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Reefing Strategies

SEAMANSHIP

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ESSENTIAL GEAR, PLANNING AND BOAT HANDLING TIPS FROM THE PROS

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19 Days Off-Grid in  
the Galápagos

VOYAGING

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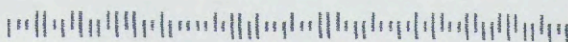
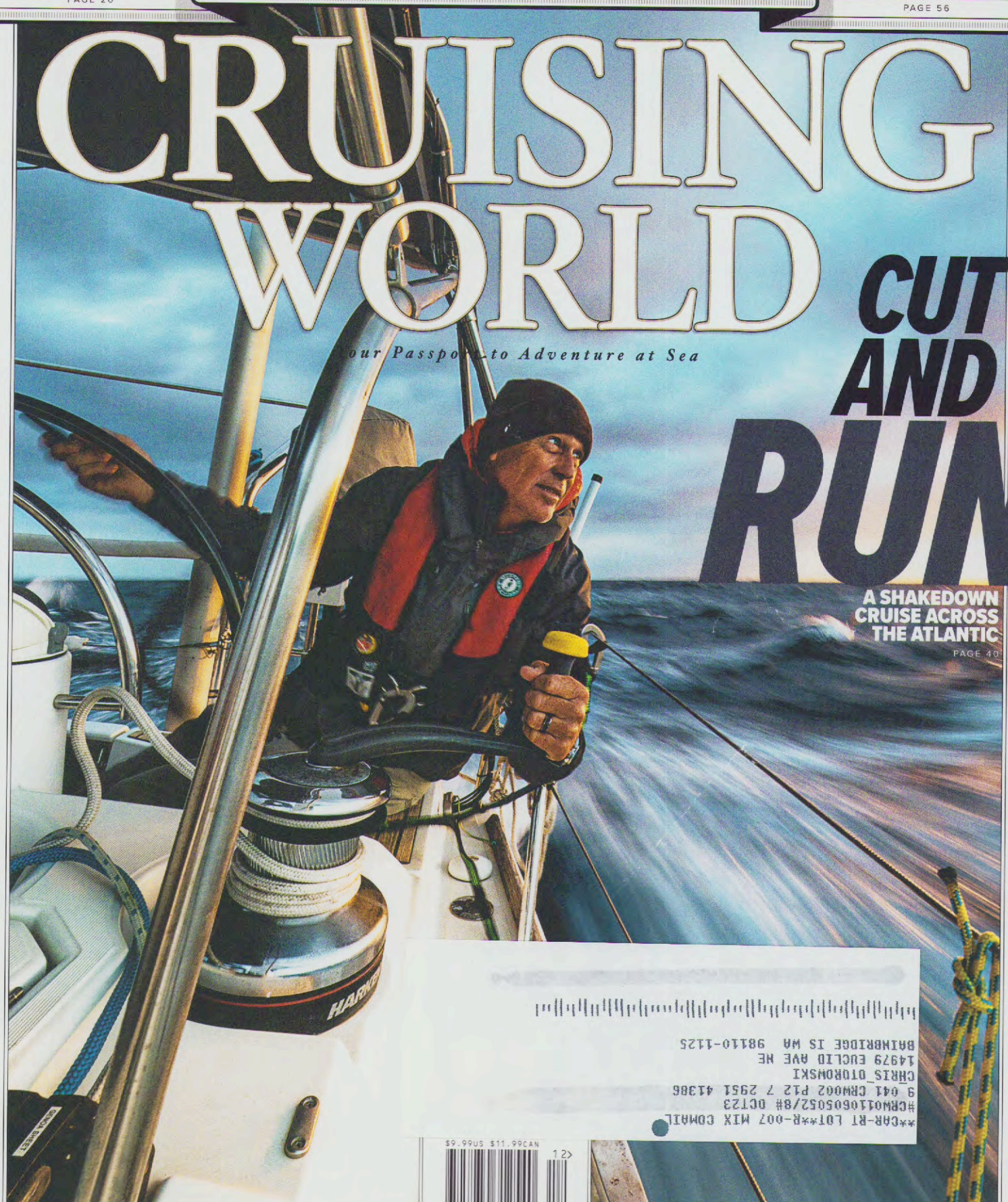
# CRUISING WORLD

*Our Passport to Adventure at Sea*

# CUT AND RUN

A SHAKEDOWN  
CRUISE ACROSS  
THE ATLANTIC

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# Editor's Log

*For the most seasoned offshore sailors, the ability to solve any problem is a big part of the fun.*

BY ANDREW PARKINSON



## MASTERING *the Art of* CONTROL

**H**aving had the privilege of messing about on boats for the better part of my lifetime, I've found (or, more accurately, *placed*) myself in a few precarious positions at the helm.

There was the time I finally scored a date with the prettiest girl in school, who took me up on the offer of an easy daysail across Fishers Island Sound, just off mainland Connecticut. I had planned a picnic between the Dumpling Islands aboard my family's Hunter 31, *Ragtime*. As it turned out, my attempt to will away some stiff forecast northerlies was futile. Hell-bent on not letting 30 knots of stink get in the way of puppy love, I forced my date to endure a white-knuckled shotgun drill, helping me frenetically tack back and forth across Niantic Bay under a double reef and jib. Exhaustion prevailed. We headed back in, soaked and chilled to the bone. There was not a second date.

Then, there was the time I decided to poke *Ragtime's* nose out of Port Everglades, Florida, on a lumpy day with a nonsailor buddy on board. Once we cleared the cut, which spin-cycled us around like rag dolls with some spine-tingling bangers on the hull, it turned out to be a honker of a ride. My buddy Alex, the quintessential "eff it" thrill-seeker type, was grinning wide, and so was I. Life was good—until the Yanmar conked out on the way in. Stirred-up sediment in the fuel tank was to blame. I had a plan for sailing in most weather conditions offshore, but I did *not* have a plan for repairing a diesel engine on the fly. Fortunately, experience enabled me to navigate home on canvas alone up a congested Intracoastal Waterway.

But for all my tales of feeling like I was flirting with the edge of control, none compared to the holy bleep that transpired at the seminar "Heavy Weather Sailing from a Bluewater Perspective" during the



CCA panelists Rich Wilson, Randall Reeves, Jean-Luc Van Den Heede and Steve Brown, with Frank Bohlen

Cruising Club of America's members-only Centennial Week celebration this past September in Newport, Rhode Island.

The two-hour roundtable featured a modern-day Mount Rushmore of offshore-sailing icons, all experienced in deep water and big winds. They included CCA Blue Water Medal winners Jean-Luc Van Den Heede, Rich Wilson and Randall Reeves, and Far Horizons Award winner Steve Brown. The panel, moderated by CCA board member Frank Bohlen, riffed on topics ranging from prepping for a gale to crew morale to dragging devices, letting the audience see through their eyes what all cruising sailors should be prepared for when leaving any piece of land in your wake. As *CW's* senior editor, Theresa Nicholson, put it: "When someone says, 'We were able to keep the mast during the third capsized,' you listen."

Hearing their advice, I came to realize that when you're out there in the thick of it, preparedness and mindset are everything. For some of the most experienced helmsmen on the planet, the thick is part of the thrill. "The fear of catastrophe versus the challenge of figuring it out," Reeves said. Wilson added: "For every problem is a solution." I was surprised

to learn that, for these offshore heavyweights, the fear of dying never comes into play. It's more about the fear of losing control, of not being able to fix something when it breaks...like, say, a muddied-up diesel. And to that effect, a sailor's education never ends.

In this issue, you'll find several stories about safety during adventures at sea, including a riveting account by CCA member Tim Murphy of how he and his sailing partner handled a recent medical emergency off-grid in the Bahamas, on page 50.

I've heard it said that having a loose screw or two is a prerequisite to setting out toward the horizon.

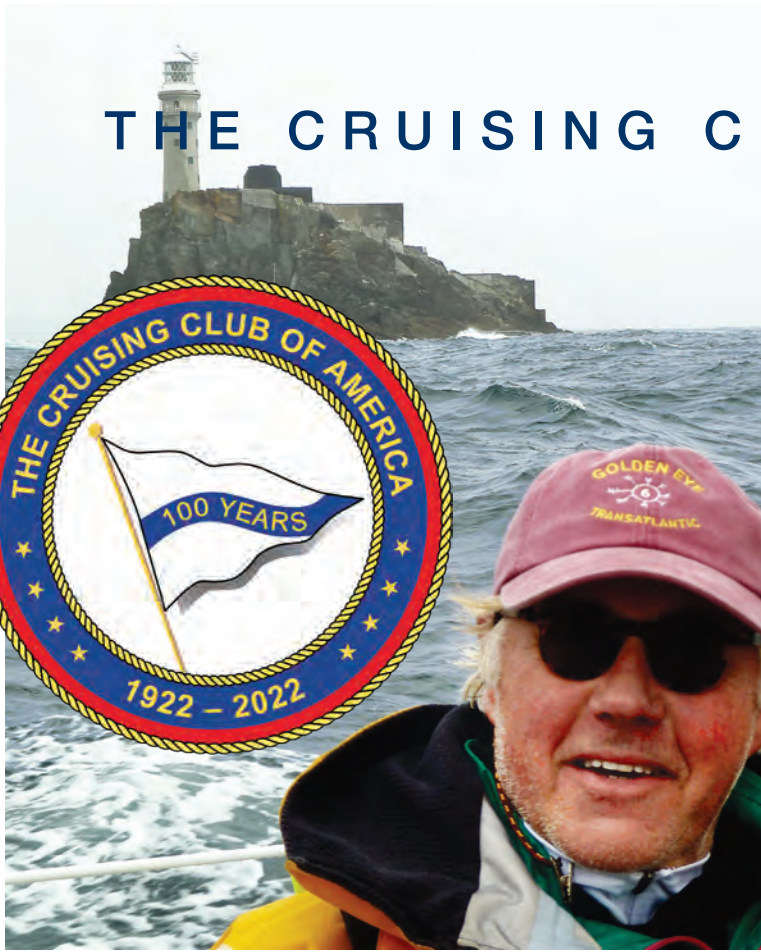
While that might be true, offshore sailing can also be the gateway to some of life's most memorable experiences. Just never take for granted the importance of always being prepared. And make sure you bring the right date along, just in case.

### ABOUT THE CCA

The Cruising Club of America is an international organization of cruisers whose mission is to promote cruising and racing by amateurs, to encourage the development of suitable types of cruising craft, to stimulate interest in seamanship, navigation and handling small vessels, and to keep on file all information that might assist members cruising in any waters.

Today, the club has more than 1,400 members — including 116 women — ranging in age from 25 to 99 years old. Now in its 100th year, the CCA continues to influence the "adventurous use of the sea" through efforts to elevate good seamanship, the design of seaworthy yachts, safe yachting practices, and environmental awareness. Membership is by invitation. Visit [cruisingclub.org](http://cruisingclub.org) for more information.

# THE CRUISING CLUB OF AMERICA



## The Journey of the CCA

The Cruising Club of America was born in 1922 of the desire of a group of dedicated cruising sailors to form a club in North America similar to the Royal Cruising Club in Britain. Their objectives were to promote ocean voyaging in small yachts, sharing information regarding destinations, encouraging the development of suitable cruising yacht designs and recognize the accomplishments of oceangoing sailors.

The CCA has remained a club without a clubhouse and invites into its membership only qualified blue-water sailors who are considered good shipmates. The CCA has, since 1926, partnered with the Royal Bermuda Yacht Club in sponsoring the Newport Bermuda Race. The CCA, consistent with its original objectives, has been instrumental in the development of rating rules and safety standards for ocean racing and blue water cruising.

The Cruising Club has 1400 members and over 1000 yachts in the fleet. Its activities are organized around eleven Stations and three Posts stretching from Bermuda to the Pacific Northwest, and from

Southern California to Nova Scotia. Cruises have included New Zealand, the Ionian Sea, the Baltic, Ireland, Scotland, Turkey, Croatia, Newfoundland, the Caribbean, and Thailand. CCA awards the Blue Water Medal, Far Horizons Award and Young Voyagers Award honoring important bluewater passages. The Club has provided leadership in developing yacht racing rating rules since the 1920's, including the current Offshore Racing Rule. These efforts have produced safer and faster yachts and helped to make racing and cruising more widely embraced.

The CCA just held its weeklong Centennial Celebration and Awards Ceremony in Newport, Rhode Island with over 400 in attendance, including Sir Robin Knox-Johnston and many Blue Water Medal winners. The Cruising Club has successfully navigated its first century and stands poised to continue to foster "The Adventurous Use of the Sea." A just published book with that title written by Tim Murphy and edited by Sheila McCurdy profiles 18 past and present members of the CCA. Learn more about the CCA at [cruisingclub.org](http://cruisingclub.org).