

# OCEAN SAILOR



**JUNE 2022**

Sponsored by **Kraken Yachts**



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JUNE 2022

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# From The Pulpit

By Dick Beaumont – Chairman and Founder of Ocean Sailor Magazine and Kraken Yachts



## OCEAN SAILOR

### Watch this space!

The Ocean Sailor team is working hard on a very exciting new direction that fully embraces today's changing digital landscape.

We want to build a much closer relationship with our readers and particularly we want to focus on the

subjects you are interested in (rather than those that we might decide we want to tell you about). So in preparation for next month, please tell us about any subject or any questions you would like us to cover on any aspect of cruising, passage making, or sailing the world.

Full details of the new format will go out to all subscribers on the 1st July 2022. Please watch this space!

[Give us your feedback](#)

### Don't miss out!

To keep up to date on all things Ocean Sailor and Kraken, there will be daily content available through our social media and YouTube channel covering everything we are up to!



KRAKEN  YACHTS

 YouTube



Don't forget that you can read all our previous articles or download all the back issues at [oceansailormagazine.com](https://oceansailormagazine.com)

FEATURE

# TOP 20 SAILING SHIPS

BY DICK DURHAM



# Asgard

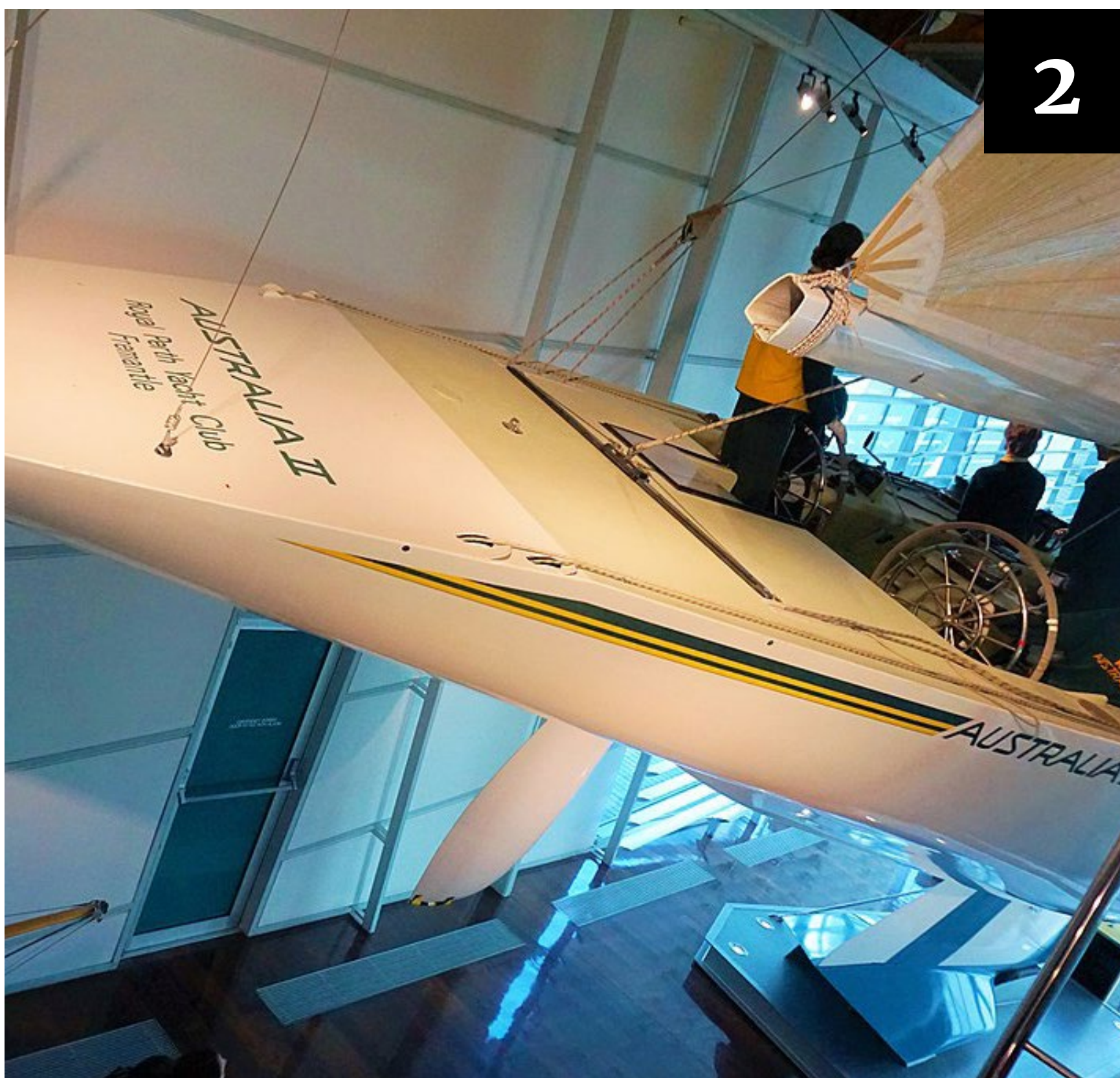
 Ireland

The sweet-lined 51ft gaff ketch was owned and sailed by Erskine Childers, author of *The Riddle of the Sands*. In 1914 Childers, an Irish republican supporter, loaded her with tons of German manufactured Mauser rifles transhipped from a tug in the English Channel and sailed them to Howth, Ireland for the Irish Volunteers. This was a direct response to the Ulster Volunteers being armed from England.

Some of the weapons were used in the notorious Easter Rising in which 485 people were killed. Childers was later executed by firing squad by pro-partition Irish forces.

The boat was briefly owned by Royal Yacht Squadron Commodore, Maldwin Drummond who told me he found a rifle in her lining when he had her restored!

Asgard is on permanent public display at Collins Barracks, Dublin.



# Australia II

 Australia

This 12-metre class yacht ended 132 years of the New York Yacht Club's domination of the America's Cup race. She was launched in 1982 and beat the Americans the following year, taking the illustrious America's Cup back to the Royal Perth Yacht Club in Western Australia.

She had a then unique secret weapon: a winged keel that gave her a hydrodynamic lift on the wind.

When she won the cup I was sent by the *Daily Star* newspaper – not a noted publication for yacht racing – to the biggest Australian pub in central London to cover the celebrations!

In 2001, while a staffer on *Yachting Monthly* magazine, I got the chance to helm *Australia II* herself during the America's Cup Jubilee in the Solent.

She is on permanent display at the Western Australian Maritime Museum.



## Cambria

 United Kingdom

The Thames spritsail barge is the last vessel to carry cargo under sail alone in Great Britain and northern Europe. The 91ft vessel sets 5,000 square feet of sail. Her loaded freight including cattle feed, grain, and cement from the London Docks to all ports from the Humber in Yorkshire to Exeter in Devon as well as the continental ports along the North Sea and the English Channel. Crewed by a man, a boy and a dog, I was the last boy to mate on her from 1969 to 70 when we carried her last freight from Tilbury Dock to Ipswich.

Cambria was re-built with a million-pound grant – much of it from the Heritage Lottery Fund – and is sailing again today. She is open to the public and available for charter. I recently took up the post of chairman of the Cambria Trust.



## Cutty Sark

 United Kingdom

The only surviving tea clipper in the world, this 212ft full-rigged ship held the record for the fastest passage back to the UK from Australia during the wool trade for 10 years. The wool trade replaced the tea run from Canton following the improvement of steam engines and the cutting of the Suez Canal.

In 1954 she was dry-docked at Greenwich in south-east London and opened as a museum. Following a devastating fire and a £35 million restoration, she was reopened to the public in 2012.

When I was a school-boy my father took me to see her in the 1950s because his father, Captain Richard Stephens, had been at sea as an apprentice aboard the three-mast barque, *Pass of Killiecrankie*, when both ships passed one another in the South Atlantic.

*Cutty Sark* is now fully restored and raised up on a glass dias so visitors can walk beneath her keel. She is on permanent display at Greenwich.



## HM Bark Endeavour Replica



Australia

This 143ft replica of explorer James Cook's original vessel, unlike other less authentic replicas, has made around the world passages to Europe, the US and the Far East.

Aboard the original, James Cook made his famous voyage of discovery charting the coasts of Australia and New Zealand from 1768 to 1771. Six years later the forgotten ship was unceremoniously scuttled as a blockade hulk at Narragansett Bay, Rhode Island, during the American War of Independence.

The replica has been used in the Russell Crowe film *Master and Commander: The Far Side of the World*, and is on public display at the Australian National Maritime Museum, Darling Harbour, Sydney, New South Wales.



## Fram



Norway

Said to be the strongest ship ever built and designed by Colin Archer whose name is more often associated with tough little yachts. The 128ft three-masted schooner was built of greenheart and designed to freeze into the Arctic ice sheet, but with a round bilge so she would pop up as the ice gripped and sit on top of the floe. Then, gripped in such a way she would float over the North Pole. She made the names Nansen and later Amundsen world-famous in the annals of polar exploration between 1893 and 1912. The latter beat the UK explorer Robert Scott to the South Pole.

*Fram* still holds the record for having both sailed the furthest north and the furthest south. Is now a museum piece in Oslo, Norway.



## Gipsy Moth IV

 United Kingdom

Francis Chichester set off from Plymouth in this 53ft ketch but when he returned in 1968 having sailed solo around the world, with just one stop in Sydney, he was knighted by Queen Elizabeth II and became a Sir Francis Chichester.

The cold-moulded hull was then laid up at Greenwich alongside the *Cutty Sark* for many decades until she started to fall to pieces. A rescue bid was launched by the staff of *Yachting Monthly* magazine and the marine industry and she was restored and taken around the world again, this time in stages, to celebrate the magazine's centenary and the 40th anniversary of Chichester's voyage. I was aboard as crew leader for two legs: Gibraltar to Tenerife and through the Suez Canal.

*Gipsy Moth* is now privately owned in the UK and available for charter.



## Golden Hind

 United Kingdom

A replica of the ship in which Sir Francis Drake made a circumnavigation in Elizabethan times is open to the public in Southwark on the south bank of the River Thames in London.

In the original 102ft full-rigged ship Drake sailed around the world from 1577 to 1580 capturing a Spanish galleon en route which was loaded with £480 million worth of gold in today's money.

It took four days to tranship the gold aboard Drake's ship and when he returned home he was knighted for his services which included writing off Elizabeth I's government debt with money still to play with. The replica is a sea-going vessel and has made passages across the Atlantic.



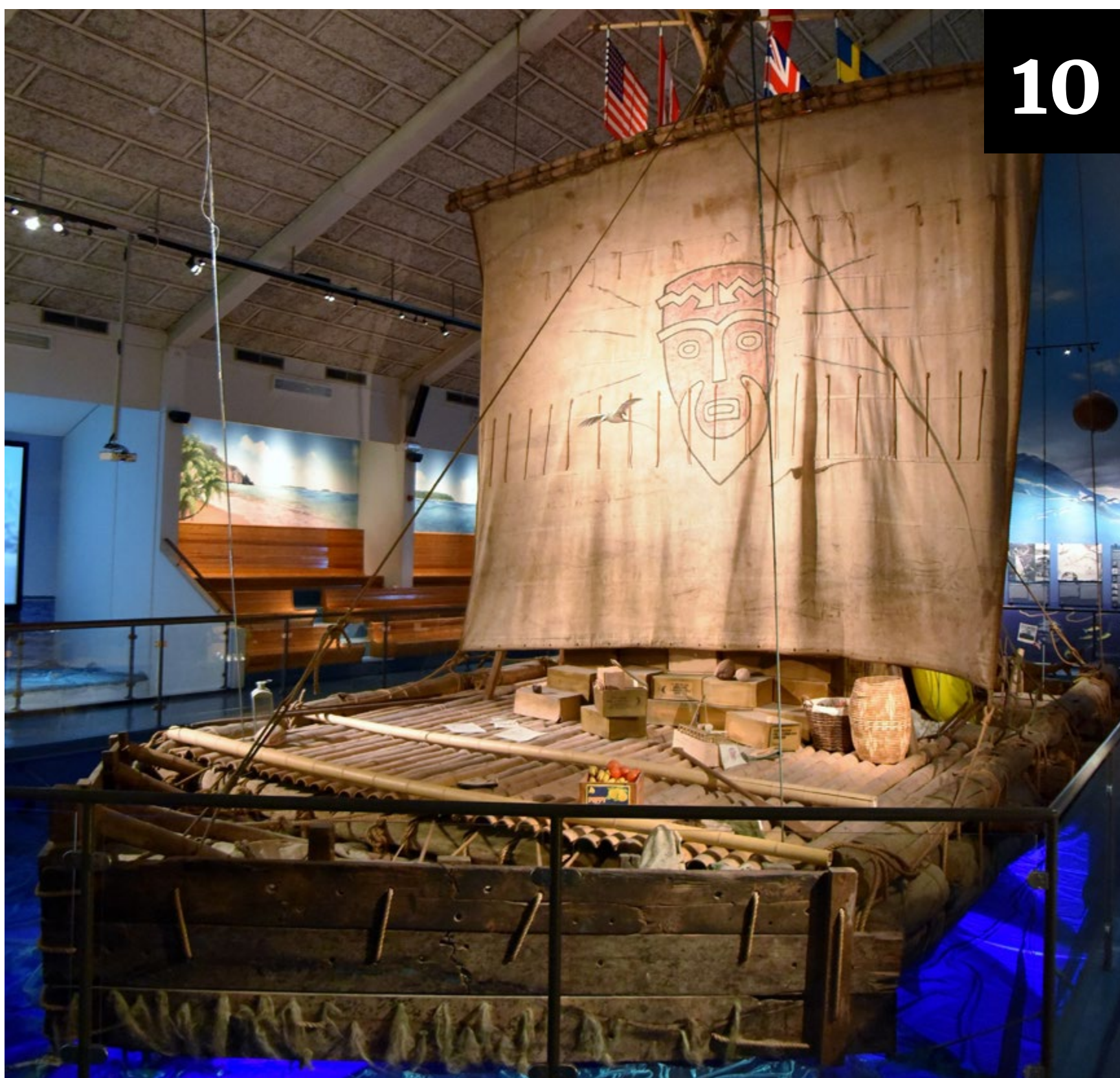
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## James Caird

 United Kingdom

Sir Ernest Shackleton's 1914–1917 bid to cross Antarctica ended in failure when his ship *Endurance* was crushed in polar ice and sank. But the subsequent rescue of his entire crew became a greater feat in many sailors' eyes. The major part of that deliverance was in the incredible 17-day, 1,300-kilometre voyage of the decked-out 22ft lifeboat. With Shackleton at the helm and a four-strong crew, including a carpenter and a navigator, *James Caird* made the epic passage across the Southern Ocean from Elephant Island, Antarctica to South Georgia in 1916.

*James Caird* is on display at Shackleton's old University, Dulwich College, London.



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## Kon-Tiki

 Norway

The square-rigged raft sailed by Thor Heyerdahl and his five-strong crew proved an ancient legend: that Polynesia's first visitors came from South America. In 1947 the 45ft raft made of balsa logs lashed together and which supported a bamboo hut, set off from Callao Harbour Peru and drifted 4,300 miles in the Humboldt Current. After 101 days the raft was caught in surf and wrecked on a coral reef just off the island of Raroia. No matter, they had made it and were later rescued by native Polynesians on the far side of the island. *Kon-Tiki* was towed to Tahiti and shipped back to Norway where she is now on display in Oslo.



## Lively Lady

 United Kingdom

Southsea greengrocer Alec Rose sailed this 36ft wooden yawl solo around the world in 1968 with one-stop at Melbourne from Portsmouth and back again in 318 days. He actually set out before Chichester in *Gipsy Moth IV* but breakages saw him put into port for repair and spurred the ambitious Chichester on to become the 'first.'

But Sir Alec, as he became, captured the heart of the nation in a way Chichester failed to do. This was because of his modesty and the fact he did it unsupported from corporate sponsorship. His simple humility towards the forces of nature is exemplified in a passage from his book *My Lively Lady*, when he sighted a whale: 'He was vast and had a mottled grey look of age about him...He lay in the trough of the big seas and I thought of his great strength and power – symbolic of the wild, cruel Southern Ocean.'

*Lively Lady* can now be viewed publicly in Port Solent, Hampshire.



## Mary Rose

 United Kingdom

In July 1545 King Henry VIII watched his favourite battleship fire a broadside at the invading French fleet from her starboard cannon then tack to fire a second cannonade from her port side. The gun ports were left open and as the starboard side dipped to the breeze the 148ft long ship sank off Portsmouth. Over 450 sailors and soldiers drowned in minutes.

In October 1982 I reported for the Daily Star on the raising of the royal ship. I watched as the dripping, black planking of the warship was lifted from the waters of the Solent in a purpose-built yellow jig. She then spent years being carefully hosed and covered in a preservative coating while thousands of artefacts from leather boots, crockery, and human bones, to cannons, helmets and swords were treated.

*Mary Rose* can be visited all year round in her shed in Portsmouth, England.



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## Matthew

 United Kingdom

A replica of the 78ft caravel originally used to ship cases of Bordeaux from France to Bristol, which was sailed by Venetian-born John Cabot across the Atlantic to Newfoundland in 1497. He was the first European to land on what would eventually be named America.

Cabot discovered the great cod nurseries there and was later funded by King Henry VII to take a fleet across but nothing was ever heard from him again.

The replica, which is on public display in Bristol, was built in time for the 500th anniversary of the crossing in 1997.



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## Peking

 Germany

This 377ft four-masted steel-hulled barque began life sailing the 'wrong way' around Cape Horn to load birdlime (nitrates) in Valparaiso, Chile to fertilise the farms of Europe and was in commission until the cutting of the Panama Canal provided a more efficient route.

Re-named *Arethusa*, she spent many years moored at Upnor, on the River Medway in Kent, England, where she provided seamanship training for 'poor boys of good character' on their way to a career at sea.

As a schoolboy, I camped in my sailing dinghy in the woods at Upnor and I was often awakened by 'reveille'; a bugle aboard the ship to wake the crew. I actually boarded her many years later when she was an exhibit at South Street Seaport, New York.

In 2015 *Peking* was towed back to Germany and is now on display at the German Port Museum in Hamburg, the port of her original build.



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## Star of India

 United Kingdom

A 205ft three-masted barque built in 1863, Star Of India is the oldest vessel in the world still sailing regularly and the oldest iron-hulled ship afloat.

Her maiden voyage from Liverpool to Calcutta in 1864 saw her collide with an unlit Spanish brig at night off the Welsh coast. The crew mutinied, refusing to continue the voyage and she made her way into Anglesey where the crew were jailed. In 1865 her crew were forced to cut away the rig during a cyclone in the Bay of Bengal and her skipper, William Storey, died on board and was buried at sea.

She is open to the public at the Maritime Museum of San Diego, California.



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## Suhaili

 United Kingdom

When the teak-hulled 32ft ketch sailed into Falmouth Roads, a customs officer hailed her skipper, Robin Knox-Johnston asking him: 'Where from?'. 'Falmouth,' came the reply. Knox-Johnston had left that port 313 days and 30,000 miles earlier and had sailed into the record books becoming the first person to sail solo and non-stop around the world.

The record had begun as the Golden Globe Non-Stop Round The World Race, but Knox-Johnston was the only person to complete it. Others retired, were shipwrecked or, in the case of Donald Crowhurst, committed suicide in the attempt.

I raced a few years back with Sir Robin Knox-Johnston aboard his globe-trotting boat, which is on display at the National Maritime Museum, Falmouth, and can report that all those years on he remains a fit and focussed sailor, but one who still fears a lee shore.



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## USS Constitution



USA

Sporting 44 guns over her 304 length this 1797 built, three-masted frigate, although made of wood, was also known as 'Old Ironsides' after cannonballs bounced off her topsides. She was named and launched by President George Washington and began a long career at sea fighting Barbary pirates who were raiding American ships.

She fought the British in the 1812-1815 war in which Great Britain supported native Indians against the Americans.

In the American Civil War, Union soldiers were billeted aboard to prevent her scuttling by Confederate sympathisers.

She is open to the public at the USS Constitution Museum in Boston, Massachusetts.



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## Vasa



Sweden

She was to be the greatest warship of all time ordered by King Gustav II Adolf of Sweden to fight against his Polish-Lithuanian enemy across the Baltic Sea. But the 226ft long, 64 cannoned hull had an air draft of 164ft and even with 120 tonnes of ballast she was tender.

It was discovered when the Dutch boat builder ordered 30 men to run backwards and forwards across her deck. The ship took on an alarming roll, but nobody was brave enough to tell the war-hungry king. She set sail in 1628 on her maiden voyage where a gust of wind pushed her over on her port side where the lower gunports had not been closed. She filled immediately and sank with the loss of 30 crew.

Vasa was raised in 1961 and has been on display in Stockholm ever since.



## Victory

 United Kingdom

Some say she is the most famous ship in the world and certainly her decks withstand thousands of visitors each year at her permanent home in Portsmouth. Built at Chatham Dockyard in 1759 this 152ft long warship has had so much timber replaced under various patrons including Queen Victoria and King Edward VII that there is little left of the original.

*Victory* was the flagship of Lord Nelson and the ship upon which he died, a French musket ball in his abdomen, as she fought at the Battle of Trafalgar against a combined French-Spanish fleet in 1805.

She was unusual for her time because she had a greater freeboard than other man-of-war. This was to ensure she could fire her lowest tier of guns in any weather.



## Wavertree

 USA

She was the largest wrought iron sailing ship afloat when she was built in Southampton in 1885 for the jute trade (*see below*) running from India to Scotland.

When that trade died she became a 'tramp' taking cargoes to any paying destination. Dis-masted off Cape Horn in 1910 she limped into the Falklands and eventually became a sand 'barge' in Buenos Aires, Argentina.

Following a restoration project in 2015, *Wavertree* was towed to the South Street Seaport in New York City.

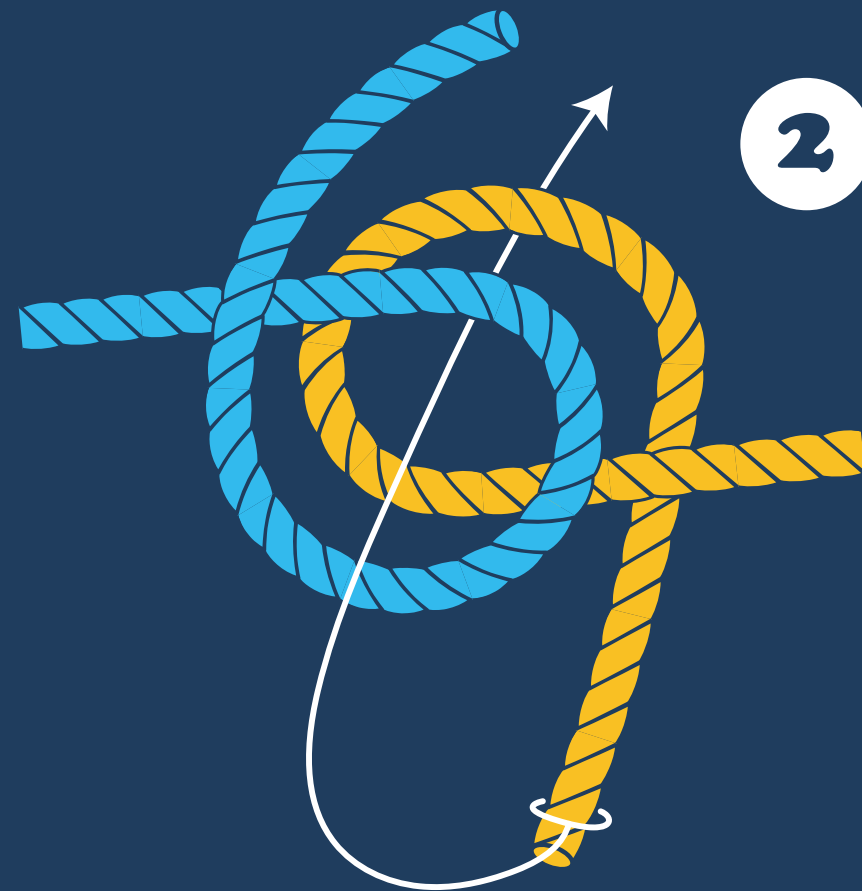
*\*Jute is a long, soft, shiny bast fibre that can be spun into coarse, strong threads.*

# Knot/Splice of the month

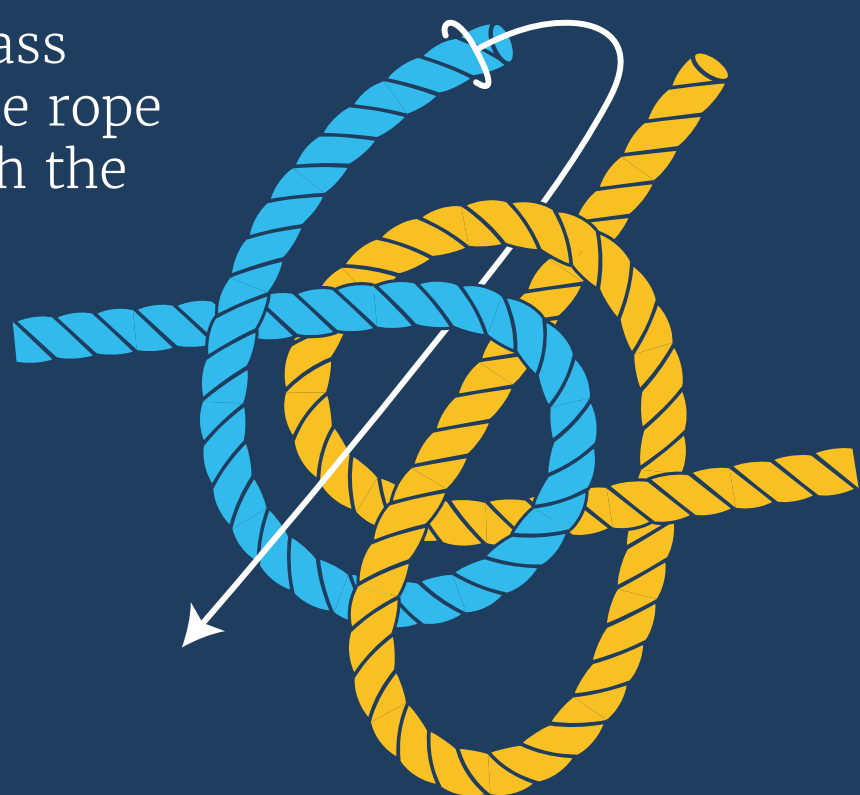
**1** Place the blue loop over the yellow loop



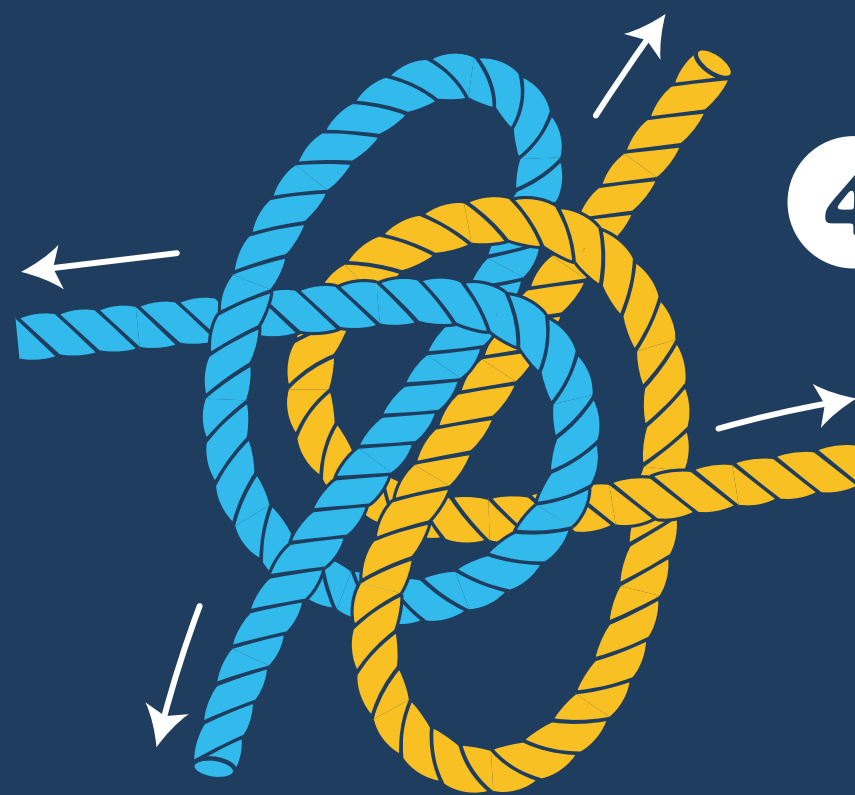
**2** Pass the yellow rope through the loops



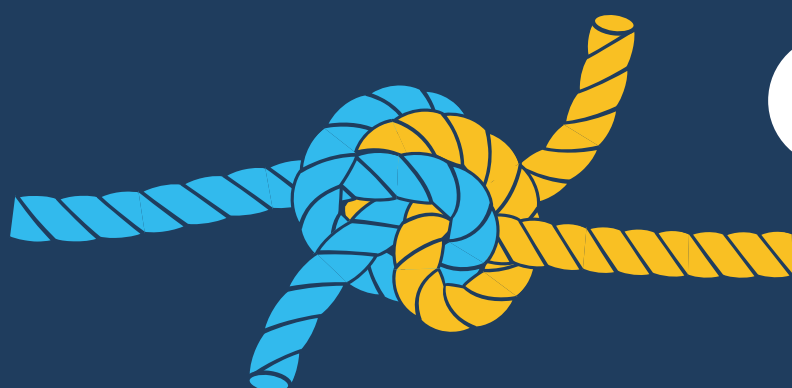
**3** Now pass the blue rope through the loops



**4** Pull to tighten the knot



**5** The finished bend is compact and symmetrical



## Zeppelin Bend

A popular sailing knot for securely joining two ropes, which can be loosened relatively easily even after a heavy load. It actually consists of two intertwined simple knots. The commonly accepted name for this knot stems from its alleged use to moor airships.

— TECHNICAL & EQUIPMENT —

# HYBRID DRIVE

THE ULTIMATE CRUISING SOLUTION

BY DICK BEAUMONT

When I wrote the article [Hybrid Power: Myth or Magic](#) in the first edition of Ocean Sailor back in January 2020, hybrid drives were just beginning to be discussed within the cruising fraternity. Back then at Kraken, we had one or two clients that were vaguely interested in it. Fast forward two years or so and now the next five Kraken's to be launched will all have hybrid drive systems.

To achieve the type of hybrid drive solution that we believe is required by the modern liveboard cruising community required collaboration with industry leaders. We teamed up with Yanmar Engines, Combi Hybrid, MG Lithium Batteries and Bruntons Propellers to develop, what we feel, is the perfect hybrid drive system for extended liveboard cruising.

Liveboard voyaging cruisers have different demands of an electric drive system from those required by marina based sailboat owners. Heading back to plug the boat in just isn't an option when on passage. Because of that single fact, eliminating all fossil fuel-powered motors is sadly not an option right now. Solar power cannot provide enough power to drive a yacht with all the mod-cons required by most cruisers for several days at a time. Solar power also cannot provide enough power to fully drive the boat for several days when she is becalmed. We should not be too depressed about that fact since we must remember that we sail-boaters had hybrid-drive way before the term was ever mentioned.

Accepting that we must retain some reliance on fossil fuels, the rest of the marine industry offers one of two hybrid solutions:

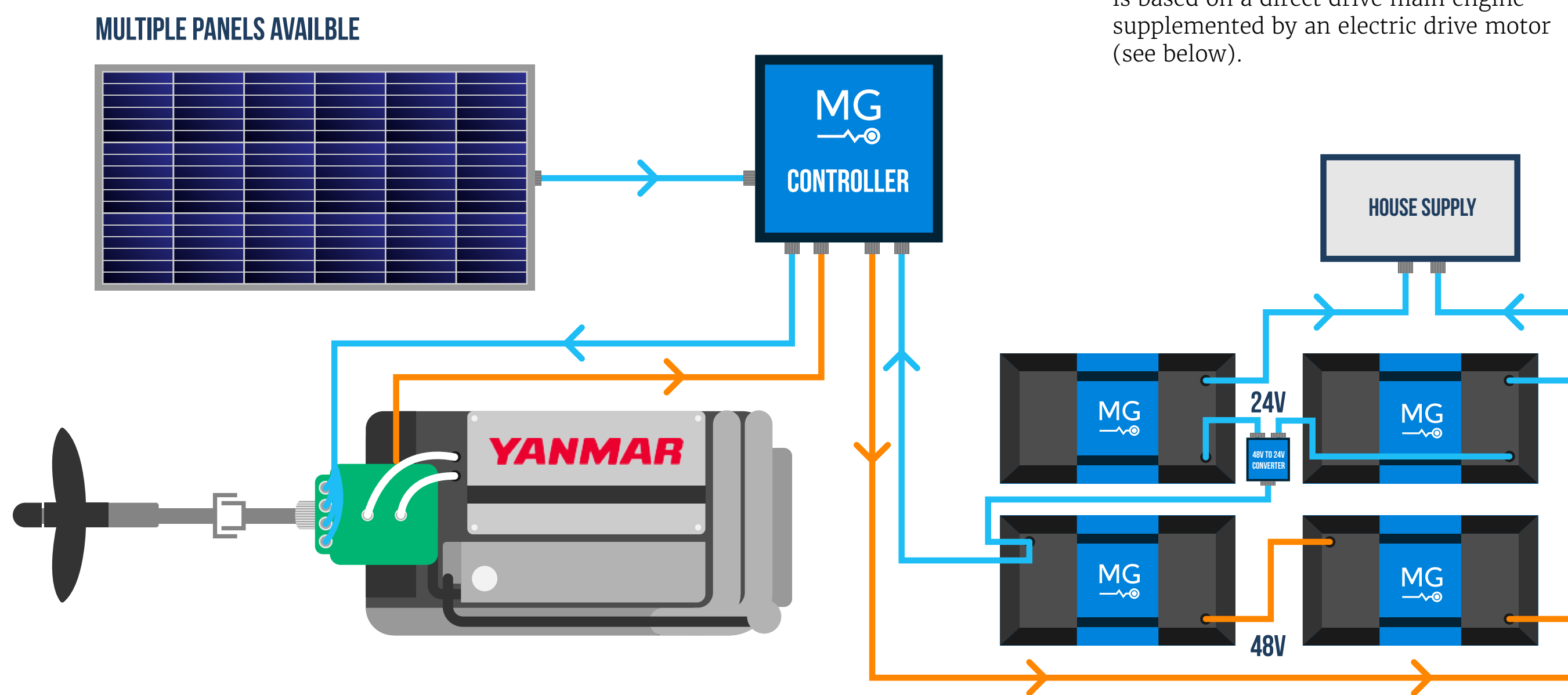
1. **Electric drive main engine supplemented by a large generator.**  
OR
2. **Direct drive from the main engine supplemented by an electric drive motor**

We believe that option one simply doesn't stack up. Powering the yacht by charging batteries and then drawing power from those batteries to power an electric drive motor is inherently inefficient, especially when you consider:

- A very large fast running generator will consume more fuel than a slow running direct drive main engine, when driving the boat at similar speeds
- Complete dependency on a fast running (3,200rpm) generator for both drive and power generation is risky.

Therefore, the standard hybrid drive system that is fitted in a Kraken Yacht is based on a direct drive main engine supplemented by an electric drive motor (see below).

## SIMPLIFIED DIAGRAM FOR ILLUSTRATIVE PURPOSES ONLY



The following examples are based on a Kraken 50 equipped with a Yanmar 80 hp main engine and a 20kW Combi electric drive motor with a 48v & 24V lithium battery bank.

These are the benefits of the Kraken Standard Hybrid Drive:

- Low fuel consumption under power when no wind is available. 2.5 lts an hour cruising at 5.5 knots. (real data as recorded at sea)

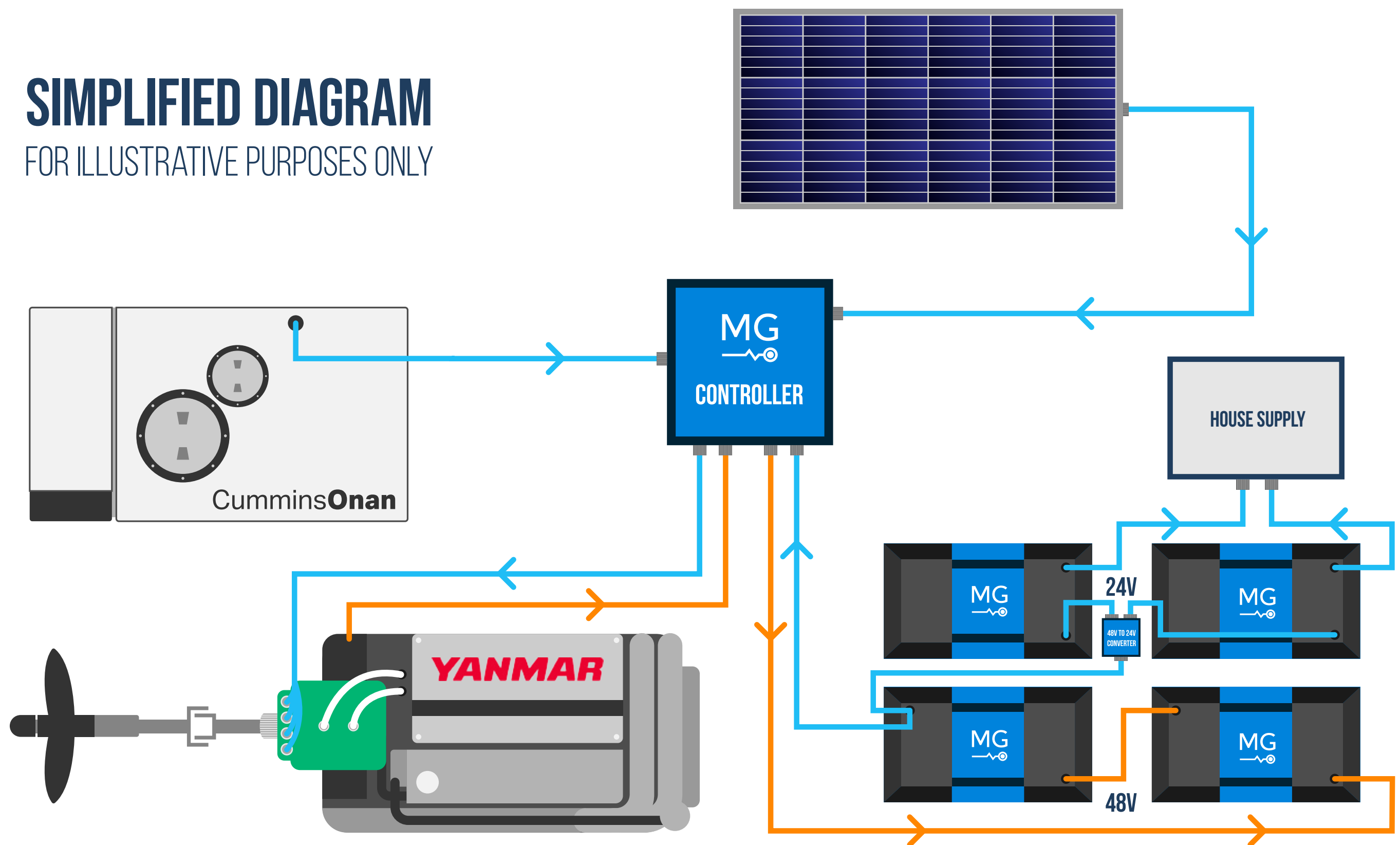
- Hydro-regeneration of electrical power into the battery bank from the propeller when under sail. Typically Kraken 50 owners can expect 600 watts of charge to the batteries when sailing at 6kts.
- Very fast generation of power from the combi electric drive motor powered by the main engine when at anchor with the prop shaft disengaged by the clutch. 18 kilowatts of usable power, so battery recharging time is radically reduced.
- Up to 60mins of electric drive power at 5 kts without using the main engine

from the battery bank when at full charge. 120 mins at 3 kts.

- Full use of redundant main engine power to recharge the batteries. The electric drive motor goes into regeneration mode using unused main engine power once the torque required on the prop shaft has reduced with the engine in cruise mode.
- Silent running in 'power assist' when sailing in light winds.
- Increased ability to store power compared to AGM or wet cell batteries.

# INTRODUCING THE KRAKEN OPTIMUM HYBRID DRIVE

## SIMPLIFIED DIAGRAM FOR ILLUSTRATIVE PURPOSES ONLY



We have now developed an enhanced hybrid drive solution that provides levels of redundancy previously only dreamed about by voyaging sailors; *The Kraken Optimum Hybrid Drive*. This system is based on a direct drive main engine, but retains a small, low rpm generator as well.

The Kraken Optimum Hybrid Drive system has all the benefits of our standard hybrid drive system as listed above, but has, in addition, a unique major benefit; **Main engine failure redundancy.**

Although the Yanmar engines I have used in my yachts over the last twenty years have been extremely reliable, on two occasions the engine failed to start. On one occasion the starter motor jammed,

on the other occasion the engine failed to start due to a bad earth connection. On both occasions, the fault was not realized until I arrived at a destination anchorage after long passages at sea. The last time was at Vanuatu and the anchorage was up a narrow winding dog's leg channel inside a fringing coral reef. I tried for hours to find the engine fault, but eventually gave up and had to sail upwind via the narrow channel to the anchorage. Luckily the very light breeze held until we finally rounded up and, with huge relief, dropped the anchor.

Had the wind failed, even though I had crew posted at the anchor ready to drop it at my word, I would have had a very good chance of drifting helplessly onto

the shallow reef on either side. Had that happened with the Kraken Optimum Hybrid Drive system, firing up the generator and engaging the electric drive motor would have powered us through the channel with ease.

Whilst the demand from eco-aware cruisers to reduce their carbon footprint, or *wake*, is the main motivation for choosing a hybrid system, but I believe the benefit of powered drive redundancy is a compelling reason alone to choose this system.

— SAILING SKILLS —

# PICKING UP A MOORING UNDER SAIL

BY MAWGAN GRACE



## SAILING SKILLS

# PICKING UP A MOORING UNDER SAIL

Lassoing a mooring buoy is the easiest method of picking up a mooring under sail, especially if you are sailing short-handed. You can make fast properly after you have secured the mooring in the first place.

When securing to a buoy with a metal loop on the top, use two lines as security. Either two loops, one from each bow cleat returning to the same cleat or a bridal with a lazy bridal as backup.

With most seamanship manoeuvres you can usually split up the mission into four sections.

### Plan

Go over the mission in your head from start to finish. Think about the wind, tide, crew responsibilities and equipment that's needed.

### Approach

The tide, wind, obstacles and depth will determine your approach.

### Manoeuvre

Speed control is vital. Too much speed is a common mistake. However when under sail remember to not let the vessel stop too early or you will drift.

### Escape

If the manoeuvre goes wrong how do we try again safely?

TWO LOOPS



SINGLE MOORING LINE WITH LAZY AS BACKUP



# EXAMPLE 1

We are choosing to lasso a mooring to take a lunch break in a busy river estuary with a fresh wind and no significant tide. You are on the helm with two competent crew level friends.

## Plan

This is the simplest method. I'll station one crew member on the bow with the intention of lassoing the mooring at the windward shroud. This can be done with a warp tied to both bow cleats creating a large loop. Make two or three coils for each hand so the loop can be thrown out effectively. Brief the crew member to call distances to the mooring as you approach. My other crew member will be in charge of the mainsail power. You will instruct them to use the "spill" or "fill" technique adjusting the main sheet to control your speed.

## Approach

Approach the mooring from downwind in a close-hauled position. This allows us to fully control the mainsail power and let it luff if it needs be de-powered.

## Manoeuvre

Now ease the main sheet out to a close reach. To slow down, further luff the main by spilling and filling the mainsail. Positioning the mooring slightly to the windward side of your track should give you a reasonable visibility until the mooring gets very close. When your crew member calls 5,4,3,2,1 turn into the wind and the mooring should be at your windward shroud. Now your bowman can lasso the mooring by throwing the loop over and beyond the buoy. As the vessel drifts back the line will grab under and around the buoy.

## Escape

At any time during this manoeuvre we can bear away from the buoy.



## EXAMPLE 2

We want to pick up our home mooring at the end of a day's sailing. The mooring has a small pickup buoy that can be hooked by a boathook. The tide is against the wind (called 'Wind over tide,') Again you are on the helm with two competent crew level friends.

### Plan

Tide is king if you have a deep draft yacht. If she is of light displacement, wind will be king. This manoeuvre requires a little more lateral thinking regarding using the wind and tide to help you. I'll initially have one crew member on the mainsheet and the other ready to help drop the mainsail and unfurl the genoa. As we approach the mooring one person will be ready to furl the genoa and the other ready with a boathook calling distances to the buoy.

### Approach

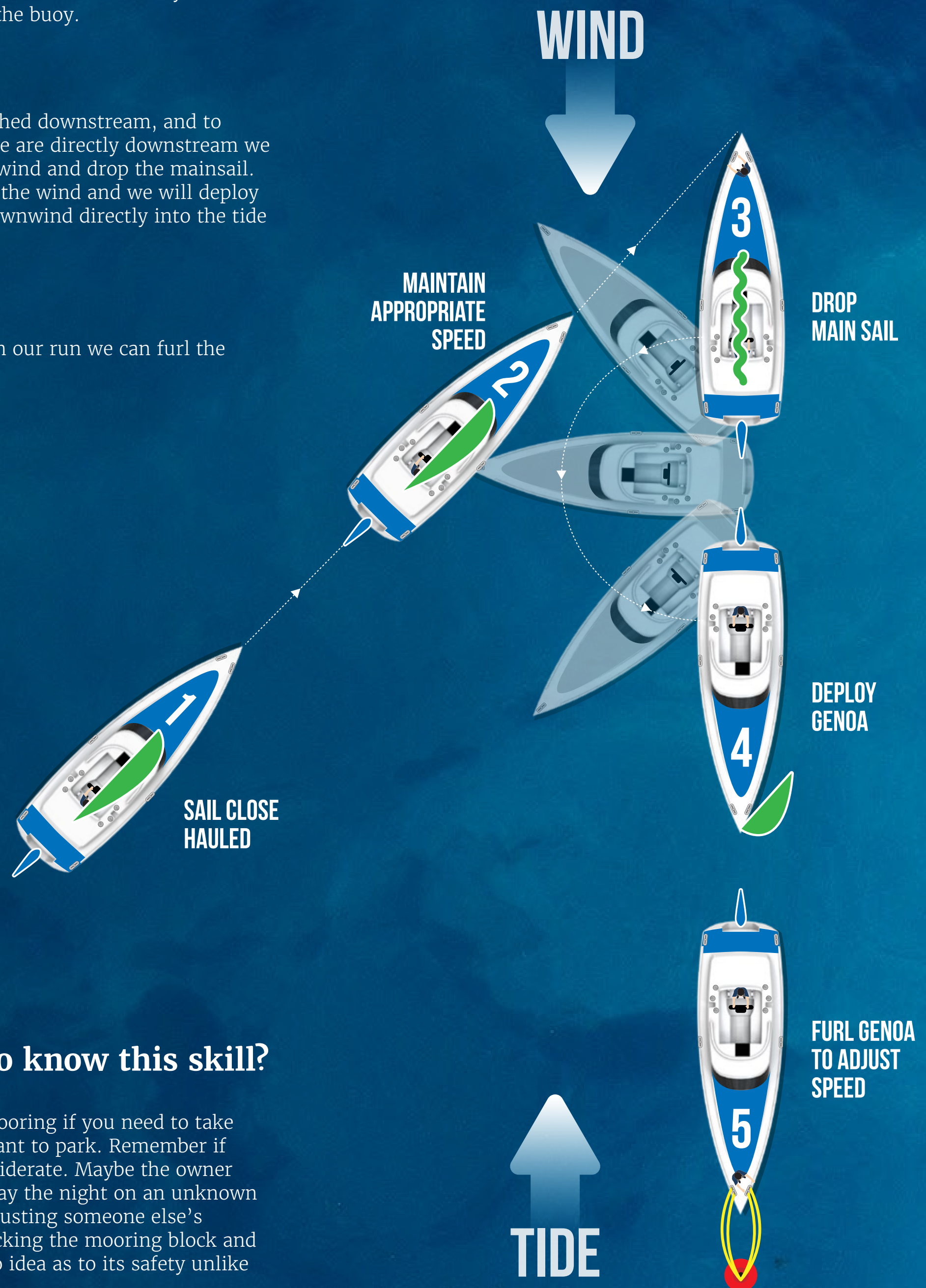
We will plan to sail close-reached downstream, and to windward of the buoy. Once we are directly downstream we will turn directly towards the wind and drop the mainsail. The vessel will fall away from the wind and we will deploy the genoa. Now we can run downwind directly into the tide towards the mooring.

### Manoeuvre

Approaching the mooring from our run we can furl the genoa to control speed.

### Escape

Whilst running, we can turn to wind at anytime using the genoa and hoist our mainsail again if required.



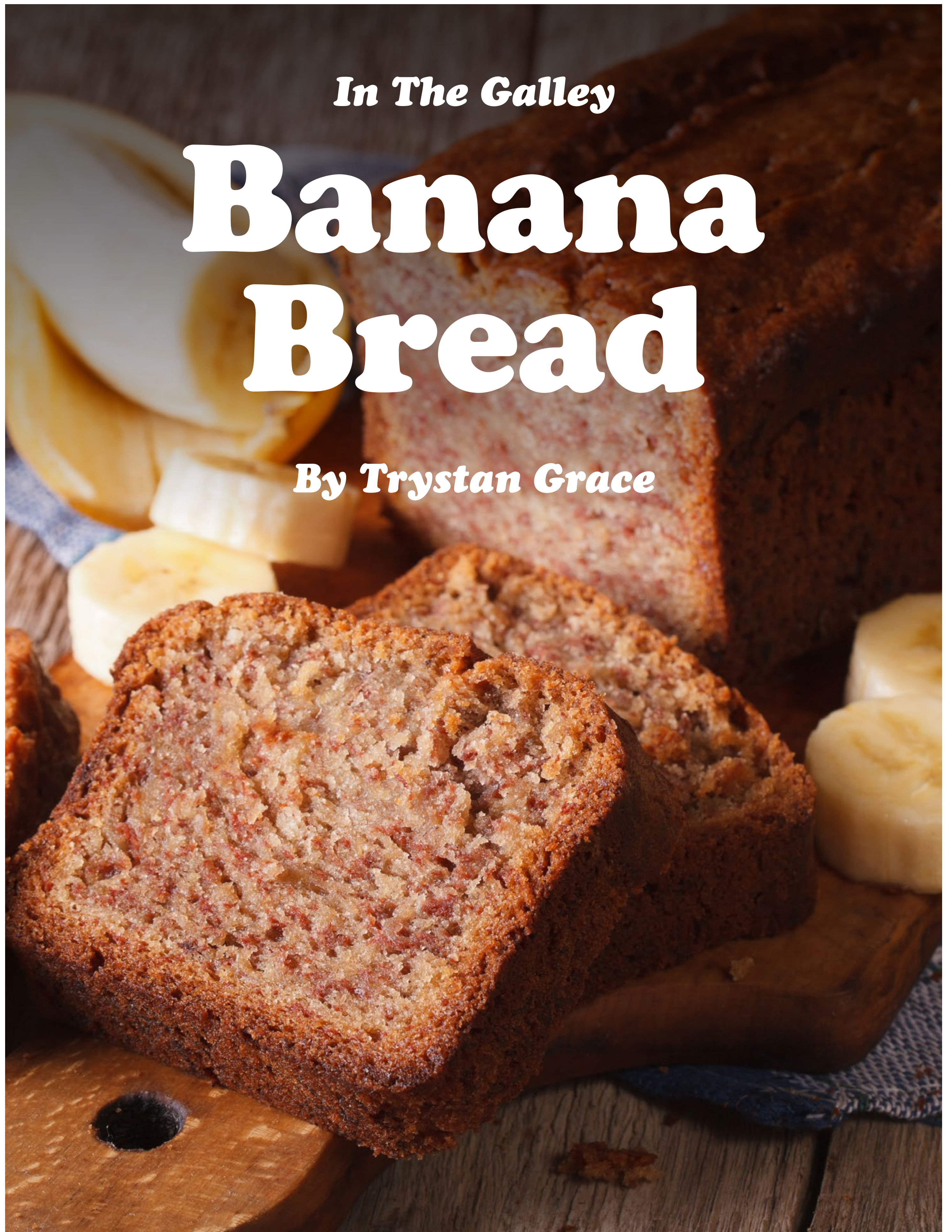
### Why do we need to know this skill?

Well it's useful to pick up a mooring if you need to take a short break or you simply want to park. Remember if it's not your mooring, be considerate. Maybe the owner will return! If you intend to stay the night on an unknown mooring, remember you are trusting someone else's maintenance and without checking the mooring block and tackle underwater you have no idea as to its safety unlike your own anchor and chain.

*In The Galley*

# Banana Bread

*By Trystan Grace*



# Banana Bread

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This recipe should be in every cruiser's bookshelf as it is relatively quick to make, a great way to use overripe bananas and above all else...it's delicious. In fact, I quickly whipped up a loaf before setting sail on our recent Kraken 50 sea trial from Istanbul to Bodrum and they were a welcome treat for the crew on watch. Another reason why all cruisers should know this recipe is that when you sail around the world, bunches of bananas are bountiful and usually given as gifts when visiting far flung islands. This recipe was given to me by my mother many years ago and I will leave it in the form I was given, however it can easily be doubled up. Another change you could make is by adding some nuts, such as walnuts. The banana bread freezes well if packed in a polythene bag with all air removed.

## Ingredients

- 2 ripe bananas
- 50g (2oz) margarine
- 150g (5oz) caster sugar
- 2 eggs
- 225g (8oz) self-raising flour\*
- A pinch of salt

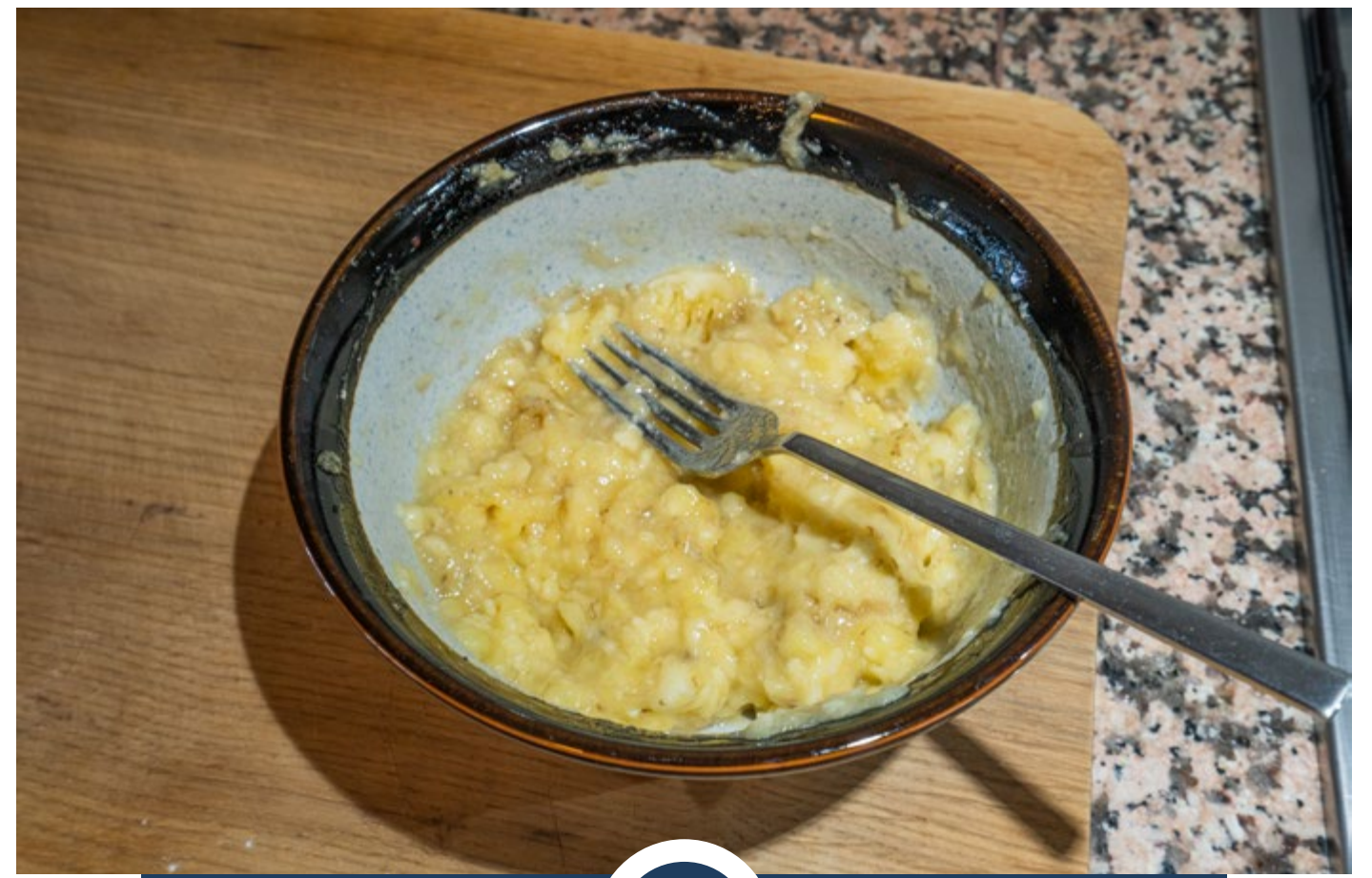
*\*If you prefer wholewheat flour, this works with half whole-wheat and half white. If you cannot buy self-raising whole-wheat, add & teaspoon baking powder.*



## Banana Bread

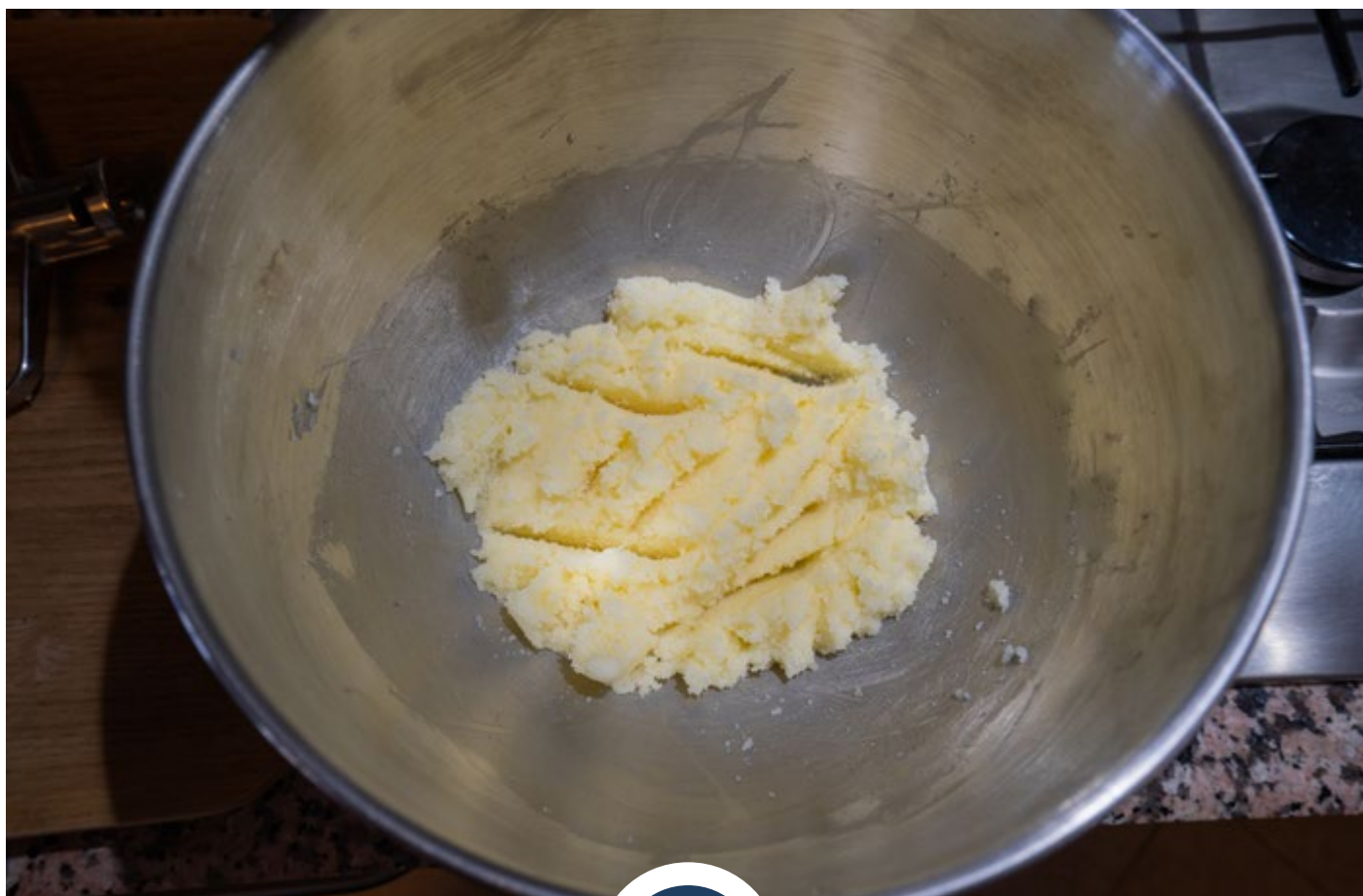
# Let's get started...

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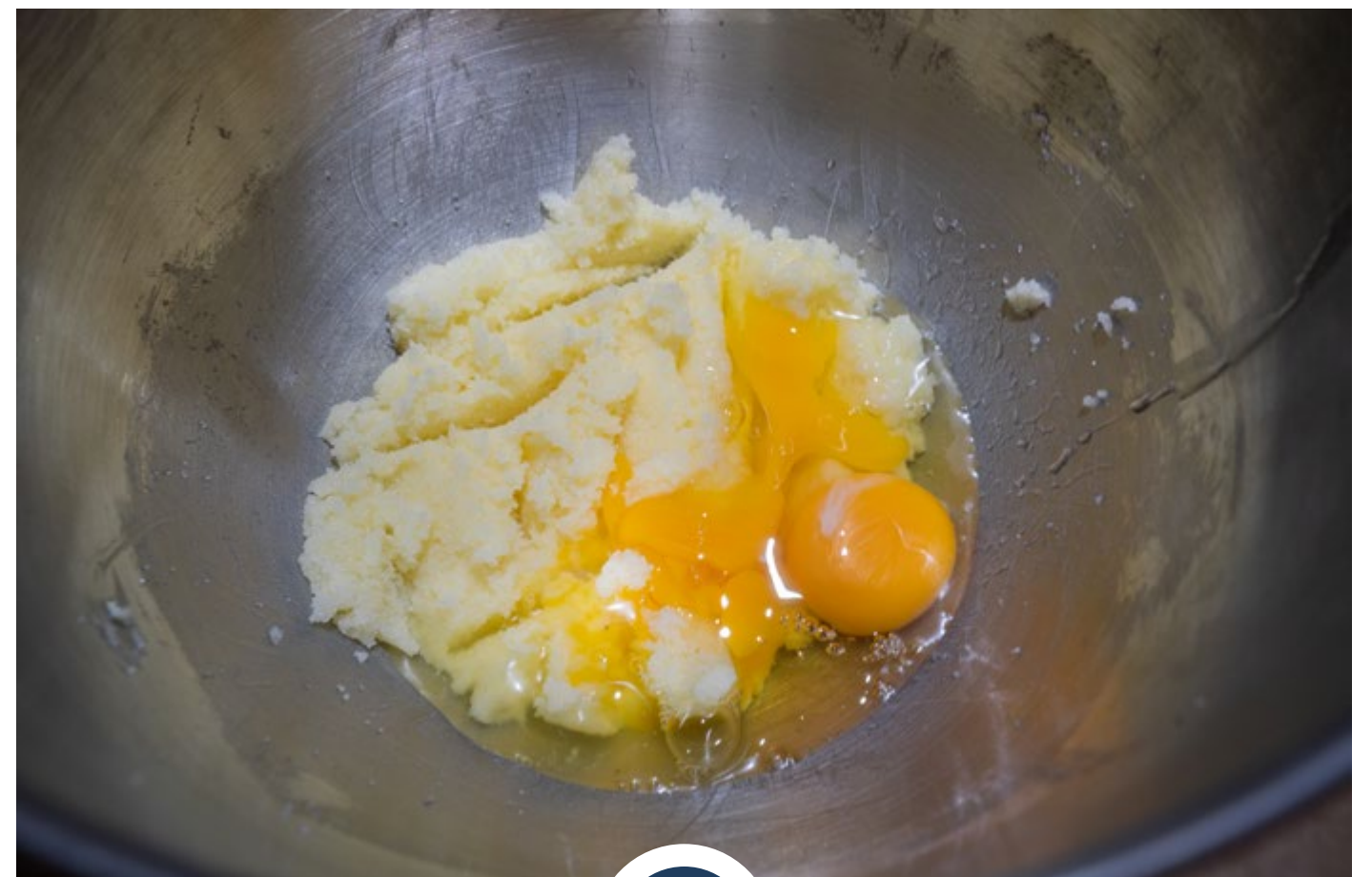
1

Mash bananas



2

Cream margarine and sugar in a bowl



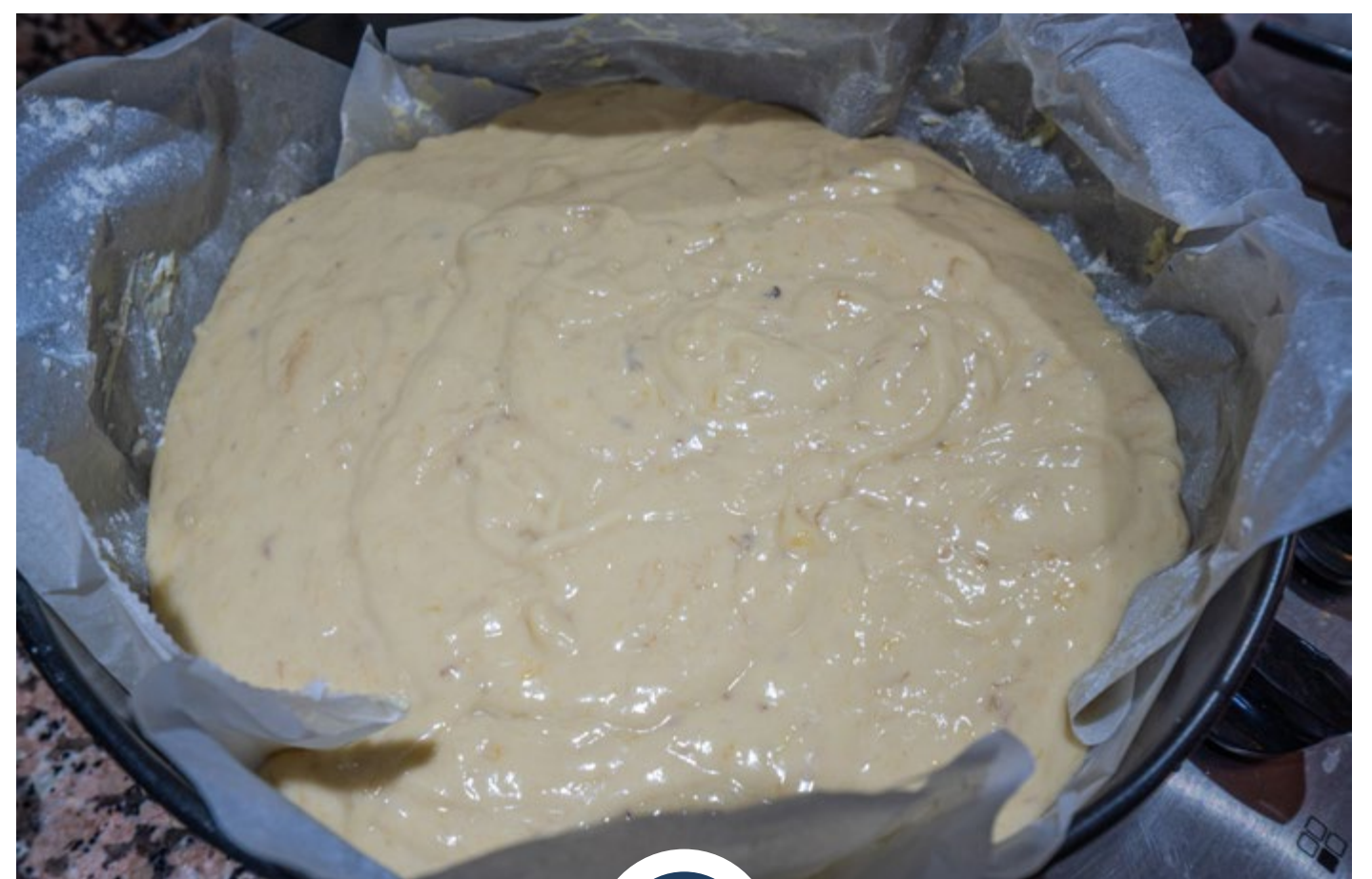
3

Beat in the eggs



4

Add the flour, salt and banana and mix well



5

Put in a greased and floured 675g (17lb) loaf tin, or cake tin




Bake in the middle of a moderately hot oven, Gas 5, 190°C (375°F), for about 1 hour, until the loaf is golden brown, springy to touch and shrinking slightly from the sides of the tin

Once ready, turn the loaf out onto a wire rack to cool.



# *Enjoy!*

Cut into slices or squares and enjoy. Kraken Head of Design, Filip Sochaj insists that spreading nutella on the banana bread is a winning formula (however not for your waistline!)

A photograph of a family of three on a small white boat on a river. A man in a red shirt and blue jeans stands in the foreground, leaning on a white PVC pipe. Behind him, a woman in a red shirt holds a baby. The boat is docked next to a larger white cabin boat. The background shows a lush green forest along the riverbank.

SAILORS' STORIES

# SMALL BOAT, BIG ADVENTURE

Avoiding the Atlantic by crossing the pond(s). Small boat sailor Stephen Ladd sailed 18,000 miles from Florida to Argentina avoiding the ocean wherever possible. He tells our editor Dick Durham how he did it.



If your open boat is easy to capsize, what do you do? Deck it over with a cabin.

If she only draws six inches, should you put to sea? Yes, but only if there's no local ditch available.

OK, so what if the ditch is too narrow to tack in? Dismast and row.

And if it's too shallow to dip the oars? Abandon ship, roll up your trousers, and tow her by hand.

So far so good, but what about rapids, dams, or flood barriers? Portage her via road using pick-up trucks.

In this fashion, intrepid explorer, Stephen Ladd, 68, spent five years covering 18,000 miles and visiting 25 different countries.

The boat, *Thurston*, named after a dearly departed pet cat, was a 1985 Sea Pearl, a 21 ft ketch based on a Francis Herreshoff design.

To reef her in a blow, Stephen simply rolled the mainsail around the shroudless mast which was stepped in a rotating slot. To navigate he used the computer terminals in cyber cafes to download Google Earth maps. To cook, Stephen used a pressure cooker on a gas stove.

It was a love of snorkelling that led to Stephen and his girlfriend, Ginny's fascination with shoal waters and in 2009 they dumped their jobs in a Washington State city planning office and set off from the Florida Keys in their \$3,000 US craft.



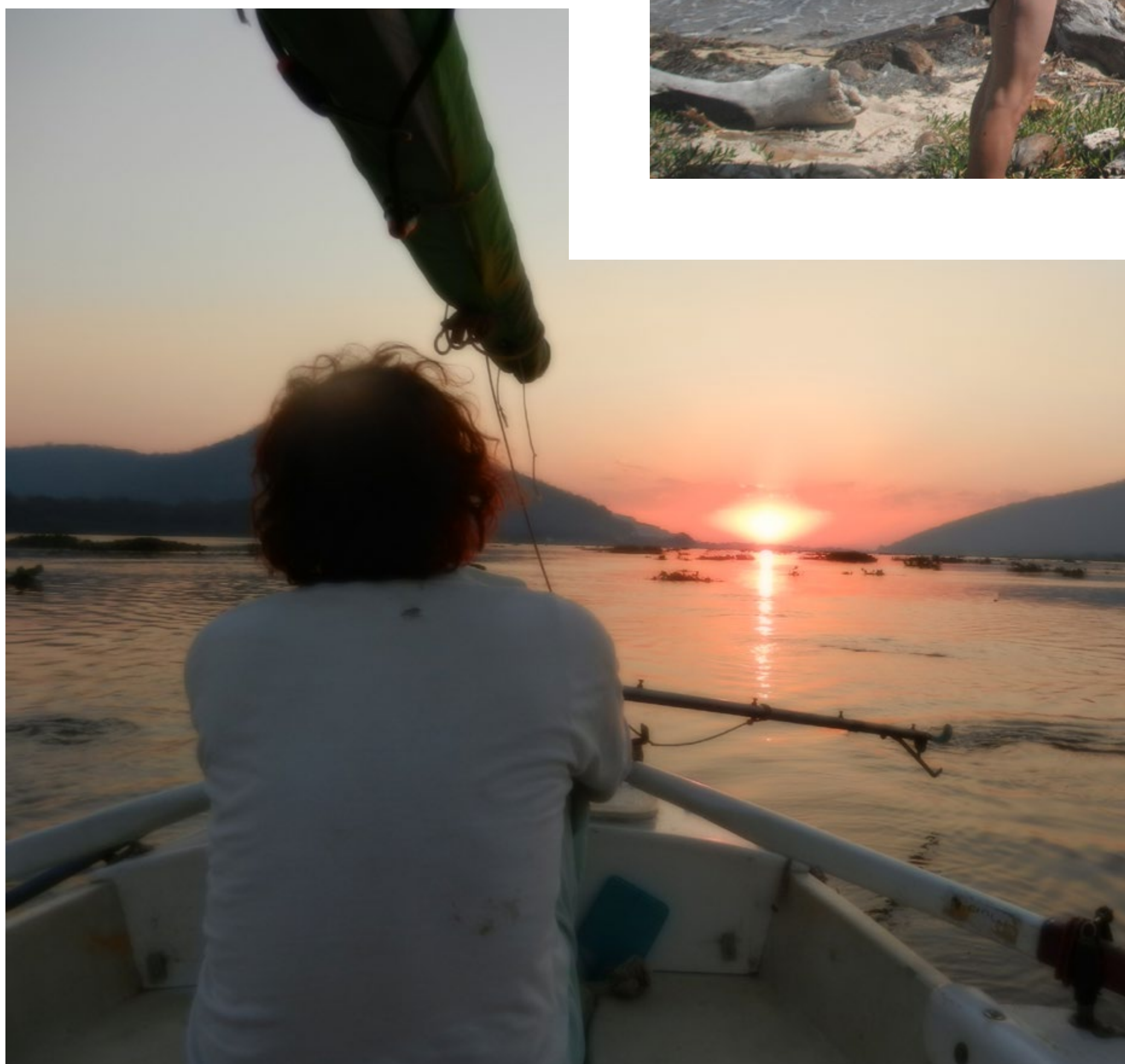
For Stephen, *Thurston*, was the height of luxury in terms of accommodation as he had already spent three years gunk-holing from 1990–93 in *Squeak*, a 12ft boat.

After skirting the coast of Cuba they hopped across the Yucatan Channel to Mexico and by the time they reached Belize such was the maritime bonding aboard their cockleshell of a boat, that the pair got married.

Their second major leg took in Honduras, where they hauled *Thurston* out for maintenance, sheltering her beneath the hull of a large catamaran to keep the rain off! The next stop was Nicaragua, where they met a sailor who had fought for the Sandinistas until they lost, then he joined the Contras!

A low point came in Costa Rica where the couple were robbed at knifepoint, however, the couple remained optimistic. “But on the whole being in a boat like ours we attracted attention wherever we went and people came forward to help, offer accommodation, food and always to talk, talk, talk,” Stephen told *Ocean Sailor*.

By the time they reached Panama they could no longer resist purchasing a 2HP outboard engine: the first time *Thurston* had been motorised.



“I like the idea of being a purist,” Stephen said, “and I made sure I was at the oars for two hours a day for exercise, but the boat did not go well to windward and so on very long stretches of waterway where we had headwinds it became hard work.”

The couple had a sea anchor which they deployed only once during a 25-knot gale with eight-foot waves. They once left the double-ended hull, which had a pretty sheer, a too high cabin and a lofty rig for her size, at anchor during a storm and were taken ashore by lobster boat men until the heavy weather passed.

They lived on \$17,000 US a year – slightly less than 50 dollars a day.

“We are minimalists, and although people see us as purists, we are pragmatic purists,” said Stephen, “and not here to make life a challenge deliberately.”

It was on this part of the journey that Ginny found out she was expecting the couple's first child.

They sailed on through Colombia and Venezuela eventually accessing the River Orinoco where they were joined by giant ant-eaters and via a remote stream they dropped down into the Negro River at Manaus: The grand terminal of the Amazon Basin.

They then climbed another tributary south through Bolivia and after a fruit truck gave them portage they entered the world's largest swamp, the Mato Grosso.

"I had spent a lot of time making my own chart - 40 hours in fact - of this, using Google Earth maps," said Stephen, "there is very little land and no official charts available for what is a 200 by 200-mile swamp. It was like going through a maze with flowers dotted over it, even small trees and a lot of rotting vegetation, with lakes embodied in it."

Eventually, they floated down the Paraguay River to Argentina starting to make a return via other rivers and stopping en route to have their first child, a baby boy, George.





A few months later Ginny returned home with baby George leaving Stephen to sail on his own. The solo journey was largely successful until, when in the Dominican Republic, disaster struck.

“I misjudged getting across a swell,” he said, “I spotted a break which looked like it should work from the outside to get ashore but the swell was heavier – 10 feet – than I thought and Thurston was thrown onto coral heads just four feet below the surface and breaking through in the bottom of each trough.”

The boat was dismasted, the sails shredded, the rowing station washed away and the outboard engine swamped as she somersaulted.

“I sold her to a guy on the beach for \$ 700 US, who said he’d fix her up and then I hitch-hiked to the airport,” Stephen added with a fatalism typical of the man.

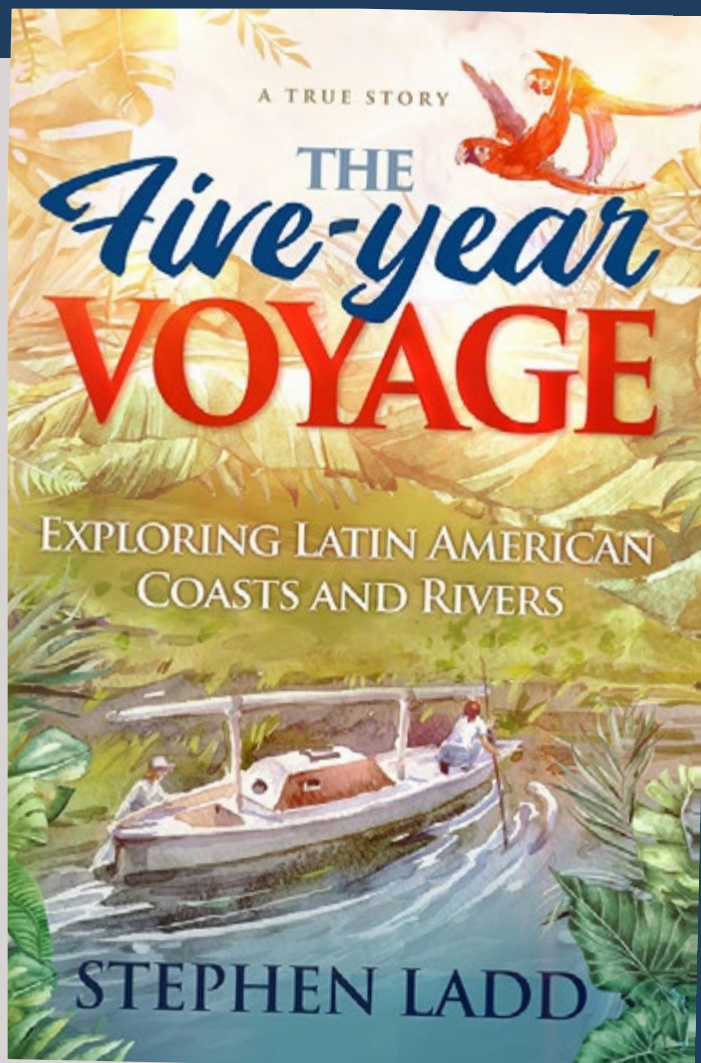
There’s another son in the family now, Bowie, aged five, but Stephen is not done with adventuring yet. He learned to sail as a 16-year-old growing up in Washington State on Hobie Cats in Puget Sound.

Now he’s building his own multi-hull version: A 30ft proa to explore the Great Lakes of America with. He eventually hopes to sail her across the ocean he avoided for all those years: the Atlantic.



# Mariner's Library

This month's recommended reading from the Editor



## **The Five-Year Voyage**

**By Stephen Ladd**

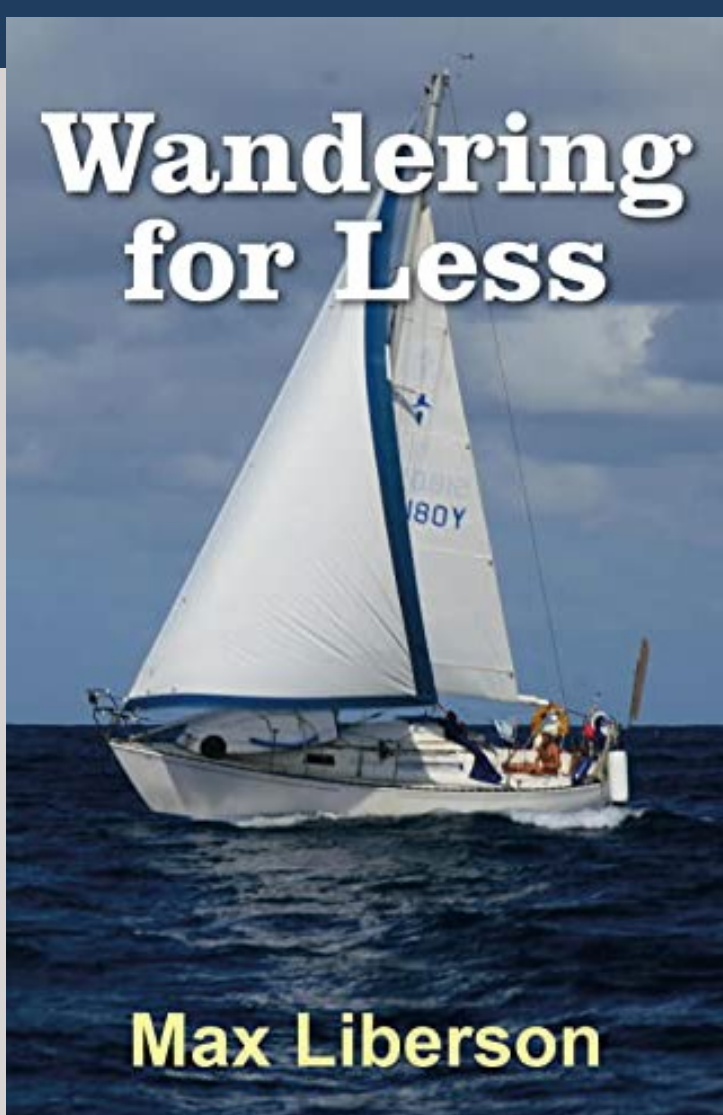
*Published by: Seekers Press (2022)*

When sailing his tiny boat Stephen Ladd is a combination of Huckleberry Finn and Trystan Jones. When he eventually wrecked her, he became more like Robinson Crusoe.

A unique voyage of ocean-dodging made by an equally unique sailor. Using every inland waterway available Stephen headed down through the continent of South America from the Caribbean.

His gripping book covers that remarkable voyage and also the lessons learned from it, including insights such as these: 'Tying to a snag or branch is easier than finding an anchorage along a coast. You'll probably have to motor upstream, but it's surprisingly economical. Once purists, we came to enjoy motoring slowly. When motoring upstream, stick close to the bank, where the current is less. At a constant throttle setting your GPS speed readout allows you to determine current speed, which is helpful in deciding how to position yourself laterally in the river. Portaging around dams and rapids may be easier than you think. If you're going upstream, reservoirs work in your favour because they stop the current.'

Ladd and his book are that rare thing in the 21st Century: true originals.



## **Wandering for Less**

**By Max Liberson**

*Published by: Amazon (2022)*

The Trapper 500 is a 27ft cruising boat designed for coastal pottering. One of these vessels, Sarah, 40 years old, had never been further than the Thames Estuary, so got the shock of her life when she fell into the hands of Max Liberson who decided she was going to America!

Max who featured in Ocean Sailor magazine with his first Atlantic crossing in a ferro-cement schooner he bought for £1,500, has now produced this book about his second Atlantic circuit in Sarah.

He had been building a 60ft carbon fibre trimaran in Portugal's Algarve and with the money from that long and complex project bought Sarah. The first thing he did, using skills attained from the building project, was to enlarge and add a skeg to the vulnerable spade rudder which, Max considers, is a design weakness in the Trapper 500.

While involved in the project Max met a German long-distance sailor, who told him: 'You don't belong here, run away to sea or you will lose your soul.' This is the story of that salvation.



# CHANGING LIFE'S DIRECTION

BY MAWGAN GRACE

Sailing a beautiful Hong Kong marine park



Chartering in Phuket

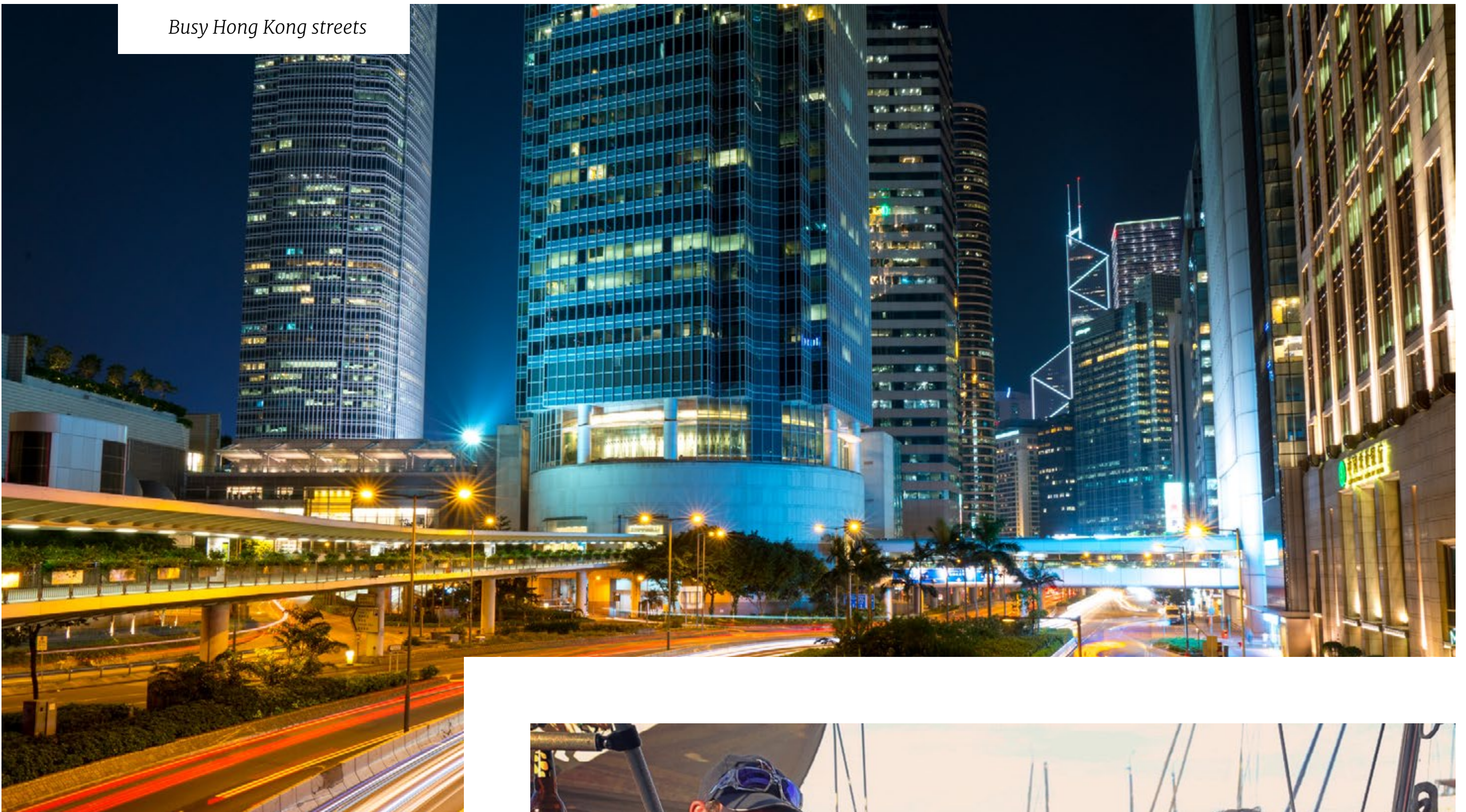
**It's a big decision to purchase a yacht and one that will very likely change your life forever. Emigrating to Hong Kong, my only sailing experience was a few outings in a Cornish Crabber in Plymouth. However, due to the relatively small size of Hong Kong, the water is a great getaway from the crowds. There are many country parks and over 250 outlying islands, best accessed from the sea and therefore the perfect playground for sailing.**

The appeal of empty pristine tropical beaches and beautiful geology and geography to sail around started my search for a yacht. In preparation I attended a week-long live-aboard RYA day skipper course with Southern Sailing in Southampton in February. After facing the challenges of strong tides, currents, sandbanks and force 6-8 winds, I felt ready to cope with the hopefully more benign weather of Hong Hong.

In January 2014 a friend asked me to crew on his Irwin 52 for the Macau yacht race. Even though the winds were light, the enjoyment of being on a boat with friends sailing to a different country was fantastic. The flame of my sailing passion was stoked and I booked a Sunsail charter soon after in Phuket. After two weeks of skipping a yacht around the islands of Thailand my mind was made up, I needed to buy a boat and I would live on her.



*Busy Hong Kong streets*



The Hong Kong property market was now at a point that home ownership was almost out of the question. To avoid a housing bubble the government had increased stamp duty to 15% and down payments on mortgages were around 40%. Not wanting to waste my money renting and not willing to live in a small micro flat the idea of boat ownership came to mind. With no stamp duty and 100% financing it made financial sense and seemed like an exciting option.

I looked at the half dozen yachts on the market in the Hong Kong marinas over a period of about a year. These ranged from 40ft Beneteaus to a 60ft Swan. I realised that as my new home I would require a hull of around 45-50ft, have comforts such as air conditioning, a modern fridge and a washing machine. The Swan was tempting but expensive, not really conducive to short handed sailing, especially with my experience, and I would be a slave to those beautiful teak decks and bright work.

Searching the internet, talking to brokers and other yacht owners I stumbled upon the adventures of a yacht called 'Delos' on YouTube. Sailing around the world from Seattle with two young couples, their YouTube videos and blogs were mesmerising, packed with adventure and excitement. Their yacht of choice to safely take them around the world was the Amel Super Maramu 2000. I needed to look no further and packed my bags for Phuket and Langkawi to look at a handful of prospective boats.



*Meeting the Delos crew*

Arriving in Langkawi



It was merely a case of finding a tidy boat that had been looked after and I was able to compare half a dozen boats before I found “Jovic” lying in Langkawi Malaysia. ‘Jovic’ had a new set of sails, new generator, upgraded water-maker and enough spares to sink most other boats. John and Vicky had commissioned her 14yrs previously and sailed her since their retirement more than halfway around the world. We agreed on a price and I promised I’d look after her and continue her adventures starting first with a voyage to Hong Kong. I couldn’t miss the opportunity to sail my own boat to Hong Kong, a passage of over 2500nm, so I managed to take four weeks off work and started planning with a delivery couple recommended to me by my broker.

Seeing ‘Jovic’ for the first time



Provisioning for the trip

Martin was Italian/ Argentinean and his girlfriend Coralie was French. They live in Thailand and conduct professional yacht deliveries and charters. Luckily they were free, having just delivered a yacht from Malaysia around the Cape of Good Hope, through St. Helena to the Caribbean. My brother’s friend, also called Morgan, was a second engineer on super yachts and he was looking for some sea miles. I felt very privileged to have such a qualified team embark on this adventure with me. Langkawi is a great place for quality yet reasonably priced spares and work so I had a new Bimini made and a good look at the systems, rectifying any issues highlighted by the survey report which the insurance company required fixing.

Delayed by the Malaysian Raya festival we set sail on Monday 6th Oct. Our plan was to stop in Penang, Singapore, Brunei and the Philippines. As soon as we exited the marina the seas were rough and I hoped it wouldn't be like this all the way. Luckily after a couple of hours the seas became smoother and by 8pm we were setting anchor in the designated small boats anchorage off George Town. Standing on the foredeck and before even turning the engine off we heard the sound of an approaching boat but in the blackness and confusion of lights we couldn't see it. Suddenly there it was almost upon us, a barge being pulled alongside by a tug and coming straight for us. I dived into the cockpit to grab the torch while the others screamed at it. Flashing the torch and screaming, the tug saw us at the last moment and turned, missing us by feet.

With adrenaline pumping I couldn't believe we'd almost been hit - I'd only sailed 'Jovic' for 6hrs! The masthead

anchor light is useless in areas such as this lost amongst city lights and stars. We found some flashing fishing strobes and tied them to the bow and stern and opened a beer. After stocking up with vittles and picking up the life-raft that had been serviced, we set sail two days later for Singapore. Dinner was fantastic and was to be the theme for the next three weeks as Coralie was an excellent chef, used to producing a wide range of meals on charter vessels. If there is one thing that keeps morale up it's food and the highlight of the day.

Singapore was an incredible parking lot for every type of ship imaginable. We ducked and weaved through the gloomy pollution to a river on the Malaysian side immediately to the east of the city. Our purpose was to refuel from a fuel barge up a creek using Martins local knowledge. The barge was one of three tied alongside one another in a setting similar to in the movie *Apocalypse Now*. A dirty clearing

in the jungle housed skinny dogs, spilt oil barrels and lots of mud. The fuel at \$2.65 ringit/ litre was relatively cheap compared to Singapore but was more than I expected and I only had cash for 350 litres. Brunei was over 700nm away and if we had to motor all the way we would run out of fuel about 150 nm prior to arriving. With a combination of sailing and motor sailing we covered about 150nm per day.

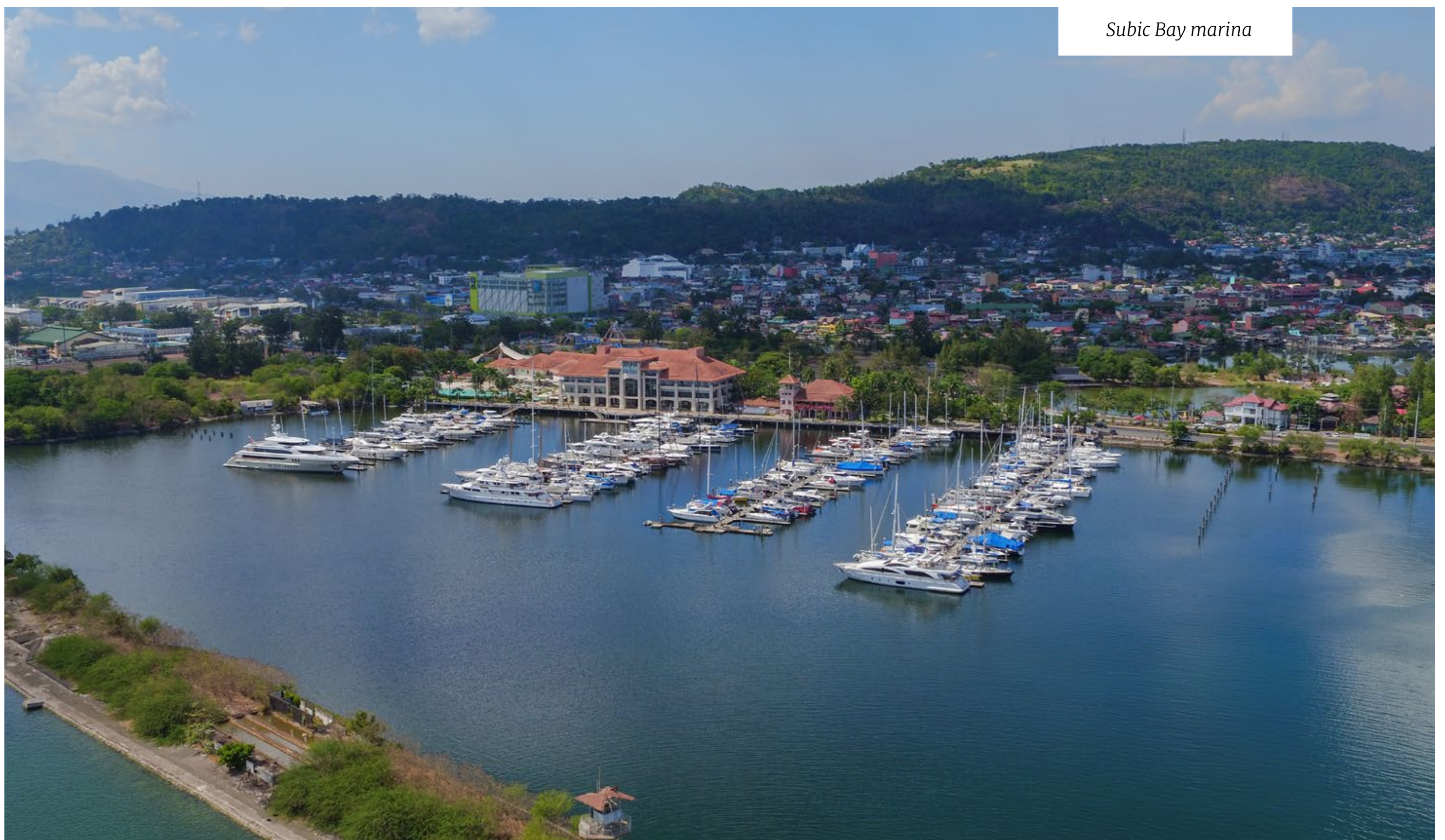
During the days and nights, we were graced by pods of dolphins and caught our first and only fish, a 1.5ft yellowfin tuna. Half was eaten straight away for sashimi and the rest in the coconut dish "Poison a la Tehelia." The routine of offshore cruising was wonderful. In the daytime I'd clean and service the boat, read system manuals and whip ropes. Every evening at 5pm we'd have boat gym for an hour to keep fit followed by non-alcoholic sundowners and dinner. Being 'off the grid' regarding the internet, TV and day to day stress was a totally new concept for me and I loved it.

After 9 days of sailing from Penang we reached Brunei at 8pm and set anchor outside the Royal Brunei Yacht Club relaxing to beers and a curry. Before leaving Brunei, we stocked up on vittles and did two runs to the local petrol station in a van. The fuel sold to the locals is heavily subsidised and tax free costing \$0.24 US/ltr, surely being the cheapest in the world. I filled the 650ltr tank and had another 150ltrs of diesel in plastic jerry cans strapped to the deck.



The passage to Subic bay took about six days and was pleasant apart from when I was on solo watch at 3am. The quiet solitude was destroyed suddenly by what felt like an explosion. The boat shook and I felt something unwillingly travel along the bottom of the boat, hitting the keel and popping back to the surface illuminated in my torch light. A huge tree, quite common in these waters due to the scale of deforestation. We had been lucky so far seeing and dodging lots of debris but it was only a matter of time. I was happy to be sailing such a tough boat and a dive the next day showed no damage apart from some missing paint. These are the moments I'm so happy not to be sailing in a production boat which is far more susceptible for damage. It is disappointing to me that Amel has since abandoned tried and tested safe designs such as a skeg rudder.

It was exciting reaching Subic Bay. We were now so close to home and the Philippines was in party mood with Octoberfest celebrations and street parties. The one thing Filipinos know how to do well is party! The charges on arrival were however extortionate. \$50 USD for quarantine, \$50 USD each for immigration clearing in and out and \$50 USD for customs. The officers refused to provide us with official receipts so we refused to pay. This prompted an immediate 50% discount and was all part of their game. 'Jovic' got a wash down, an oil change and we topped off the tanks with diesel having used very little since Brunei.



I could have stayed an extra week in Subic bay but work loomed and we slipped out of the marina at sunrise still hungover. Feeling pretty comfortable on the yacht now having lived on her for three weeks my world quickly turned upside down as we navigated the infamous South China Sea. With 500nm to run to Hong Kong we hit strong NE winds up to 35kts and a 3.5-4m swell. It was like being strapped inside a washing machine in the middle of a car crash that continued for three days. Simple tasks were now missions that required NASA style planning. Using the bathroom, eating, moving and sleeping were near impossible. At night I lay across my berth with arms and legs outstretched, drunk with tiredness being physically thrown around and wishing for the explosive impacts to end while expecting something to break at any moment. On watch I could easily reef and trim the sails

electrically from the safety of the cockpit by myself. Finally at 9pm we found shelter inside the Dangan islands entering Hong Kong waters. It was no time to relax though as, similar to Singapore, the sea traffic was hectic and we had a near miss with an incorrectly lit fishing boat. Huge container ships pushed past, high speed ferries to and from Macau raced by at 40kts and more unlit three-man fishing San Pans suicidally fished the shipping lanes. With my phone now in range I contacted my brother for our berth location at the Gold Coast Marina. At 11pm with fenders out, bow thruster lowered and lines ready we slid through the strangely still calm black marina waters to our berth. Martin skilfully reversed us into our tight berth between a large expensive live-aboard powerboat and friends on the dock welcoming our lines. The feeling of elation, achievement and amazement that

we'd just sailed this small yacht across Asia was fantastic. There is a feeling I found in common with other sailors having finished long cruises where in many ways you don't want it to end. The routine and purposeful peacefulness is addictive and uncommon in today's hectic life.

Sailing really is one of the last frontiers requiring skill, flexibility, calmness and respect. Not only did I successfully help deliver my new yacht to Hong Kong to become my home but I arrived a different person. My outlook, priorities and the way I approach day to day stress was totally reprogrammed. Who would have thought buying a boat would have such a huge positive impact on one's life.



Showcasing *your* favourite anchorages.

# Dropping Anchor





# Leinster Bay

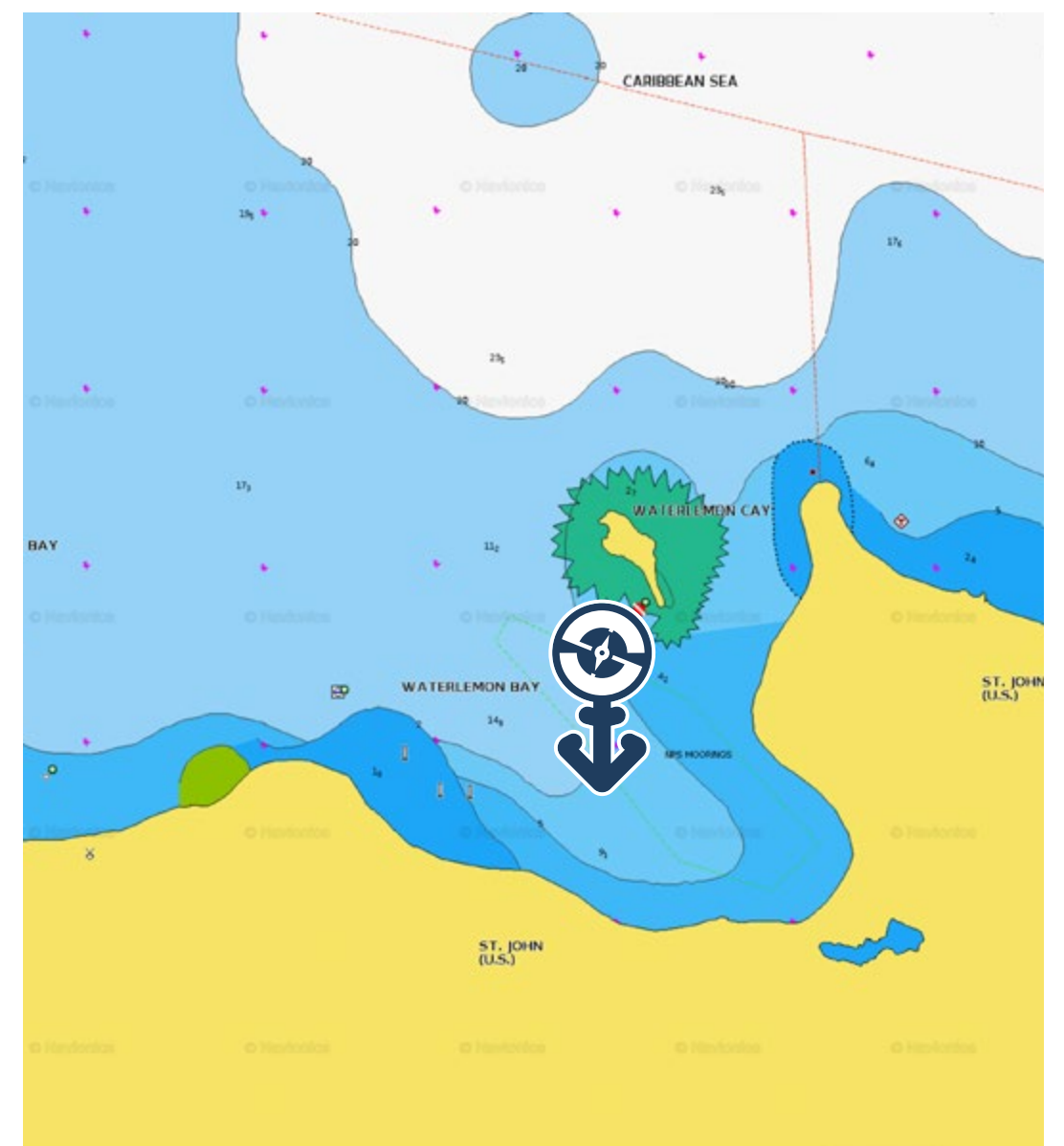
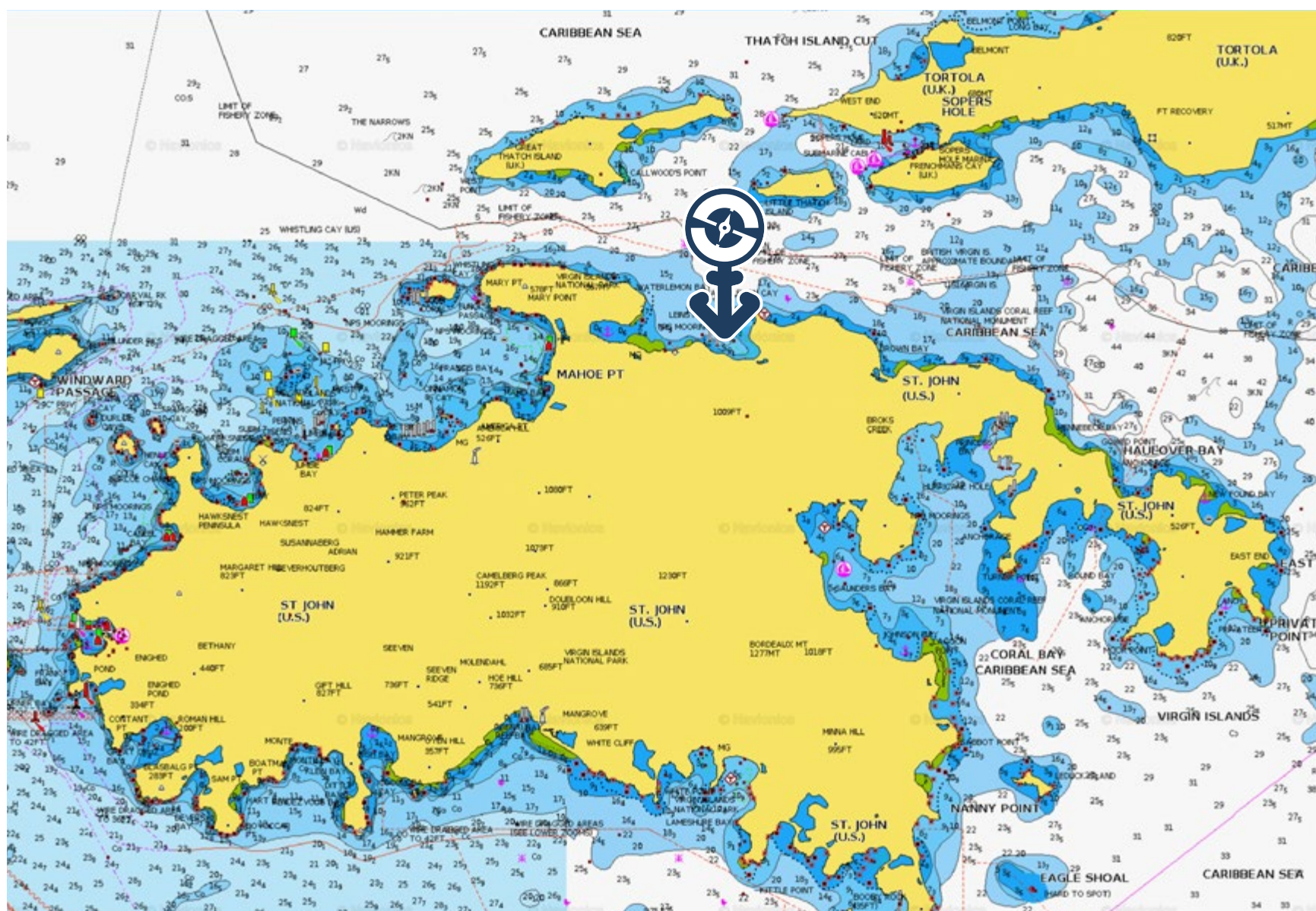
*From Ocean Sailor reader, David Groene*

**Location** Saint John, United States Virgin Islands    **Coordinates** 18°21.96'N 64°43.56'W  
**Seabed** Good holding in sand and rock    **Protection** Well protected except from NW

Tripadvisor named this area (in conjunction with Watermelon Cay) the best place to visit in St John. The bay is actually uninhabited and is part of the Virgin Islands National Park. This historic area is home to the Annaberg Sugar Plantation which is a must visit site if you stay in the bay.

You are advised to arrive from Cruz Bay to clear customs, 20 or so mooring buoys can be paid on site. Leinster Bay is situated in the Caribbean Sea and is East of Mary Point after crossing the Funghi Passage it is divided into Mary Point on the West side and Waterlemon Bay on the East.





The anchorage itself is well protected and tranquil. The crystal clear waters make the bay great for snorkeling and you can see sea turtles, rays and if you're lucky enough, the resident dolphin pod. It is a great spot to explore not only the Annaberg ruins but other parts of the island with trails heading to Brown Bay and Coral Bay.

The Annaberg Plantation, as of 1780, was one of 25 active sugar producing factories on St. John. Some other products produced at Annaberg were molasses and rum! Now the ruins are protected by the Virgin Islands National Park and are open to the public.

A trail leads through factory ruins, slave quarters, windmill and other remains. There are signs which provide excellent information, not only on how the sugar was made but also how life would have been living on the plantation.

Ruins of the Annaberg Sugar Plantation





# What's your favourite anchorage?

Would you like your favourite anchorage featured in Ocean Sailor Magazine? If so, click the button (right) and fill out the form on the Ocean Sailor website. Let us know your name, the location of the anchorage (with coordinates), the seabed state, type of protection and a description of your experience anchoring there.

Once you've filled out the form, upload your best photo of the anchorage.

**Submit your  
Anchorage**

