side. Both comments and pings are currently closed.

Chapter 5 : Sailing Yachts for Sale | All Ocean Sailing Yachts

The Ocean Sailing Yacht has 20 ratings and 0 reviews: Published August 31st by W. W. Norton & Company, 2 pages, Hardcover.

This is a sturdy, sea-kindly vessel ready to go. She is a turn-key boat, NOT a project. A proven passage-maker and comfortable liveaboard, I will deliver her anywhere on the West coast. For full specs and a recent survey please contact me. Currently in Humbolt Bay but sellers willing to deliver to Bay area. Built in , making it one of the newest built, this Trimaran is perfect for passage making or day sails. Perfect for those sailors prone to seasickness, as it does not heel, instead that wind energy is transferred to speed. This speed is perfect for cruising the West coast when timing bar crossings, currents and tides is essential. The Trimaran is equipped for offshore cruising yet kept light, only carrying the essentials to maintain a faster cruising speed. Her rig was inspected by Blackline Marine in Sydney and deemed in excellent condition. She is cutter rigged with an excellent sail plan see sail list below. She has a brand new motor, with less than 50 hours on it, and still under factory warranty. She draws 2 feet and would be perfect for this upcoming season in the Sea of Cortes! See the list below for full specifications and if you have any questions, please contact us. The Boat is sailing around the world for the last 7 years , she was hauled every year for Antifouling and general repairs. Fiberglass with teak deck on plywood, Engine: This boat is almost new, been bought new in summer. This sailboat is documented Canadian with Canadian Bluebook registration and free of debts allowing to go to the adventure around the world quickly. Been used 9 months in the south but received a lot of cares. Located in Lake Champlain, New York. Clean boat with regular maintenance!!! This Sabre 34 has been well cared for and is ready for her next adventure. She is a Mark 1 with Mark 2 volt panel. Located in South Amboy, New Jersey. If youre thinking about a world cruising capable yacht with the traditional qualities and sea kindliness the HC43 offers, should be on your must see list! The Hans Christian line of offshore yachts is world renown for their excellent all around sailing abilities, rugged good looks, tons of storage and livability. The common and leak prone screw down teak decks have been removed and new glue down teak has been installed. This is a beautiful boat and will not be on the market for long!! Quick reefing system on the main. Also a second saloon table without the "lee-boards" Located in Point Roberts, Washington. Spinnaker looks like its never been used! Bimini is in good shape. The engine runs great. It needs a new depth finder display but the Transducer and wiring for depth gauge are in place. I took this boat to the Bahamas a couple years ago and have moved on to new ventures. This boat is priced to sell! Located in Savannah, Georgia.

Chapter 6 : Sailing Yachts for Sale- Brokerage | Fort Lauderdale | San Diego

The Ocean Sailing Podcast site is designed for people who love to sail, cruise, race or explore the worlds oceans by yacht. Its also for those yet to experience the joy of sailing and those no longer able to cast off their dock lines and head for the open sea.

On two different days, they paddled out. Eleanor really took to it and says she wants to do more in Fiji. Behan, Sara, and I researched the varied approaches to homeschooling and covered them in *Voyaging with Kids*. We also covered the legal stuff. We started homeschooling our girls almost 2 years before we left D. Engaging with a local homeschooling cooperative and being surrounded by other homeschooling parents and homeschooled kids, for us normalized the reality of our new roles as parent-teacher. When we quit our jobs, closed on the house, and drove away with a trailer full of boat stuff, we counted ourselves lucky not to have to deal also with a schooling transition. We are college educated. For many topics, learning happens organically through a conversation on the bus, or at the dinner table, or while hanging out with friends. Every day one of us breaks out the dictionary, an atlas, or offline Wikipedia. Our kids naturally gravitate to the humanities, especially reading, writing, and art, so our job there is mostly limited to keeping new books and notebooks and art supplies available. Eleanor getting ready to paddle out. For the rest of their learning, for subjects such as math for which we have an expectation of progress along a continuum, our approach has been more structured. Officially, the girls are responsible for five subjects each day, Monday through Friday. The girls are keen to keep most of each day and weekends free for themselves, so with that motivation, one of them has learned to drive herself forward and resist distraction, the other is climbing that hill. That sounds very regimented, but we always keep an eye open to the real world and to our interest in the places we visit and the people we meet. For example, during passages there is no structured school audiobooks are a lifesaver for fighting boredom and seasickness. And of course the location-specific opportunities our lifestyle offers are one of the reasons we are out here. We recently spent a couple of days with friends in American Samoa learning to sail Optimists. In Tonga, the girls practiced free diving. We have on board an evolving collection of textbooks, workbooks, iPad apps, novels, games, and craft supplies for the more structured schooling. Frances is working through a multiple-subject BrainQuest workbook. Windy quizzes Eleanor from a similarly themed deck of BrainQuest cards. For the past 8 months, Eleanor has been teaching herself Japanese, using primarily TextFugu online. Frances is working on a puppet show that tells the story of the Ramayana, building paper puppets from Thailand her aunt gave her. The girls enjoy competing against each other in spelling bees Windy hosts frequently, drawing words from lists of those commonly misspelled. Next week is likely to look a bit different. There is not a whole lot more to report. Remember that and academic studies can be seen as the straightforward knowledge acquisition they are. But hopefully our history is affirming to anxious parents planning to go cruising. I will add that obviously homeschooling is not wine and roses for every familyâ€™ and not always for us. Just do your best, cut yourself slack, and give yourself time to see if things are working and then be open to trying new things. Frances waxing her board. Eleanor emerging from the tube. This kind of learning happens periodically. Frances walking her steed in after a sailing lesson in American Samoa. The girls can identify more fish and sea creatures than I knew existed at their age.

Chapter 7 : How to sail across the Atlantic Ocean? Crew tips from 3x Atlantic Sailing | the Oceanpreneur

Donald Street is one of the pioneers of modern ocean cruising and this book and the accompanying Volume I offer a lot of information about (mostly) wooden sailboats that can be applied to fiberglass sailboats.

Some of the disadvantages of increasing size The initial cost Room and cost of berthing in a marina Ease of handling for a solo sailor Some other thoughts With smaller boats, having enough headroom to stand up in on the bridge deck is a consideration. I was happy to have the speed potential I did, at times when crossing bars entering rivers. If a wave was big enough to be dangerous it also had the energy, and the boat had the speed, to keep in front of it. It was at moments like these I was glad I had the size boat I did. Despite encountering some pretty heavy weather. There were only a couple of times where the thought of capsizing entered my mind. Even though my boat was quite light and had a fairly big rig, I never felt unsafe on the ocean. With a 40ft boat on the ocean, I feel like I am on something half serious. Advantages of size After a lot of miles sailing and especially on my Pacific trip, I certainly dreamt of a bigger boat. The main reason, was the speed and also less pitching. Having a big footprint on the water without a lot of weight makes for a fast, easily driven, more stable boat. Out on deck reefing down half way to New Zealand in big seas. Speed More length among other things dampens pitching, especially for the same weight. But length also gives you speed and speed means a lot when you are on the water. No matter how much some people discount speed as not being that important. Nothing makes you grin more than when your boat really starts moving. Whenever my speed climbed above kts and the boat started surfing, the ride changed " to pure joy. The boat starts leaving rooster tails behind you. Sitting up on the fore beam, as the hulls slice through the water is exhilarating! If money was my limiting factor, I would rather build the size I want by saving money in other areas. You can always add or change those things after if you want too. I hope this is helpful. The techniques inside apply to larger boats as well, including strip plank construction.

Chapter 8 : The Ocean Sailing Yacht by Donald M. Street Jr.

ENJOY THE OCEAN LIFE 7 Days Sailing on Luxury Yacht, Miles to Explore, 7 Locations, endless fun. True Friendship is unraveled by the Ocean bond, under the hot sun of the most exotic and undiscovered locations.

Chapter 9 : Consent Form | Cruising World

Find great deals on eBay for ocean sailing yacht. Shop with confidence.