

BOATKEEPING

Shower Can

For years I've been using a 3-gallon insecticide spray can as a portable pressure-water dispenser. You'll find these in any hardware store. Simply replace its long gardening spray nozzle with an ordinary kitchen hand-spray nozzle and it's ready to go. I use mine primarily as a cockpit shower, but it works just as well in a shower stall belowdecks. You can also use it for other purposes, such as rinsing off your dodger, solar panels, snorkel gear and dishes.

I painted my can flat black and usually keep it on deck where the sun can heat up the water inside during the day. On cloudy days or in cool

weather, I heat up water on the stove and pour it in. One pot of boiling water added to two gallons of cool water produces a perfect bathing temperature. My shower can provides me with hot showers at anchor or underway, indoors or out, without having to run the engine to heat up water.

-TOR PINNEY



A portable spray bottle with a hand pump has many uses onboard; painting it black keeps the water inside warmer

Photo by Tor Pinney

WEATHER

Land and Sea Breezes

When sailing close to the coast it often seems that NOAA's wind forecasts are maddeningly inaccurate. How could NOAA get it so wrong? The answer, of course, is that they didn't. NOAA's forecasts refer to prevailing winds, but as sailors we need to account for how the land affects the breeze.

After the sun goes down, the ocean retains heat longer than land. This heat rises, creating a low pressure area that gets filled in by the cooler air over the land. The flow of air from the land to the

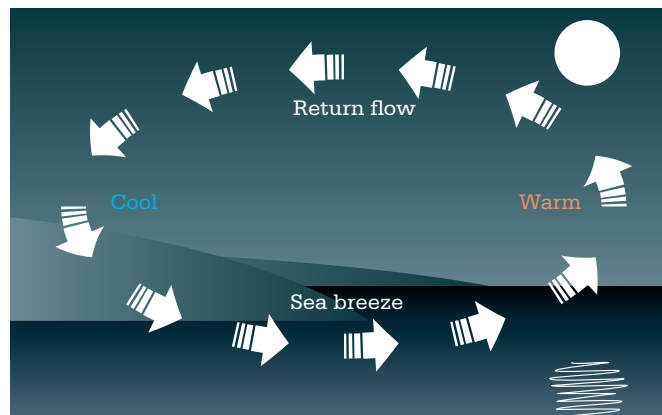
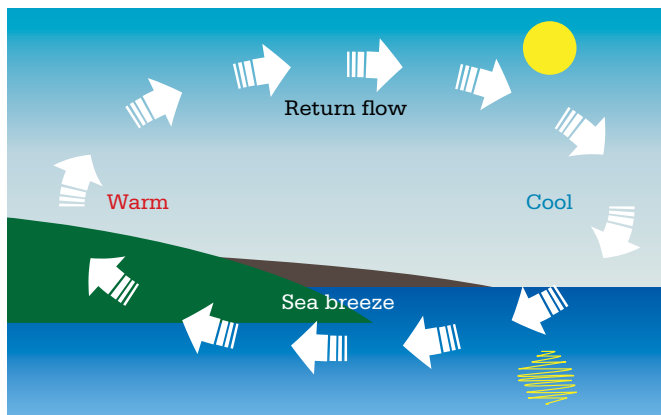
ocean creates a land breeze. Conversely, as the sun rises and heats up the land (the temperature of which changes more drastically between night and day), the low pressure area created by rising warm air is now over the land. The resulting flow of air from the sea to the land creates what is called a sea breeze.

No matter what direction it's from, when the prevailing wind is light, a land or sea breeze can counteract it. Even in stronger prevailing winds, a land or sea breeze can have a noticeable effect. If, for example, you are on the eastern shore of any large land mass and there is an east wind, it will

be augmented by the sea breeze during the day. At night, however, it will be decreased, or perhaps entirely counteracted, by the land breeze blowing against it. Conversely, a west wind will be augmented by a land breeze at night, but counteracted by the sea breeze during the day.

In less simplified situations, the land and sea breeze will have different effects depending on local geography. Learning how they behave in your cruising ground will help you make more informed decisions when you study weather forecasts.

-CONNIE MCBRIDE



The regular circulation of wind on and off the coast can override the prevailing wind

Illustrations by AMR



Photo by Tom Flaney

When using my side roller, the rode for my secondary port-side anchor runs from the anchor through the windlass gypsy, over to the side roller to port, then across to the deck pipe to starboard

ANCHORING

Anchor Rode Side Roller

The vertical windlass on my boat is designed to handle only one anchor. Like many cruisers, however, I carry two bow anchors and occasionally need to use both. The problem is my windlass, like most vertical windlasses, feeds just one anchor rode through a deck pipe built into its casing. To use the windlass to handle a second anchor rode from a separate deck pipe, I had to lay aside the primary rode and hand-feed the secondary rode on to the windlass gypsy.

On my boat this entailed pulling out the length of rode to be used and piling it on deck where it could then be hand-fed onto the gypsy as the windlass lowered the anchor. This was awkward and, frankly, dangerous, because one slip could result

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in my hand getting caught in the machinery.

Weighing anchor was slightly less perilous, but just as awkward, because I had to tail the rode by hand as it came around the gypsy, pile it on the deck, and then afterward hand-feed it back through its deck pipe into the chain locker.

To fix the problem, I came up with a simple solution that employs a vertical anchor roller on the port cap rail, positioned so that the secondary rode coming from the starboard deck pipe passes around it and then to the windlass gypsy at the correct angle. The windlass can now draw the secondary rode out of the chain locker as easily as it does the primary rode. I still have to tail rode by hand when weighing the secondary anchor. But thanks to my rail roller I can do it while positioned above the starboard deck pipe and feed the rode straight into the chain locker without the intermediate mess of piling it on deck. Best of all, my hands are always safely distant from the turning windlass. -TOR PINNEY

ANCHORING

Stem Eye-Bolt

When anchoring on chain rode it is usual to fasten a length of nylon line between the chain and the boat as a snubber. This absorbs shock loads if the chain suddenly gets yanked up tight. Typically, a snubber is secured to a bow cleat. However, securing it to an eye-bolt (or U-bolt) in the boat's stem, installed about a foot above the waterline and supported by a substantial backing plate on the inside, offers a significant advantage. Securing the snubber closer to the water's surface lowers the angle of pull on the anchor, thus reduces the amount of scope needed.

On many boats with a stem eye, one end of the snubber line is shackled to the eye and the other is led to the foredeck, where crew can fasten it to the anchor rode with a rolling hitch or a chain hook. If you have to slip your anchor in an emergency, however, you can't just slip the snubber along with it, but must first retrieve enough rode to reach and unfasten the snubber. It's better to secure the snubber's bitter end



Photo by Tor Pinney

An eye-bolt on the stem of your boat allows you to lead a snubber line on to your anchor chain at a much lower angle

to a foredeck cleat, lead it from there down to and through the stem eye, and then back to the foredeck for attachment to the rode. This way you can let everything go at once if you need to. -TOR PINNEY

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