

Shifting From Sail to Power Cruising

Or
Going over to the Dark Side and Enjoying it

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Top 10 Reasons Sailors Go To Power

1. You can no longer swing the bagged mainsail up onto your shoulder
2. Your sailboat is perfect but it's time to upgrade electronics
3. Your mast is too high and your keel too deep for the ICW and inland canals
4. You like to start late and arrive early each day
5. Your crew refuses to join you for overnight passages
6. You would rather not wear foul weather gear when underway
7. Your spouse doesn't like the waves that come with a good breeze
8. Your spouse won't let you sail around the world
9. You have been eaten alive by biting flies
10. Your sailing friends are giving you a hard time about your gold chains and high heels

Progression of Cruisers

Albin Vega 27 - '93 to '95



Zimmerman 36
'03 to Present

J46 - '00 to '03



Cuttyhunk 41 - '95 to '99

What Is Your Cruising Profile?

- Day trips
 - Across the Bay for Lunch
 - Drop the hook for a swim
 - Bread & Breakfast hopping
- Weekends plus a week long summer vacation
 - Home waters cruising
- One to three months aboard coastal cruising per year
 - Cruising in Canada or the Bahamas
 - Possibly the great circle loop
- Live aboard coastal cruising
 - Give up the house for a while
- Trans-oceanic live aboard
 - 3,000+ nautical mile endurance

Day Trippers

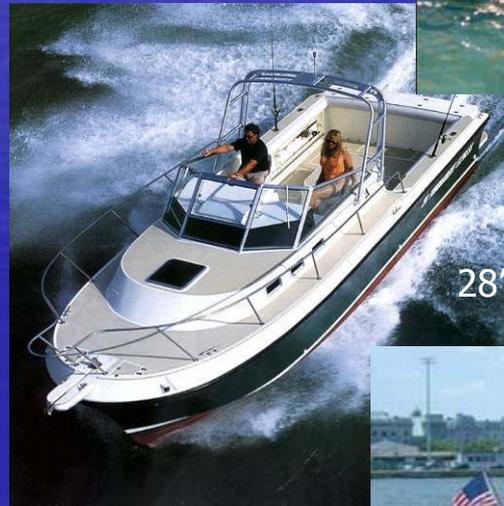
- Cruising Style
 - Across the Bay for lunch
 - Drop the hook for a swim
 - Bed & breakfast hopping
 - Occasional overnight
- Planing or Semi-planing hulls



Ellis 28' Lobster Yacht



28' Hackercraft



28' Albin Tournament Express



36.5' Hinckley Picnic Boat

Weekender Plus Vacations

- Home water cruising
- Fun for weekend overnights
- Will support week plus cruises
 - Periodic marina stops
- Planing or Semi-planing hulls

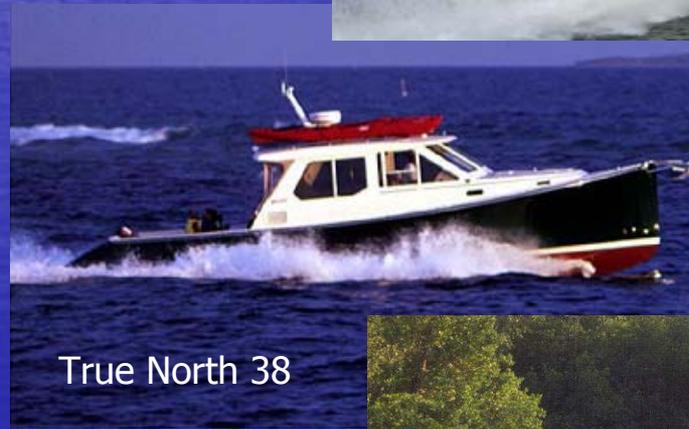
38' Shelter Island Runabout



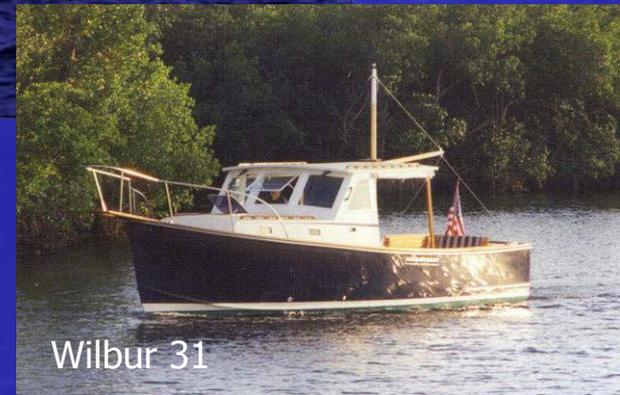
Tiara 3200 Open



True North 38

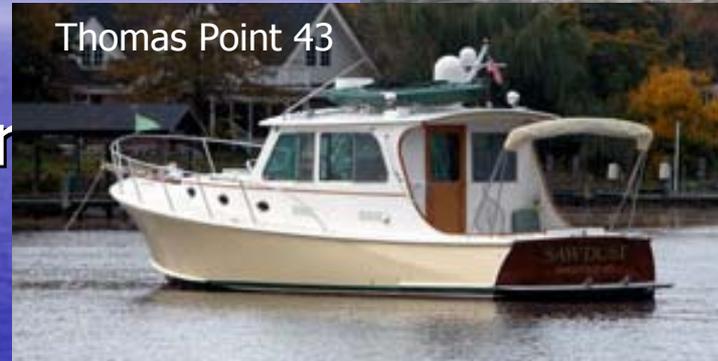


Wilbur 31



One to Three Month Coastal Cruisers

- Cruising in Canadian waters or the Bahamas
 - Anywhere in between
- Probably the best type of boat for the "Great Circle Loop."
- Mostly semi-planing and some displacement hulls



Live Aboard Coastal Cruisers

- Boats comfortable enough to live on for a few years
- Expensive to cruise at semi-planing speeds
- Mostly displacement hulls



55' Fleming



48' Tollycraft



53' Selene Trawler



42' Krogen



46' Grand Banks Europa

Trans-oceanic Live Aboard Cruisers

- Trans-oceanic passage makers
 - Poor canal boats
- Live aboard
- Displacement hulls



Nordhavn 47



65' Marlow Explorer

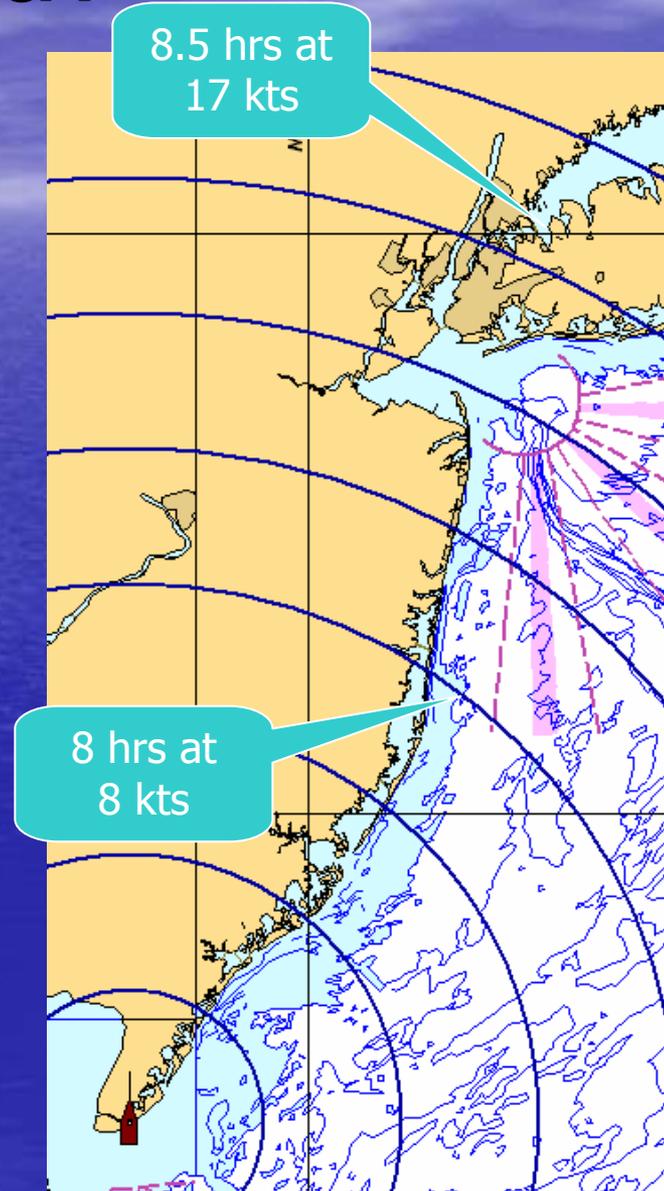


83' Dashew Unsailboat



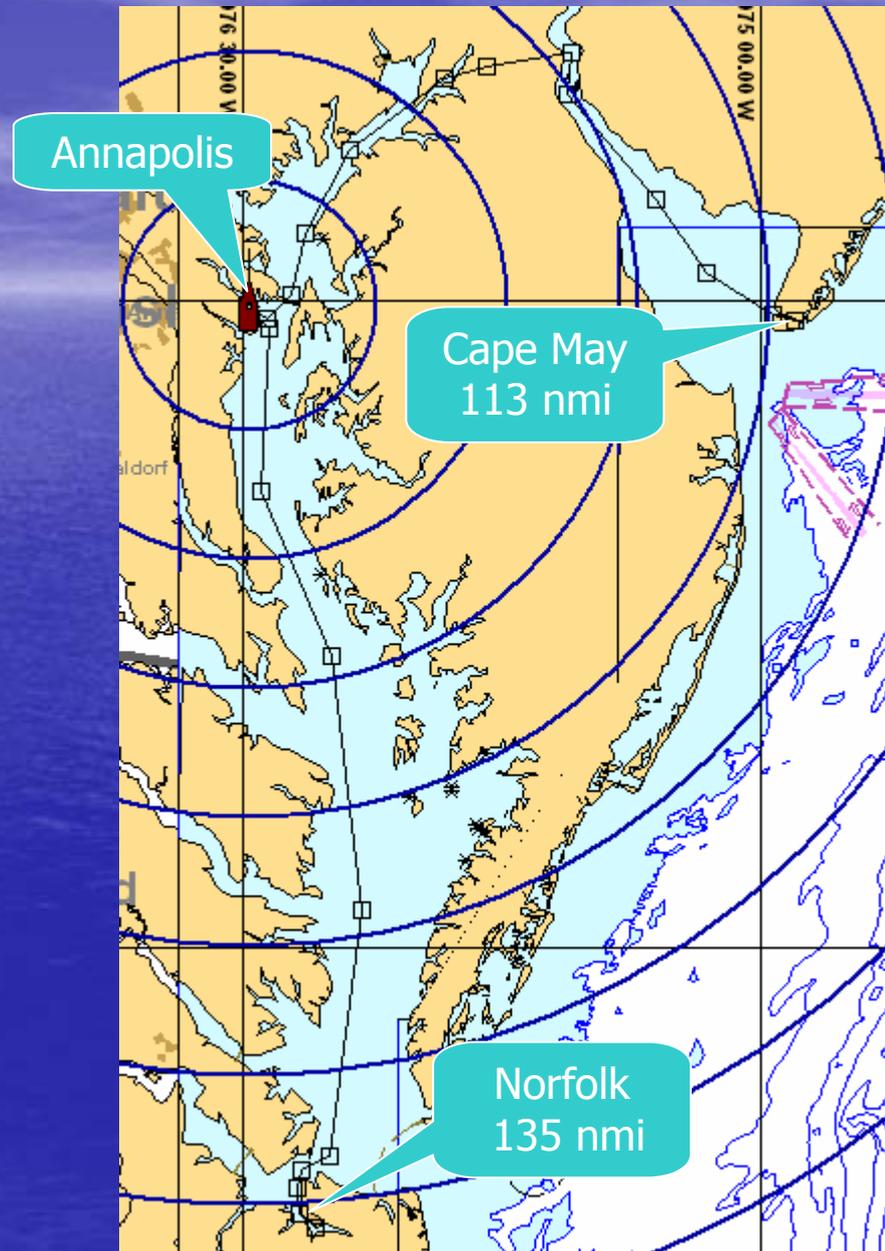
What Cruise Speed?

- Some times speed does matter
 - Cape May to Port Washington, LI – 144 nautical miles
 - An 8.5 hour run between breakfast and dinner at 17 knots
 - At 8 knots the run is 18 hours
 - An overnight or two day run
- Overnight cruising may require crew coordination
- Speed adjusted for sea state
 - A slow plane is more comfortable than displacement speeds

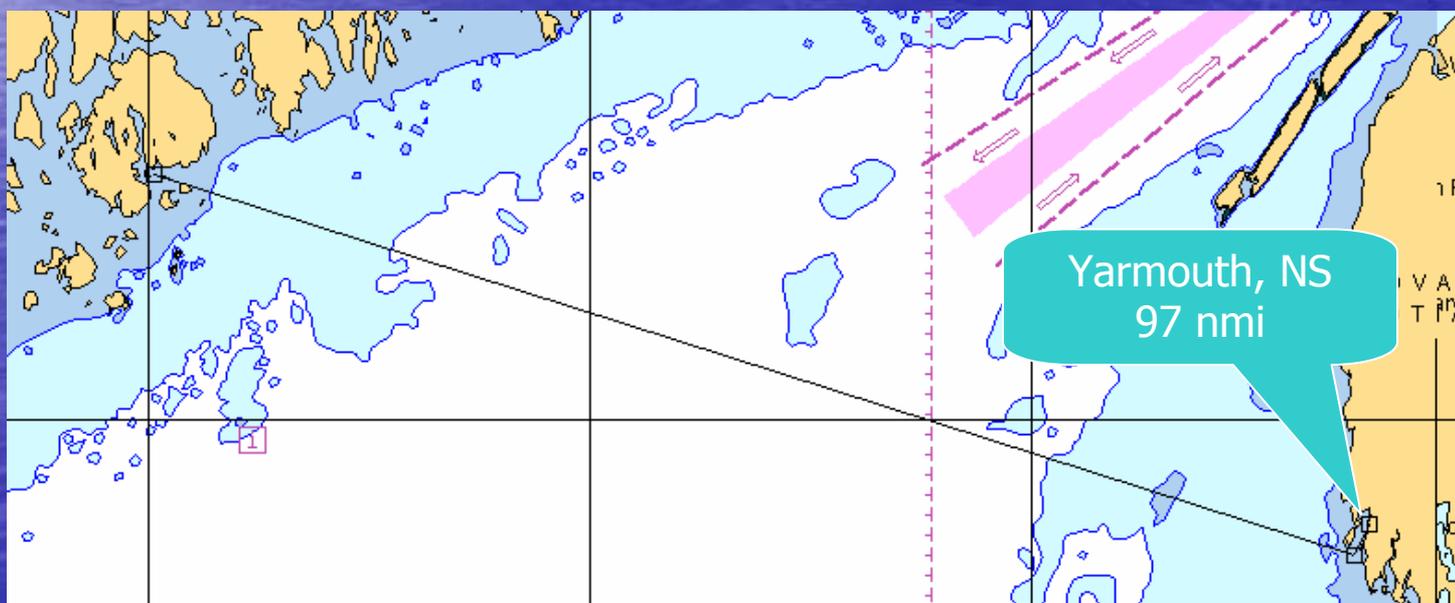
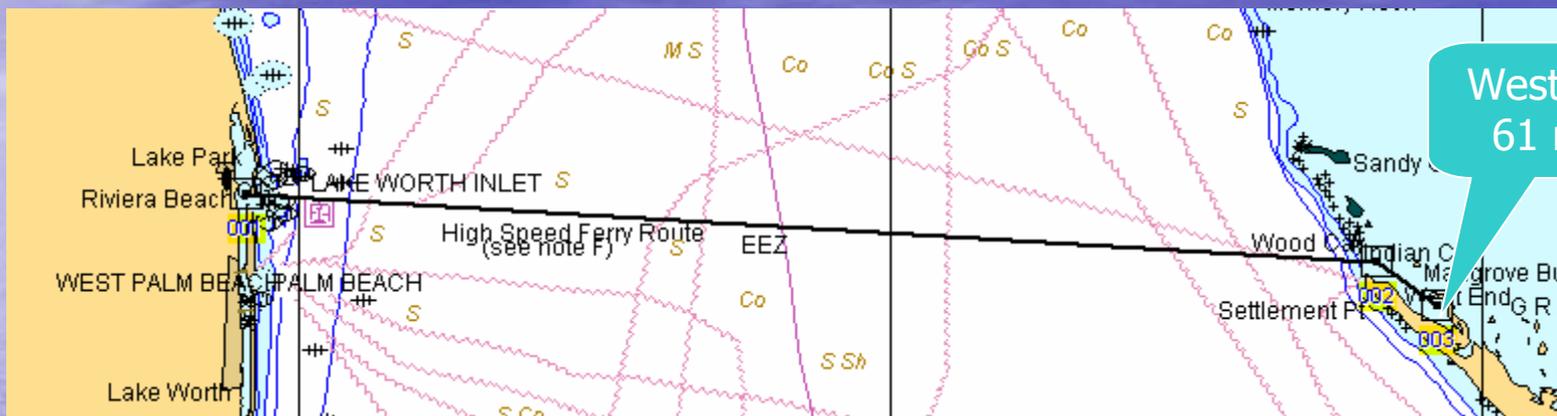


One Day Runs From Annapolis

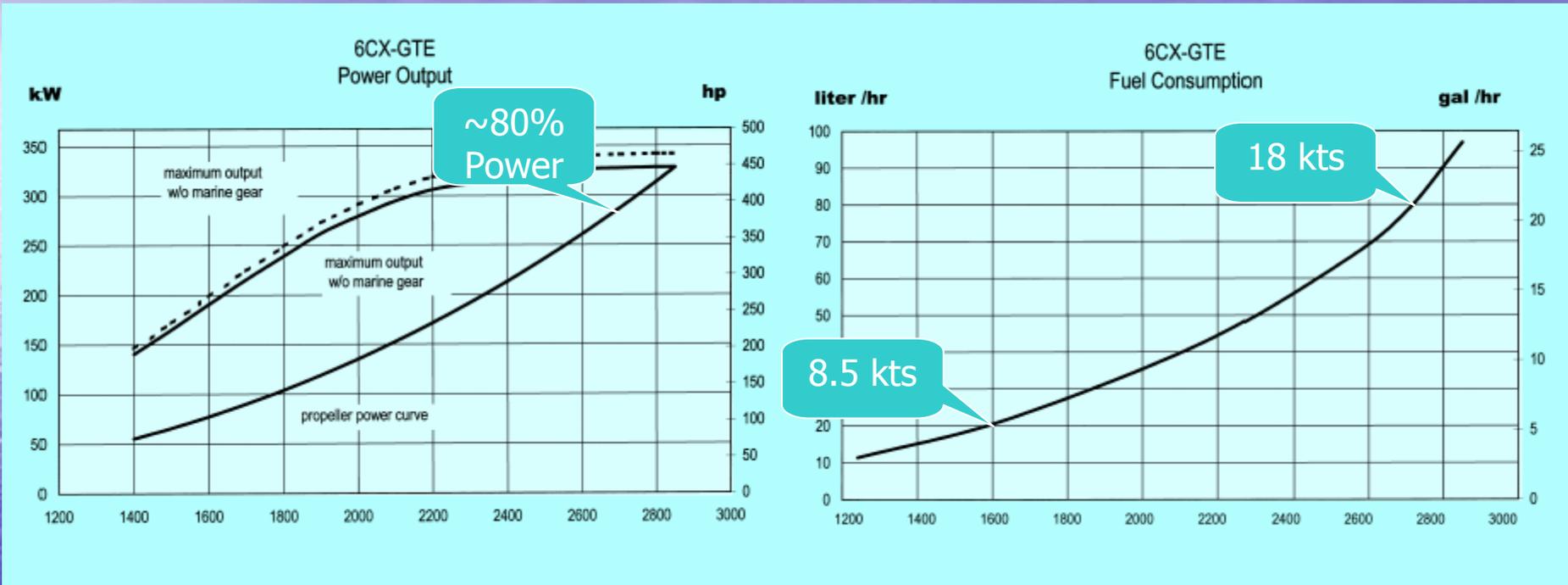
- 15-18 Knots can change your cruising area in one day
- Provides flexibility to take advantage of weather windows



More Day Runs



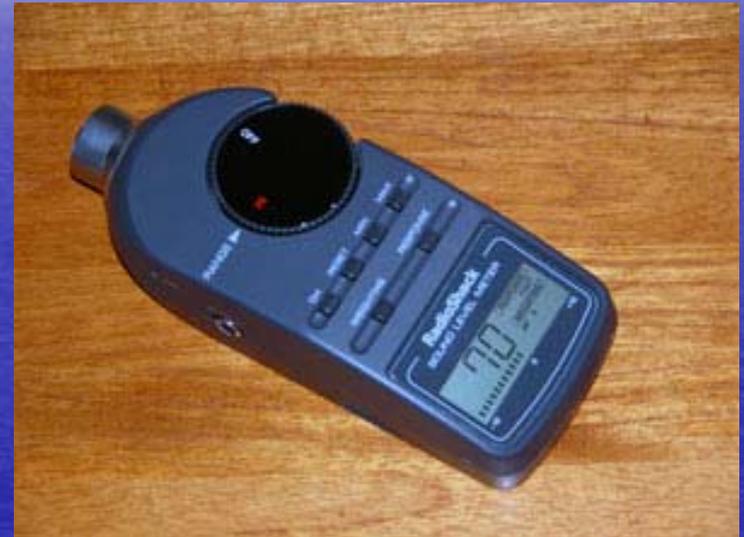
Fuel Consumption



- Diesels burn ~ 1 gal/hr per 20 Horsepower
- Sustainable cruising speed is usually at 200 rpm under wide open throttle and $\sim 80\%$ rated horsepower

A Quiet Boat

- At cruising speed sound levels over 80 dbA can cause headaches after just a few hours
 - We wanted the boat quieter than our J46
- Sound deadening technologies
 - Engine room dual density sound insulation
 - Flexible engine couplings & mounts
 - Floating cabin sole
 - Electronic Engine Controls
 - Sound can travel up the cables
- Check sound levels
 - Radio Shack sound meter ~ \$50



Full Time 360° View

- Power boats can provide a view of your surroundings from the saloon
- Think about 3 days of rain



Protected Running Gear

- We were used to having protected running gear
 - Transiting the Rideau Canal, our keel hit a rock on two successive days
- Think about whether you want your prop and rudder exposed



Locking Through

- Best to have a boat with reasonable freeboard and a cockpit
 - We did 102 locks last summer
- Good slow speed maneuvering
 - Single screw, large rudder and bow thruster
 - Many twin screw boats pulled out to repair propeller damage
- We met two wives that hated locking
 - Both had to handle lines from the swim platform
 - Both boats were 50 foot plus with aft cabin/sundeck arrangements
- Air draft
 - 15.5 ft for western leg of Erie Canal
 - 22 ft for most other North American canals
 - A low air draft will get you under most ICW bridges without waiting for them to open



Crew Communications

- Most powerboats lack clear line-of-sight between skipper and crew
- Affordable two-way hands free walkie-talkies make it a breeze
 - Spy Link at Toys-R-Us are ~\$20 a pair
 - With 3 pairs there is always a spare



Spending Time on the Hook

- Many powerboats come with inadequate ground tackle
- Some powerboats assume continuous use of a generator at anchor
 - Refrigeration and stoves are 110v AC
 - True more often in go-fast cruisers
- If you plan to hang on the hook look for 12volt refrigeration and propane stove
 - Our boat has a sailboat galley
- Check the 24 amp hour load at anchorage
 - We see ~160 amp hr use per day
 - Includes satellite TV
 - Have 512 amp hr in house batteries
 - Run the generator 2 hrs morning and evening
- Diesel central heating
 - A 7 & 24 system by Hurricane
 - Hot water



The Final Solution?



- Un-crowded cruising grounds
- 55 knot cruising speed
 - On the car top
 - 5 knots exploring
- No winterization and storage costs
- Low fuel cost



The background is a smooth blue gradient, transitioning from a lighter blue at the top to a darker blue at the bottom. On the left side, there is a bright, glowing area that resembles a sun or light source, with a vertical streak of light extending downwards, creating a shimmering effect on the surface below.

Questions?