

First Edition

THE BOAT BUYING COLLECTION



Choosing The RIGHT Boat
Prioritizing What Matters Most



Kimberly Ann Brown

The Boat Buyer's Collection: Choosing the RIGHT Boat

Prioritizing What Matters Most

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What's the PERFECT boat for YOU?

Once you know how you want to use the boat, who will be sailing with you and have a general plan on where and when you want to sail in mind, it's time to consider what boat will provide you with the means to achieve the dream.

Many buyers make the mistake of buying a boat without first considering how they'll use the boat. Don't make this mistake.

Too many buyers purchase a boat that is too big, too complicated, too difficult to command. More often than not, boat buyers have a dream, buy a boat, discover they purchased the wrong boat, and end up with a massive hassle at best, and a nightmare at worst.

If you're not 100% sure on why you want your boat, how you'll use it and how those around you will be affected by getting a boat, make sure to do that first.

Buying a boat is just one part of the process and ultimately, it's a small part. It's what the boat provides that we're all after – yes?! It's the freedom, smell of salty air, deep blue waters and overall lifestyle that we want ;)

With that stated, let's discuss the variations so that you determine and prioritize what's going to make your new boat the best boat for you.

Some boats are made for crossing oceans and others are more suitable for calm protected waters. Some boats have a cockpit that is safer for children whereas others are not suitable. Some boats get tossed around making the journey less comfortable and more prone to inducing seasickness on its passengers.

Some boats require sailors to stay in the cockpit when handling sails whereas others require the need for a person at the mast or foredeck. Some boats can be acquired for next to nothing and others cost millions. Some boats will be easier to sell, over others, when your time boating is done. The list goes on.

The objectives of understanding variations on a sailboat include:

- Helping you to make more informed decisions about what will and will not work considering your plans.
- Creating a specification as to the ideal boat for you and your plans.
- Prioritize what's most important versus variations that you're happy to compromise on.
- Having a comprehensive list of what you desire for your future boat and a specification that can be handed over to a broker to help find your dream boat.

Considering your sailboat and sailing goals, read through the variety of options that can be found on sailboats. The list is by no means fully comprehensive. There are thousands of different nuances. Based on my 35 years experience of owning and operating seven boats and living/sailing over 20,000 miles on a sailboat for almost four years, these are some of the things worth thinking about.

That's the aim for this guide – to get you to question yourself, your partner and anyone else that's involved with the purchase of your future boat. I've created each section to get you to think. You might need to research a particular aspect further but let these variations and comments be the stimulus that causes action.

Read the following options that can be found on sailboats. For each option, considering your plans, make some notes on the worksheet provided (See Appendix). List what your ideal version of the variable would be and how important it is for you to get the variable.

For example, if you have children, finding a boat that has a center cockpit might be a massive priority, so along the 'cockpit' variation section of the worksheet, write 'center cockpit' and put it at a priority of #1.

These note pages will then be used as a reference when seeking and sourcing your ideal boat.

Top-Level Considerations

New versus used

Do you want to buy a brand-new boat or get a used one? Some new boats can be purchased and supplied quickly whereas others have a long lead time (up to several years). So if getting out on the water quickly is a priority make sure to determine that you can get your desired boat within the time frame required.

On some new boats, you'll have the opportunity to select cabin layouts, wood type, countertops, soft furnishings, rigging configurations, engine type and on and on. The more expensive the boat the more choice you'll have to make the boat bespoke to your desires.

New boats are more expensive than used and do devalue the instant you buy one.

New boats usually don't come with a large amount of extra necessities like fenders, warps, safety equipment, furnishings, etc. whereas used boats often come with a variety of extras. When we purchased our boats they both came with life rafts, life jackets, tool sets, spare parts and towels and bedding.

What's important to know is that new boats have issues just as well as old boats.

I've met several disgruntled boat buyers thinking that they'd have an easy ride by buying new. New boats can still have leaks, faulty engines, steering wires that snap and so forth. Yes, there will be a warranty that covers most faults, for a limited time, but consider that time and energy will be necessary to have repairs fixed.

My husband and I know a lovely couple that purchased the first boat of a new model. Even after a year the couple had drastic ongoing problems.

They started out with several leaks, an engine that didn't work, bow thrusters that failed and the list went on and on. The manufacture paid for hotel rooms, repairs, and flights for the couple to go home while technicians were flown out to fix things.

For months, we'd meet our friends in various marina's and anchorages only to hear about the latest breakdowns and next port for repairs.

And interestingly, it's often the more expensive, custom-made boats that have problems. The inexpensive factory-made boats have blueprints for success so they're less likely to be a lemon.

With older boats, however, it's often difficult to determine how well the previous owner(s) serviced and maintained the boat. My husband thinks that the sweet spot for buying a boat is around the five-year old mark. By that time the original owner has worked out any kinks and the new owner has at least five more years of potentially low breakage/failure issues.

The key take-away here that I want to convey is that new boats don't necessarily mean low repairs. And on all boats – new and old, there are constant maintenance and servicing requirements.

Monohull vs Catamaran

In the world of boating, motorboat and sailboat owners often don't get along. They're usually totally different kinds of people that buy one or the other. Motorboat owners want to get places, be able to go fast and use a boat for transportation or joy riding. Sailors, in contrast enjoy the journey more than the destination and the boat is more of a lifestyle rather than a mode of transportation. Sailors are more earthy people interested in green energy and motorboaters are on the other end of the spectrum.

And breaking it down further monohull owners don't think Catamaran's are 'real' sailboats and Catamaran owners seem to always be justifying why they entered the 'dark side,' and bought a boat with two hulls and two engines.

There are pros and cons for all boats. I'm a monohull girl foremost but I'm first to admit that if there's a party in the anchorage it makes more sense to all pile on a Cat rather than a monohull. Cat's are more spacious, comfortable and enjoyable to be on when anchored. When it comes to sailing, however I'd rather be slicing through the waves on my monohull. For me, a monohull just feels better when sailing...but that's me. There's no right or wrong – it's what works best for you, your situation and what you want to use your boat for.

Similar to whether you're a dog or cat person the debate between monohull and catamaran's will be around forever.

To be in a position to truly choose the best one for you and your family, it's important to spend a week on each. Try to get out in some messy weather on both to determine which feels more comfortable. Test sailing at different points of the wind to see how the boat feels.

And consider your sailing destinations. If you want to be based in an area where there's loads of shallows it makes much more sense to get a catamaran. If you're interested in sailing in areas with very turbulent waters, and/or deep waters, it might make more sense to get a monohull.

One important thing that I've noted from all my catamaran friends is that they didn't realize the impact of weight. Catamaran's might have more room, but the heavier they get the slower they go...and they can really slow down when space is filled by clothes, food and so forth. In other words, Catamarans might be more spacious but by filling that space it's at a substantial cost. Monohulls don't suffer as much, but heck, when you're sailing it's not about getting anywhere quickly now is it?!

My good friend Captain Brad from sailing vessel Puffin did a good video discussing the difference between catamarans and monohulls. Check the video out here:

<https://youtu.be/G5JOuSuT-II>

Size (length, beam, waterline)

When we purchased our boat, the goal was to get the biggest boat we could afford. Our plan was to sail around the world and we assumed that loads of space would be important. In hindsight, I know realize that our thinking was flawed. Perhaps my American upbringing of 'bigger is better' got the best of me.

Let me start with length. It's important to understand that the longer your boat is, the more you're going to pay for marina berths, special passages (ex. Canals), cleaning, hull out fees, sailing permits, mooring buoys and when anchoring in national parks or private mooring fields. Almost always, boat owners are charged according to the length of the boat.

We've had situations where we couldn't fit into a marina berth and were forced to tie up along side a wall incurring a fee that was twice as much as the standard fee. In the Mediterranean, most boats moor with their stern backed up to a wall. If you have to use up the wall to go along side, you're effectively taking up the space of two or three boats.

We assumed that most of our time would be spent in free anchorages but we were wrong. We used various marinas when big storms were forecasted (they were safer to hole up in rather than being at anchor). We've spent months at marinas when things have broken down and were in need of repair. Furthermore, we paid for mooring buoys, not because we wanted to use them over anchoring, but because we had no choice. Especially in the British Virgin Islands, many of the popular anchorages are full of buoys leaving no space for anchoring.

Larger boats are more restricted when it comes to anchoring and finding berths in marinas.

On a positive side note, larger boats can carry bigger anchors and more chain, so they can often anchor in deeper waters than smaller boats.

Aside from paying more because of the length, there's also the factor that when things break/corrode/disintegrate they all seem to do it at the same time. For example, the majority of our 37 recessed ceiling lights are all rusting causing the headlinings to get stained, not to mention the lights look terrible. To replace each light, we've been quoted \$60/each. So...that's well over \$2,000 in light fixtures.

Larger boats have more things that break thus more expense.

Furthermore, larger boats start to become more and more difficult to maintain and sail with a limited crew. We were told that a couple could comfortably crew a vessel up to the size of 62'. Of course, the rig needs to be set up with this in mind, but frankly I feel our 56' is too big for two people. Being able to motor and sail our boat is easy but when it comes to using other sails, or managing effectively in storms, we need more hands. Any time we have to take our sails down, we need at least three grown men to help lift them. Fortunately, in the sailing world everyone helps out, but it's important to realize that bigger isn't necessarily better.

About the beam, or the width of the boat - Beamier boats, especially at the back end, do not sail as well as less beamy boats. They sail in a very sloppy manner and controlling them in rough seas is more difficult. There's a whole host of ratios that can be performed on beam relative to length and the factors that are affected are the overall comfort of the sailing experience. If you're afraid of seasickness, a very beamy boat might not be ideal.

So, what difference does the waterline make? Who cares where the boat sits in the water? Well, if your plan is to become a live aboard cruiser you will spend serious amounts of time getting in and out of a dingy to get provisions and so forth.

If your waterline, in relation to your deck is very low, it's not only difficult to get in and out of a dingy but it's also hard to hoist heavy items up to the deck. Sure, you can get a ladder but consider climbing up from a tender that is six feet below a bumpy sailboat.

The only reason I mention this variable is due to the fact that I have friends who struggle to get from their dingy to the deck. Some boats have a very large distance from the water to the deck. In fact, our boat is very difficult to get onto from a dingy. If it wasn't for our sugar scoop, or swim platform at the back of the boat, we'd need to add a ladder to the side to get onto the boat.

And it's one thing to try and hoist yourself up on the boat, add a dingy full of groceries! Again, think about how you're going to use your boat. If the plan is to enjoy weeks of hanging on the hook there will also be days of getting provisions from land to the boat or trips for days out or dinners out.

A boat that has a platform off the back or a boat with a very shallow water to deck ratio might be an important element when buying your boat.

Draft and height

The draft of your boat is the measurement of how deep your keel sits in the water. Our keel is 8' and therefore we must make sure to always be in water, at low tide, that is higher than 8'.

The longer the keel the more restricted you will be in certain areas. I'm not a Catamaran fan, but this is one instance where Cats have a massive benefit. A Cat can almost anchor on the beach whereas, at times, we've had to be a mile out!

If you're interested in sailing around islands with shallows, like the Bahamas check out the depths. We were very disappointed when we discovered less than a handful of anchorages in the Bahamas that we could get to based on our 8' keel.

Go online and start looking at the areas you want to sail in. Check out the anchorages and note the depths. In some cases, you'll find the opposite situation to shallows; you'll discover that you need a long anchor chain, especially near volcanic islands. Those bad boys shoot up so you'll be in 2000' of water until you can almost touch the land where it goes to 180' and then perhaps 60'.

Another consideration regarding draft is if you want to do any canals (e.g. France) or the Intracoastal Waterway (ICW) in America. There are definite depth restrictions so if your boat exceeds the keel depth, and you don't have a raising keel, it's going to be a no-go.

Similar to depth, there are restrictions on height. In America, the Intracoastal Waterway (ICW) has a restriction of 65'. Our 85' mast won't ever make it through that – even if we tied sandbags to the mast to have her heel over.

So, the take-away about draft and height is this – if there are specific places in the world that you want to sail to, check out the maps to determine what the maximums are to get into marina's, through canals, at anchorages and under bridges.

Displacement options

Displacement is just a fancy way of determining how heavy a boat is, or how much water it's displacing. There are two ends of the spectrum – on one end, you have the light boats and on the other, you have the heavy ones.

Boats that race want to be as light as possible - that's why racing teams spend millions on finding a way to reduce as much weight as possible. Ocean cruising boats, however, are interested in being as heavy as possible for safety reasons AND it provides a much more comfortable ride.

Heavier boats cut through the waves more and don't get tossed around as much.

If your plans are to circumnavigate the world it's not imperative to have a heavy displacement boat however it's probably safer and will provide a more enjoyable journey. If your plans are to be a live aboard in a marina, or go out for short weekend sails, there's no need to have a heavy boat.

Interestingly one of my readers explained that once she upgraded from a light to a heavy displacement boat her issues with seasickness disappeared (I wish I could say the same)!

Just for background information to give an example, our 56' sailboat is a heavy displacement boat and weighs around 33 tons. Our keel is made from lead and weighs 7.5 ton. In comparison, a 56' Beneteau, which is on the lighter side of the displacement scale, is around 17 tons.

Generally, heavier displacement boats are more expensive than lighter ones.

Resell-ability

How important is it to you that you can sell your future boat if the need arises? Some boats take years and years to sell even when priced low. Others are in high demand and sell easier than others.

If your plans include a year sabbatical to take the family on an 'adventure of a lifetime,' will there be a strong need to sell the boat once the sabbatical is over? If yes, make it a priority to research what boats sell the quickest and, perhaps, devalue the slowest.

Outside the Boat

Rigging

When looking at rig types you'll find a ketch, sloop, cutter rig, yawl and schooner rigs. The most common rig available is the sloop rig – there's a single mast and one headsail. Sloop rigs are the easiest to sail, have the least amount of rigging and are the most efficient and fastest when sailing to windward.

Our boat is a sloop but we have the option of making it into a cutter rig. A cutter has two headsails. We have a movable inner forestay that can be placed on the foredeck to hoist our staysail or storm jib. We also have two tracks on our primary forestay allowing us to fly two headsails at one time.

The key questions to determine regarding your rigging options are:

1. How easy is it to get the sails out and where do you have to be positioned to do so?
2. What will the predominant wind conditions you'll be sailing in? Will you be sailing to windward often? Or more likely to spend the bulk of your time sailing downwind?
3. How fast do you want to go (realistically)?

First, let me talk about getting the sails out. Before buying a boat it's very important to understand who will be getting the sails out and the procedure in doing so! If you're looking for ease and safety you'll want the headsail to be on a rolling furler that can be controlled from the cockpit. Furlers can be manual or electric. With manual, you have to winch the sail out and with electric there's a button to push.

If you're going to do quite a bit of downwind sailing or sailing in variable conditions you might want a cutter rig – having two forward headsails.

The question to ask is, how do you get the sails in and out? Does a crew member have to go forward to do anything or can everything be done from the cockpit?

With our cutter rig, we have to go on deck, set up the forestay and then manually attach the sail and hoist from the mast. Our primary headsail, however is unfurled with a button from the comfort of our cockpit.

A similar situation can be found with the main sail. Someone either controls it from the cockpit or the mast. The question to ask yourself is who will be helming the boat and who will be handling the sails?! And whoever is handling the sails, what are they most comfortable with? Furthermore, how fast will the sail configuration and actual sails allow the boat to go?

On our boat, I have to go to the mast to hoist the main. On calm days, it's no problem but when it gets blustery, or when I have to put a reef in (reduce the amount of sail that's up), it can get very difficult. On a few occasions, I would have flown off the boat if it wasn't for my safety harness.

So, with rigging configurations there are loads of options. I'm not going to go through the pros and cons of each as that would make up a book in itself. What's important for you, the boat buyer, is to determine who's going to raise and lower the sails...and whether or not their fitness and comfort level is up to the task.

Just as a side note, we have slab reefing. That means that our main sail drops down into the boom rather than furling into the mast. After I drop the main, I often have to climb into the boom to get the sail straightened. Our configuration is not for a couple that want a super easy sailing experience. These are the kind of things that bad brokers don't tell buyers.

Before you buy a boat, find out exactly what has to be done to fly the sails and determine if you and your crew are happy with it. Don't ever buy a boat without experiencing the exact procedure on using the sails.

Hull color

For as long as I've gone to boat shows I can remember my eye always being drawn to navy hulled boats. I think a blue hull is gorgeous. The price and upkeep, however, is not a pretty sight. If you seriously considering any colored hull, get quotes on how much it is to repair a scratch, how often the hull needs a repaint job and what the cost is for the repaint. Also, red-hulled boats have been rumored to attract whales. I'm not sure if I believe it, but if it's something you're thinking seriously about, look into the rumors.

Keel type

There are various types of keel and pros and cons to all of them. If you're going to be sailing around the world or in areas where there are shallows or reefs, you might want to look for one that provides the least damage to the boat, if grounded, and is least likely to get stuck. Some keels have wings and they've been known to actually attach to the reef making it impossible to get free. There are also boats that have lifting keels – with a lifting keel you can get closer to land to anchor and enjoy passages that you otherwise wouldn't be able to make. As mentioned earlier in this guide, you'll want to research the areas you're interested in sailing in, find out the depths at the anchorages and make sure you find a boat with a suitable draft.

Skeg and rudder

Some boats have a rudder only – it drops down from the boat on a pole. Other boats have a rudder that's attached to a skeg. The skeg is located in front of the rudder and it's where the rudder swivels back and forth from. It essentially protects the rudder and adds more structure to a mission critical part of the boat.

There are full skegs and partial skegs. If you're going to do long passages having a working rudder is mission critical. You'll want to look for one that won't easily get destroyed if you run aground (some rudders are lower than the keel). You'll also want to look for a rudder that won't get fouled easily by fishing nets or line.

As a side note, the Atlantic Rally for Cruisers and other rallies have compiled figures stating that more boats have been abandoned due to rudder failure over any other issue.

Thrusters

Bow thrusters allow the helmsperson the ability to turn the bow of the boat left or right. My husband and I have certainly found that having thrusters helps in a variety of situations. When I'm trying to anchor in a patch of sand I can motion back to my husband to go right or left. When we're pulling up to a mooring ball it's easy for us to position the bow. And most importantly, when docking in a marina, thrusters can combat tides and wind.

If having bow thrusters will make you more confident at getting in and out of marinas and/or mooring, make this a high priority on your list of variables.

Cockpit

A great deal of time is spent in the cockpit. Not only will you sit there while sailing but also, you'll eat many meals, entertain and hopefully take some nice naps while anchored.

The comfort of your cockpit might be a big priority for you. If it is, consider the variations that make a cockpit comfortable and/or uncomfortable. Do you want to be able to:

- Stretch your full body out so you can take a nap?
- Have a back to lean against?
- Be able to stand up without hitting the bimini? Or stand without being in danger of the boom?
- Be able to see in front of the boat while helming?
- Feel safer with a center cockpit configuration?
- Brace yourself across the beam of the boat when tacking (some cockpits are open wide making it difficult to handle the heel of the boat)?
- Have a table? Cooler? Refrigerator?

Sprayhood/Dodger and Bimini

Whenever we went on flotilla holidays, or chartered a sailboat, we rarely had a boat that provided coverage from the sun. From our perspective, we wanted to feel the sun rather than hide from it! Now that we've lived on a boat for several years we'd be lost without our sprayhood, or dodger, and bimini.

The sprayhood not only provides protection from the sea and stormy weather it also protects crew that are in the cockpit that would otherwise have been hit by a headsail sheet. We've had several instances when we've tacked and while the headsail sheet was being winched in the rope flaps, flies and snaps all over the place – if the sheet hit someone it would do serious damage.

Bimini's are massively valuable. The sun gets to be too much...and if you can't avoid it on deck, you'll end up sitting inside the boat. And what's the point of that?

On a final note, it's important to realize that well-made sprayhoods and bimini's are very expensive. The material is most often Sunbrella, Weathermax, or similar, and the stitching has to be super reinforced and quite frankly these items are very complicated to design and make.

While having work done in Greece a friend recommended a 'good' sprayhood maker. The company took our old sprayhood to make a pattern. When we got the new sprayhood it was diabolical. One of the zippers was on backwards, the stitching was inconsistent, there was writing on the fabric and it simply did not fit. To make matter worse, when we asked for our old sprayhood back we were told that it was destroyed while making a pattern for the new one.

In the end we called the company that made the original sprayhood, paid a small fortune but were ultimately ecstatic with the final outcome. If you think about it, a bimini is a roof. It's important to protect and of course you want it to look good!

Deck layout

There are a few things I can say about deck design and layout. If kids will be on board it's important to have safety rails around the deck and minimal fittings to fall over. If you plan on bringing kayaks, bicycles, and other add-ons you'll need a deck that will accommodate them.

It's also important to have a way to attach lifelines that run the full length of the deck. Lifelines allow crewmembers to tether themselves to when having to go on deck at night and/or during stormy weather.

And let me share my thoughts about teak. Teak might look amazing but it's expensive, an extensively laborious task to keep it up and the replacement cost is ridiculous.

First, allow me to share the maintenance aspect. Every year the teak needs to be treated to ensure that mold and mildew don't set in. Many boat owners treat the deck at least once a year. After every sail and whenever fresh water is available the teak needs to be cleaned. It's dirt and grime that cause mold and mildew. The only time you put salt water on teak and leave it is when you're going to leave the boat for a long duration. Saltwater keeps the deck moist.

Second, let me describe repairs. Over time the black caulking that separates the teak starts to bow upwards and the teak starts to weather downwards. This makes for an uncomfortable walk in bare feet. A packing knife needs to be used in a way where it's slightly curved down and the caulking is returned to a position where it's a reservoir rather than an upward curve. This helps water to sit on the caulking and not the wood. It also helps on the feet.

Some teak deck owners also sand the whole deck. By doing so, however, you'll eventually run out of teak and will hit the fiberglass deck. When you discover the cost of a replacement teak deck you'll realize that you'll never want the deck to wear down!

When the black caulking starts to come off, and it does in patches, it's one heck of a painstaking job to replace it. Some boat owners replace it as and when pieces come off and others replace all the molding in one go. For us to do all the molding in one go it would probably take two months and it's all on done on your hands and knees.

When our teak deck is gone we'll probably switch to some sort of alternative covering. To get a new deck on our boat (56') we've been quoted around the \$80,000 mark. And unfortunately, going from teak to non-teak isn't inexpensive either.

So, teak is beautiful but is it worth it?! That's the question to ask yourself.

Anchor and windless

Depending on where you're going to be sailing and whether anchoring is a big part of your future, you might want to pay special attention to your windlass requirements. Whoever will be operating the windlass needs to be happy with how it operates. It's also very important to determine whether the anchor is suitable for the type of seabed being anchored in and that there's enough rope or chain. Many islands all over the world are surrounded by extremely deep waters. Make sure to understand how anchoring works, how much chain you'll need to use to anchor and what kind of anchor holds best where you want to sail.

Check out my Boat Basics: *How To Anchoring - A Checklist To Prevent Dragging* here: <https://sailingbritican.com/product/how-to-anchor/>

Navigational Equipment

With advancements in technology, it's now possible to command your boat with an iPad from the comfort of your master cabin. That being said, more isn't necessarily better. What's important is a plotter with updated maps, key data about depth, wind direction, wind speed, course over ground and so forth.

Many boat owners purchase a boat and want to go crazy updating the boat's Navigation systems. This area is one of those...*if it ain't broke, don't fix it*. The more a boat owners tinker or tries to integrate new technology with the old the higher the chance of intermittent problems.

In addition to standard navigational equipment, I've found AIS to be a valuable add-on. AIS let's boats know that we're in their area and vice versa – we can see all the boats around us plotted on our plotter. AIS broadcasts the name of the boat, size, course heading and speed. What I like most is that I can instantly gain access to a tankers heading, when we'll cross and how close we'll cross. At nighttime, AIS certainly provides extra comfort.

That being noted, our AIS comes and goes. Some days it works and some days it doesn't. For four years we've tried to figure out why it's temperamental and have not yet had any luck. I've heard from many sailors that they've had similar issues with AIS... Needless to say, when it's working, I feel calmer during our voyages.

Some sailors also have forward facing sonar. This allows boaters to know if something large is in front of the boat.

We have radar but we rarely turn it on – even at night. On occasions radar can show squalls but I've usually been able to see storms with my eyes just as well. Radar also uses quite a bit of juice so I think it's good to have but, perhaps, something that isn't always necessary.

Inside The Boat

Look and feel/sofa and soft furnishing color/inside wood

This comes down to personal preference. Some boats are old fashion and have interiors that look like a salty seadog should be at the helm. They have the dark wood, small port windows, smell like a boat probably should smell like and are devoid of any kind of glitz or glamor.

On the opposite side, I've been on some boats and I forgot I was even on a boat. Many of the modern boats have very light wood, chrome finish, pop-up wide screen TV's, carpets, designer curtains and lighting that makes you feel like you're in a house.

The tips I have about look and feel are as follows.

- If you're going to spend a lot of time on the boat or live on it, it's important to like your surroundings. If you don't like something while viewing a boat find out how much it will cost to change it. Discovering the cost to reupholster all the cushions might be acceptable but changing something like the gloss varnished flooring might be prohibitive. Yes – I've been in a boat with a gloss varnished floor...doesn't make sense, does it?
- Beware of chrome! The next boat I buy will have no interior chrome. It has to be polished non-stop, when the chromium eventually wears down you're left with a corroded, ugly, fittings and usually you can't find like-for-like fittings/fixtures so you have to replace a whole room. For example, all of our cabinet latches are chrome and over the past couple years we've replaced around 10 out of the 80+ of them (the kitchen has 18 alone!). They no longer make the latches so we have to buy different one's and do a whole room.

- If you want your boat to look really nice, almost every soft furnishing has to be custom made. So it may seem like a superficial or insignificant topic but things like curtains, fitted sheets, canvas covers (for winches, grills, wheel, table, etc.) can be a substantial cost. When I got a quote to get blinds for our saloon the quote came in around the \$4,000 and that's just for our deck saloon windows – not the port windows. (Yes, that's what you get for owning an Oyster!). And you can say all you want that you'll make them yourself. Let me tell you, it's not easy.

I suppose that when you buy a house you have to look past the decoration and style of the current owner. You have to imagine what you might make the house look like when you take possession of it. On a boat, it's not that easy. If you fundamentally don't like the wood color, it's not something you can change. And you certainly can't go to a store and find weatherproof, mold proof, water resistant 2' curtains.

Overall layout

Is it important for you to be able to stand up straight in every room? Do you want the master bedroom in the back of the boat where it experiences the least amount of turbulence while sailing? We have good friends that made their forward berth the master cabin. After a few passages out into the Atlantic Ocean they quickly realized the mistake they made. During choppy conditions or stormy situations, sleeping in the forward berth is impossible. It didn't take long for them to move to the aft cabin. Fortunately for them, their boat was configured in a way that allowed them to do so.

Berths

How many rooms do you want? How many beds? Is it important that there's enough headroom to sit upright when in bed? Do you want to be able to lay flat having ample body space? Will you require lee cloths (fittings located under the bed that pull out and keep bodies from rolling out of bed during rough conditions)? What's your minimum requirement for storage?

Heads

There are a couple big variables for heads that can really make a difference. First, it's important to consider a pump toilet versus an automatic version. If you're going to live full time on a boat having to pump your stuff down the toilet several times per day can get annoying. Automatic toilets are great because you simply push a button and the job is done, however, automatic toilets cost more to service and repair in addition to requiring electricity (a drain on the batteries).

On our boat we have what is called a 'quite flush.' Interestingly, it's anything but quiet! Once we do our business we push a red button, a very loud noise growls as the pump brings water into the basin while another pump pushes the waste into the tank or out of the boat. The noise is acceptable during the day but at night it wakes the whole boat.

Another variable in the heads are showers. Some sink taps pull out and double as a shower head. Other boats have fully enclosed showering areas. Again, if you're going to be living on the boat full time, you might want a stand-alone shower. If, however, you're sailing seasonally in warm waters, chances are that you'll be showering off the back of the boat after your many swims during the day.

Our daughter never uses our internal showers. She always opts to wash her hair and body off the back of the boat. That being noted, perhaps it's a key requirement to have a fresh water tap located at the back of the boat? If that's a high priority, make a note.

As an aside, we urge our guests to shower off the back of the boat as much as possible. Showers tend to create a massive amount of moisture and condensation. Moisture and condensation creates mold and mildew if not properly ventilated.

Galley

Do you want a galley that is out of the way or out of through traffic? Do you want one that is somewhat enclosed so that when the boat heels over there's a place to lean against? Do you want to cook with gas or electric? Do you want one sink or preferable two? How much storage space do you need? Do you want to have a back-up manual water pump to pull in fresh or salt water or both (if the normal system fails)? What about an in-line filtration system? Do you want a front-opening fridge or are you okay with one that's set into the countertop? Do you desire a microwave, dishwasher and/or washing machine? How about an ice maker?

Think about what kind of food you'll need to store and consider the types of meals you're going to want to prepare. It's a given that space is limited on a boat so if you're a foodie and love to cook, you'll definitely have to make some compromises.

Fortunately, nowadays there are so many space-saving appliances, pots/pans and storage options.

Saloon

Do you want a saloon setup where the sofa can double up as a bed? Can the table be changed into a bed? Are you interested in having lots of light – perhaps a boat with a deck saloon is worth considering? Do you want something open-planned or interested in a raised saloon? How many people do you want to be able to accommodate for dinner?

Engine

The key in all variables on a boat is this – is it possible to get replacements, spares and skilled engineers in relation to the engine you have in the area of the world you want to go?

If you're sailing around the world you'll inevitably need to carry core spares and servicing kits. If, however, you're looking at a boat in Europe that you want to bring to America it's vital that the engine servicing kits and parts can be sourced at a reasonable rate.

Furthermore, if you're going to be the person that's servicing the engine (which I highly recommend) you'll want to understand how easy it is to get to the engine. Keeping an engine in tiptop shape is not difficult once you know how and when to service it. And considering that the engine is the heart of a ship, it's paramount that you'll be comfortable working on it.

A further component to engines is speed. Sailboats flat out don't go fast when they're sailing or motoring but if you're going to be dealing with fast tides, there is a chance that you need enough power to fight a tide.

Again, find out how fast the tides run in the area that you want to sail and make sure the boat you plan on purchasing can motor faster than the tide.

Generator

If you've not come across a generator on a boat before, let me explain how they work. Generators can be a part of the original build of a boat or they can be an external bit of kit that is brought out as and when needed.

A generator, commonly known as a genset, is similar to an engine but it's smaller and has a function outside the propulsion of the boat. Gensets are used to charge batteries in addition to powering watermakers, washing machines, dish washers, air conditioning/heat, microwaves and any appliance running off the AC panel.

On the one hand, generators provide enough electricity to afford many of the comforts of a tradition home, however they come at a cost.

Generators need to be serviced often – oil, filter, anode changes in addition to heat exchange cleanings, etc. The cost of repairs and labor can be high and generators take fuel to run!

Furthermore, imagine finally sitting in the beautiful idyllic bay with white sandy beaches having to listen to the monotonous hum of a genset?!

For us, I consider our genset a necessary evil. We purchased a boat that requires a huge amount of electricity. Had I known then what I know now I'm not sure if I would have purchased our boat. That being said, I have a method that works very well...

When we're at an anchorage I'll run our generator in the morning to top up our batteries, cook breakfast (we have an electric oven), make water and do some laundry. I don't do this every morning, but when I do use the genset I make use of everything at the same time.

We're lucky to have an inverter also. I can run our electrical sockets, hot water heater and even our oven (for short periods) off the inverter. The inverter runs off the batteries so our genset is not required.

So...considering all these notes, is a generator a priority? If you're thinking that green technology can be used like solar, wind or water turbine, advancements are always being made. Furthermore, the cost of green technology keeps coming down. Perhaps this is something to research?! To date, however, I don't think any kind of green technology is powerful enough to run air conditioning. If aircon is a priority for you, then it's more than likely that you'll need a genset.

Electricity

Did you know that European boats can't sail to America and hook up to electricity without the risk of blowing up all the motors on the boat?! It's the difference between hertz that causes the problem. We found out the hard way by blowing up our microwave and a \$700 pump. Interestingly, American boats can go to Europe and with the converter it's not an issue.

Our boat is European. We can plug into the mains at a US marina and we're fine to run some electrical systems – anything without a motor. So, it's okay to run our battery charger from the mains but not our washing machine. We can't run our air-condition either. There's a transformer that can be made, if you're electrically savvy, or purchased but it's around \$5,000 and is rather large. Instead, we run a normal extension cord from the marina electrical unit into our boat and have purchased a \$400 stand-alone air condition.

So – consider where you’re going to be sailing to and what electricity configuration you’ll most likely need. Also, every marina has a different plug configuration for mains electricity. We often have to pull off our plugs and re-wire them. There’s no standard so this is just a little heads up. Perhaps something to add to your ‘things to learn list?’

LPG and Gas

Without trying to sound like a broken record, research where you’re going to be sailing and find out, first of all, if the fuel you want to use is available. In some parts of the world you simply can’t get refills or new bottles. Gas bottle sizes and connectors vary from country to country. Furthermore, many boaters set off not realizing that fuel isn’t readily available everywhere.

Energy use (generator versus solar, low energy options)

The whole area of energy or power is an interesting one when it comes to a boat. If you’re an electrical person, forgive me for making this section very simplistic. My aim is to get you to think about your preferences and to understand how different variations will affect you. Some boats require a load of energy and others don’t. But how does that affect you?

As I hinted to above, if you don’t mind running a generator for a couple hours every day while anchored in an idyllic turquoise blue bay, then a boat with a high energy consumption shouldn’t be ruled off your list.

If, however, the thought of a noisy generator, the smell of diesel fumes off your stern and the higher level of maintenance required doesn’t appeal to you, you might want to prioritize your need for a less power needy boat. Keep in mind that when I say, ‘less power needy,’ that means a boat with no aircon, washing machine, etc.

When it comes to power there are three main ways to keep your batteries charged – engine charges them when boat is motoring, generator/green technology tops them up when engine is not in use and when in a marina, the mains electricity feeds the battery charger.

So...boats have two batteries or two sets of batteries. There are batteries to start the engine and then there are separate batteries to run DC items on a boat. DC items include lights (internal and external), navigation systems, VHF, pumps (toilet/sink), etc. The domestic batteries drain down when anything is turned on and therefore have to be topped up either by the engine, genset or mains electricity.

The engine batteries are similar to car batteries. They need to be used every now and again to keep them charged but they can last months without being depleted. Domestic batteries, however, can potentially drain down – even when everything on the boat seems to be turned off!

In addition to having AC power, boats also have DC electricity.

AC is what the generator or mains from the marina run within a boat. That can be electrical sockets and battery charger through to washing machine, air conditioner and so forth.

At marina's, boat owners can plug their boat into mains electric to make sure that the batteries don't drain. In our old boat, Selene, we could use our sockets to charge our phones/computers, make toast with the toaster while at a marina and plugged into mains. But once we left the marina we had no use of the sockets.

On our current boat, we have an 'inverter' as mentioned above. That allows us to use some of our AC items. This is done by pulling energy off the domestic batteries. We usually only use our inverter for sockets or to quickly heat something up on the stovetop.

As soon as a boat leaves a marina, or mains electric, it will start to use its domestic batteries, or the batteries dedicated to the lights, navigational instruments, pumps, fridge, plugs and so forth (DC panel). If the boat engine is on, the alternator will charge the batteries. If the boat engine is not on, and you're under sail or anchored, the batteries will start to drain down.

Just to give you an idea on how fast batteries can drain down, it takes us around five days for our domestic batteries to get low. That's without using the oven and drawing large amounts of energy, from an electric kettle, etc. We do, however, have help with a couple solar panels located on our Bimini cover.

The batteries drain down quicker or slower depending on what kind of systems you have in place, how long you use them and how large the systems are. Everything on the boat consumes energy – some boats have stuff that consumes a lot and some don't.

For example, lights have a massive impact on energy consumption. Halogen lights take much more energy to run than LED's.

So...whenever you're sailing or at anchor you'll be draining down your batteries. Eventually, you'll need to charge them and you can do so by running your engine or your generator (if you have one).

In addition to using fuel based energy generation, you can install green technology (or find a boat with it already) that will also charge the batteries. Every year there are more green choices and the costs keep coming down. The commonly used devices are solar panels, wind generators and water turbines.

If the boat you want doesn't require too much energy it's amazing how green technology can keep your batteries topped up.

More modern boats, however, require quite a bit of juice and to-date green technology won't help with many of life's required comforts. Things like the watermaker, washing machine, air conditioner, heater, water heater, microwave and electric oven will often require the generator to run while in use.

The more you run the generator the more often you'll need to service it.

So...on a boat, more is not necessarily better. Keep these things in mind so that when you start viewing boats you can find out how much electricity is required to run the boat and how long the batteries will last. And if you're interested in applying green energy tools to the boat, do some research on what it would take to get the energy required to run the systems you desire.

With our boat we have solar power that keeps our batteries topped up when everything is off. If we didn't have them they would drain down – it's happened before. They also reduce our need to run our generator purely to top up the batteries. What I've learned to do is cook a meal (again, our oven is electric) while either making water or doing laundry AND turn our air con on. I have one or two hours of generator use and then that's all I need for the day.

Water tanks and watermaker

Water tanks feed your taps, showers and possibly the toilets. The biggest tip I've heard about water tanks is that it's best to have two of them. If one gets contaminated or breaks, you have another.

You'll want to consider the size of the water tank and whether or not you'll have a watermaker. If you plan on doing an around the world trip you'll want the biggest water tank you can get. Watermakers are known for failing so even on a long trip, you'll need to stock enough water for redundancy purposes.

Fuel tanks

Similar to water, it's important to know what your requirements will be and then ensure you have a tank large enough to accommodate your plans. The great thing about a sailboat, however, is that you don't need fuel to move. When we crossed the Atlantic ocean, we used our engine to get out and into port and otherwise, we ran it for two hours during a sail change in no wind.

What is important to consider is that motoring can come in handy when there's no wind, during stormy situations and when you want to actually get somewhere directly heading into wind. In the course of a year we generally fill our 1000 lt tank around three times.

Holding, or black water, tanks

If you're going to use your toilets in a marina or anywhere near land you need a holding tank. Different countries have different regulations as to when you can open your tanks and empty into the water. Regarding marinas, they will offer pump-out facilities to get rid of the waste. Some boats don't have black water tanks...so if your plans are to go for long journeys make sure you get a boat that has them.

Also, some countries don't allow for grey water to exit the boat either. Grey water is shower or sink water. Countries like Turkey will fine you if the officials see soapsuds near your boat.

Ventilation

Ventilation might seem like a small matter but ask any sailor and you'll get an earful about it. Ventilation covers vents, fans and air socks. Ideally, you want to be comfortable on your boat. It's super important that there's an adequate airflow that moves through the boat. In addition to comfort, mold and mildew can quickly become a massive issue if the boat doesn't have adequate ventilation.

Other Important Considerations

Autopilot

We spend weeks at sea so it's a massive requirement for us to have the ability to go about our daily routines without having to constantly be at the wheel.

For me, life would not be worth living if we didn't have autopilot.

A good dinghy

We anchor quite a bit so our dinghy is extremely important to us. If your boat doesn't come with a dinghy and you need to purchase one, make sure to get my *'Boat Owner: Choosing a Dinghy'* guide. Just like buying a sailboat, there are numerous variants that will impact your comfort, safety and overall enjoyment. Know what you want before a salesperson tells you what you want!

For us, our dinghy had to be a particular size to fit the davits that hold our dinghy during transit. We purchased a new dinghy in the Caribbean and it took quite some time to find the right one. For me, having a hard bottom is imperative. I like the stability and speed we can get up to. Furthermore, a forward locker is mandatory to hold our hand-held VHF, anchor and chain in addition to other valuables.

We also had custom made dinghy covers that stay on the dinghy at all times – these covers will extend the life of the dinghy by several years. Grab a copy of my guide, *Boat Owners: Choosing A Dinghy – A Checklist For Selecting For Selecting The Best One*, to get the full scoop on dinghies. The guide will definitely save you time and money. (Guide here: <https://sailingbritican.com/product/boat-owners-choosing-a-dinghy/>)

Safety Stuff

Is there anything more important than the safety of the passengers? I think not! That being said, some boat layouts are simply safer than others. A boat with a center cockpit is far more difficult to fall out of than one that has an open stern. A boat that has a narrow saloon, or strategic grab-holds is far safer than a boat that has a large open-spaced saloon.

You'd be surprised how many liveboards that I've come across that don't like their saloon because when the boat heels or gets hit by a freak wave, the occupants go flying with nothing to stop their momentum. Keep that in mind when looking at galleys that occupy open space rather than down a corridor.

Once you have your boat, you'll need up-to-date life jackets with gas cylinders, harnesses, flares, Man Over Board kit, fire extinguishers, life raft and more. And if you're planning on doing an organized passage, for example with the World Cruising Club, they often have very stringent safety requirements. If you don't pass their requirements you have to update your equipment or drop out. These items might seem small but the price can mount up.

Just before we crossed the Atlantic Ocean with the Atlantic Rally for Cruisers (ARC) we were told that our lifeboat didn't meet the requirements the organization laid out. At the last minute we had to fork out around \$4,000 for a new one.

Comfort factor

For me, comfort is paramount. When I worked in the city I was the girl that wore the stylish, but flat shoes and dressed for the weather. You'd never see me get a blister in high heels or go out without a jacket just so I looked cool.

Now regarding comfort, there are a few categories. There's the comfort of the sail – does the boat slice through the waves or does it bounce around?

There's the comfort of the cockpit – is there a space with back support so you can lean back? Can you stretch out fully to take a nap? Can you sit and helm the boat at the same time or if you sit, does the wheel or the spray hood obstruct your view? Are there seat cushions and if not, how much will it cost to get them made?

Comfort in the berths – Imagine getting your dream boat and then discovering you can't sleep on the bed? When we looked at boats previous to buying, I tested out every bed with a little power nap.

Another category is headroom. On our first boat, the Moody, we had to bend over and crouch down to walk from the galley to the aft bedroom. The clearance was no more than 4' – I'm 5' 11" and my husband is 6' 3". We also had to crouch to get anything out of the top-down refrigerator. After a week-long sailing trip, we both had a terrible back.

Incidentally, the main reason we got a 56' Oyster sailboat, and not smaller, was because my husband, Simon, couldn't stand in the smaller boats.

Consideration for kids

When choosing Britican we had our 3 ½ year old daughter in mind. Safety was our number one priority so that's why we went for a center cockpit and a heavy displacement ocean-going boat. Center cockpits are much further from the edge of the boat making it far more difficult to get dangerously close to going overboard. And as mentioned earlier in the guide, heavy displacement boats don't get tossed around as much as the lighter boats.

We also made sure that the boat had safety rails. I'm not sure why some boats are devoid of side wires/rails. The amount of times that I would have gone overboard without them would be high.

Another important consideration was that the boat had ample space for our daughter to have toys, homeschooling supplies and all the First Aid equipment and medicine necessary for children.

Along the lines of Safety and First Aid, it was also very important for us to have a Satellite Phone. In the event that an emergency occurred I needed to know that I could, at the very least, have a doctor to speak with.

Finally, I made a washing machine a key requirement. It's one thing for Simon and me to wear the same thing over and over again but with a child, there's all sorts of spills, accidents and stains. I'm ever so thankful that we have had our washing machine. It doesn't do a large load but it does what I need.

Ease of sailing experience

When it comes to the ease of the sailing experience it's important to find a boat that you feel comfortable sailing. That also includes finding a boat that you are happy to handle. There are a variety of options that make leaving and arriving at dock easier such as bow thrusters (to move the bow left and right) and a bit of kit called "Dock & Go system".

The amount of boat owners that buy a boat, have a bad docking experience, and then fail to ever take the boat out again is very high.

Aside from feeling comfortable with docking the boat another huge consideration is the rigging. Are you or your partner happy to reef (reduce the sails) from the mast during stormy weather or would you prefer to reduce the sails from the safety and comfort of the cockpit? If your main sail is rigged at the mast, you'll have to climb out of the cockpit, bumble up to the mast and mess with the sail. If, however, you have in-mast furling, the sail can be furled into the mast from the cockpit increasing the level of safety.

What is the perfect boat for you?

Hopefully this guide has given you a bit of food for thought? As we grow up we might move house a couple times with our parents. Eventually we leave the nest and get an apartment or our own house. We then upgrade over time – each time refining our likes and dislikes more and more.

Unfortunately, however, with a boat it might be the only boat you ever buy. The best way to truly discover what you like and don't like is to spend time on other people's boats! Book yourself on a sailing vacation with the intention of getting a feel for one boat and then try out a totally different boat the next time. I know of many couples that argue about whether they should get a Catamaran or a Monohull – the best bet is to try them both out.

When considering the cost of a sailing holiday it's not much if it helps your future happiness and fulfillment levels when it comes to buying your own boat.

Another great way to get a feel for a boat is to visit boat shows. Different makes of boat have different layouts, look and feel, and so forth. Once you find something that ticks many boxes you can then check out the various models from the same manufacturer.

Next Steps...

The first step to take when deciding to buy a boat is to determine why you want the boat in the first place. Are you looking for more freedom, a more enjoyable way to relax or perhaps a vehicle to see the world? If you don't know where you're going you'll never get there.

If you need assistance with defining where you are now, where you want to go and a turbocharged way to achieve your goals, consider purchasing my guide, *Boat Buying: How To Live The Dream – A Goal Setting Belief Changing Guide*, here:

<https://sailingbritican.com/product/boat-buying-live-dream/>

The next step is to take some time considering what boat will help you to achieve the outcomes you're looking for in step one. This guide that you've just finished is step two! Hopefully you're now a bit more knowledgeable about your requirements and what is and is not a priority.

Moving forward, it might be worth your time to consider finances and truly get to grips with how much a boat costs to buy, maintain and sail. Many new boat owners account for the purchase process in addition to the costs involved with owning a boat however they fail to calculate the costs associated to getting the boat ready for your purposes.

Furthermore, many boat owners miss quite a few costs off their projections. I created a guide that lists most costs associated with buying, owning and preparing a sailboat. If you'd like to truly find out just how much a particular boat will cost, consider buying my guide: *Boat Buying: Boat Ownership Costs – A Checklist For Budgeting/Forecasting* <https://sailingbritican.com/product/boat-buying-boat-ownership-costs/>

And when you're ready to start viewing boats, consider using my *Boat Buying: Previewing Questions – What To Ask Before A Boat Viewing* (<https://sailingbritican.com/product/boat-buying-pre-viewing-questions/>) and my guide, *Boat Buying: Viewing Boats To Buy – Checklist For Personal Inspections* (<https://sailingbritican.com/product/boat-buying-viewing-boats-to-buy/>)

Appendix

	Notes	Priority
TOP LEVEL		
New vs Used		
Monohull vs Catamaran		
Boat Length		
Draft Max		
Height Max		
Displacement		
Resell-ability		
OUTSIDE		
Rig Configuration		
Hull Color		
Keel Type		
Skeg & Rudder		
Thrusters		

Cockpit		
Dodger & Bimini		
Deck		
Anchor & Windless		
Navigational Equipment		
INSIDE		
Look & Feel		
Overall Layout		
Berths		
Galley		
Heads		
Saloon		
Engine		
Generator		
Electricity Config		

Nav table/area		
Electricity		
LPG/Gas		
Energy use		
Water Tank Watermaker		
Fuel Tank		
Holding Tanks		
Ventilation		
Others		
Autopilot		
Dinghy		
Safety Items		
Comfort Factors		
Children Aboard		
Ease of Sail		

Other Notes		
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- YouTube: <http://www.youtube.com/SailingBritican> - Join over 5,000 subscribers to watch over 100 videos! Check out the one where my husband jumps off the boat to swim with the Sperm Whale (and I hyperventilate).
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Other Guides That Might Interest You

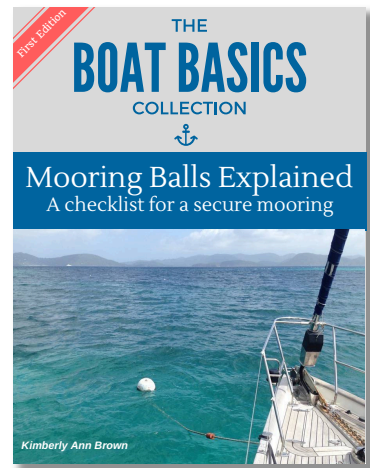
Boat Basics: Mooring Balls Explained

Entering a mooring ball field can be intimidating at first. And in busy areas like the Caribbean and around several Mediterranean countries mooring fields can be jam-packed. Avoid getting laughed at by missing the mark. This *Boat Basics: Mooring Balls Explained* guide will help you to:

- Properly prepare to moor safely and securely
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- Understand how best to secure the mooring
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Get the Mooring Ball guide here:

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Boat Safety: VHF Radio Broadcasts

Boat Safety: VHF Radio Broadcasts is a boaters must-have VHF Radio broadcast reference guide. When using the VHF to call another boat, marina or send a broadcast to all boats (MAYDAY, Pan Pan, etc.) there are set steps to take and very specific words to use. This guide will help the user to:

- reduce mistakes
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- make speaking over the radio easier

Get the VHF guide here:

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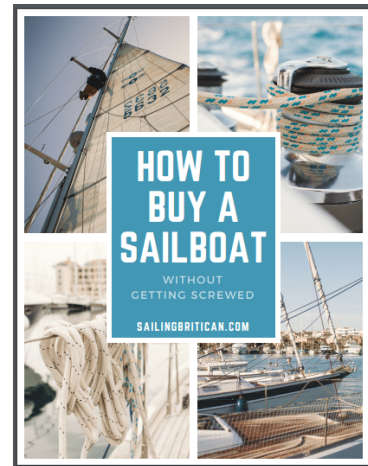
FREE Guides from Sailing Britican

How To Buy A Sailboat Without Getting Screwed

The sailing community is full of great people. The people who work in the sailing industry (boat brokers, sailing service professionals, marina managers, etc.), however, are most often disingenuous, corrupt people ever.

But it's not just the marine industry 'professionals' that are to blame. It's also us sailors. There's so much information now days that it's hard to figure out what we need to know to make educated decisions. Buying a sailboat is NOT like buying a house and it's certainly not like buying a car.

That being stated, this guide will outline ten steps to buying a boat. Discover these ten steps to ensure your boat buying process fulfills a dream rather than ends in a nightmare.



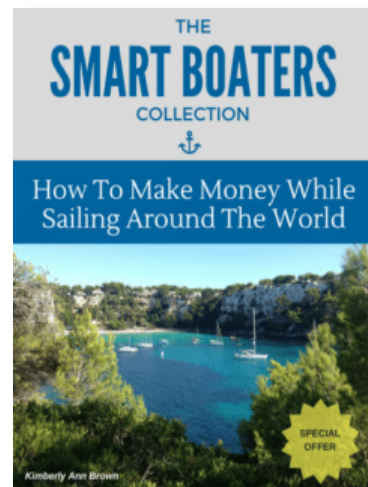
How to Make Money While Sailing Around The World

One of the big questions I get asked is, 'how can I afford to sail around the world?' In response, I created a guide that offers ten ways to make money while sailing around the world.

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Boat Buying: Boat Ownership Costs - Digital

Have you been trying to get an answer to the question, "How much does it cost to buy, own and maintain a boat?" Once and for all you can finally discover an honest answer by using these budgeting and forecasting checklists.

- Avoid missing key costs that have the potential to make or break your budget (and the fulfillment of your dream)
- Discover all the costs you didn't know you needed to know about
- Remove uncertainty

Boat Buying: How To Live The Dream - Digital

This Boat Buying: How To Live The Dream workbook offers a variety of exercises to help the reader set goals while removing limiting beliefs about what is and is not possible. These are the methods my husband and I used to go from living in the rat race to sailing around the world.

If used properly, this workbook has the potential to help you get your boat and live your dream soon...very soon!

Boat Buying: Pre-Viewing Questions - Digital

The questions enclosed within this guide have been created to help you to initiate the boat buying process. Once you find a boat that seems to fit most of your requirements the next step is to call or email the owner/broker to request more information. The Boat Buying: Pre-Viewing Questions will help you to:

- Save time: quickly weed out unacceptable boats and reduce the likelihood for disappointment
- Save money: avoid unnecessary travel costs looking at boats that don't meet your requirements

All guides can be found at: <https://sailingbritican.com/shop/>

Boat Buying: Viewing Boats to Buy - Digital

Congratulations on your decision to start viewing boats to buy! Out of all the guides I create this one will potentially save you the most...and this is the one that boat sellers and boat brokers don't want you to see.

- Save money - avoid overlooking potentially disastrous issues, or worse, buying the wrong boat for you
- Save time - you don't have to research what to look for - it's all laid out in one consist action-oriented guide
- Prevent your dream from becoming a nightmare - take responsibility for your decision and buy wisely

Boat Owners: Choosing A Dinghy - Digital

Choosing the right dinghy depends on a wide range of factors. I've you've had a large amount of experience with dinghies you'll know what you like versus what you don't like. But what if you haven't had much experience?

- Save money by getting what you want rather than what a sales professional tells you what you want
- Save time trying to figure out what's best for you and your travel plans
- Avoid getting a dinghy that doesn't do what you need it to do

Boat Owners: Choosing A Marina - Digital

Whether you're looking for a long-term home for your boat or in the process of finding a seasonal berth for safe keeping, this checklist will help you to get answer for over 60 questions - many of which you probably didn't know you needed to ask.

- Save time: choose the right marina for you and your boat
- Save money: understand the extra costs at each marina to determine what's best for your budget
- Remove unknowns: determine if your expectations will be met or not

All guides can be found at: <https://sailingbritican.com/shop/>

Boat Owners: Selecting Insurance - Digital

When looking for the best value for money it's important to call around and compare and contrast a few insurance providers. It's also imperative to know that the cheapest deal isn't always the best. Use the Boat Owners: Selecting Insurance guide to ask the questions necessary to make a final decision.

Boat Safety: Hurricane Preparedness - Digital

Living in an area that has the potential for hurricanes or typhoons can be nerve wrecking, unsettling and down right horrifying. This Boat Safety: Hurricane Preparedness guide was created so to help you:

- Save time researching how to best prepare your boat for an imminent hurricane
- Save money knowing what to do, when to do it and how to do it
- Reduce the anxiety and stress associated with hurricane planning

Boat Safety: Preparing for Seasickness - Digital

Seasickness sucks! I know first hand because I'm a massive sufferer. Even after three years of living full time on a boat I have problems. There are ways, however, for preparing for seasickness. Some people can avoid it, others can mitigate it's affects and many are afflicted only mildly. This guide is for anyone afraid of getting seasick or having to deal with someone who is sick. It's fast, hard-hitting and full of potential solutions.

Checklists for Sailors - Digital

As sold on Amazon: Checklists for Sailors – Passage Planning, Sailboat Maintenance, Cleaning, Medical and more is a boaters must-have checklist reference guide. When you're first starting out you don't know what you don't know! These checklists will help you to:

- reduce mistakes and anxiety
- start somewhere and build on a solid foundation!

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