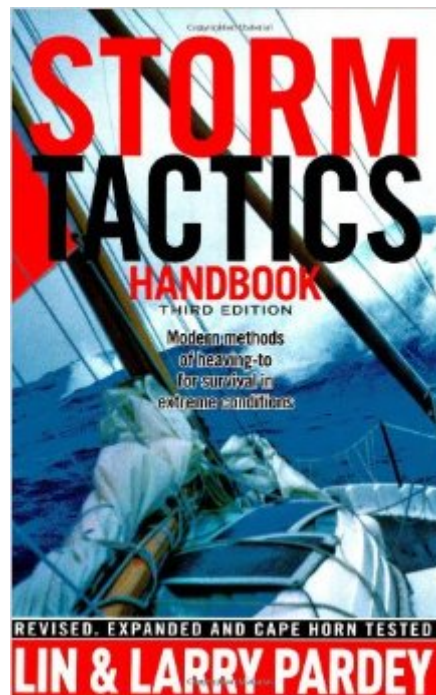


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Storm Tactics Handbook: Modern Methods Of Heaving-to For Survival In Extreme Conditions, 3rd Edition



Synopsis

In a storm at sea, luck is highly biased toward the sailor who has a plan. So write Lin and Larry Pardey in this, the third edition of their highly regarded Storm Tactics Handbook. As in the first two editions of this book, they describe their concerns about the tendency of modern sailors to discard the classic methods used to bring sailing vessels of all sizes from vast clipper ships to tiny yachts through amazingly strong winds and heavy seas. There is only one storm tactic that has the ability to sap the power of breaking seas, they explain. With clear and concise diagrams, they proceed to show how heaving-to works and how even the most modern of yachts can be made to heave-to, whether with only sail power or with the assistance of a sea anchor. A discussion of the many ways heaving-to can be useful at sea as a way to help the crew keep well rested, to effect repairs, to steady a vessel should outside assistance ever be necessary will convince even those who plan to run before their imagined ultimate storm that heaving-to is still a must know. A series of user-friendly checklists will help sailors from the moment they start looking for their perfect offshore boat, through outfitting, and as they encounter their first storms at sea. Highly readable stories of the Pardeys encounters with storms, and of experiences related by several other modern sailors, help illustrate and expand the points made in this book. Since writing the previous edition of Storm Tactics Handbook, Lin and Larry have voyaged an additional 35,000 miles. This has taken them as far north as Norway, twice across the Atlantic, south to Argentina, into the Pacific, around Cape Horn against the prevailing winds, and then on a circuit of the North Pacific. With insights gained from these recent voyages, they have fully revised and expanded this text by more than 40 percent, including nine completely new chapters. New material includes: Lessons from Cape Horn An interview with the late Sir Peter Blake, on storm survival and heaving-to Heaving-to using a Galerider on 55-foot Morgan s Cloud Adding rudder protection stops Discussions on avoiding chafe, building and using storm staysails, choosing storm gear, deploying para-anchors, avoiding the worst areas of cyclonic storms, and many more have been expanded to answer many questions posed by readers and seminar attendees. Mario Vittone, a U.S. Coast Guard rescue swimmer for 14 years, in an unsolicited testimony, wrote: I have been on several rescues (and heard of many more) that would have been completely unnecessary if the sailboat captains aboard would have . . . practiced the skills taught by Lin and Larry Pardey. Not knowing how to heave-to in bad weather is as inexcusable as not knowing red, right, return. The companion DVD, Storm Tactics is also available through

Book Information

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Customer Reviews

A reef will cause waves to break before a shore. The creation of a slick of disturbed water, by use of a parachute type anchor, held just below the surface, two wavelengths directly upwind of you, can do the same thing and create a pocket of relatively undisturbed water, in which a boat can ride out a violent storm safely. This being the case, the crew have only two concerns. 1) Keeping the boat positioned so that the sea takes one side of the bow more than another prevents oscillations and keeps the ride smooth. Keep the bow strait to the seas is actually rougher and not desirable. This offset can be made with a bridle. And, 2) Preventing chafe, which will part your rode and lose your para-anchor, and put you at the mercy of the full fury of a storm. The Pardey's successfully used these techniques to heave-to in storms and avoid losing ground when the winds became unfavorable, and then continued on when conditions moderated. They did this with confidence. My only concern, is the Pardey's experience was strictly small boat. Small boats have an advantage in a way, in that they can be easier to handle. The question remains. How well will these techniques work with larger boats. I would like to read about the results of people using this technique in a larger boat in more severe conditions. For example: a 42-48 foot catamaran and/or a 45-50' monohull in 100+ mph winds with large breaking seas. **UPDATED REVIEW:**

6-27-2008*****Not only is this mandatory reading for those who sail offshore; it is as important to have this book on your vessel, as it is to have Chart 1. I don't know any one with a sailing library as big as mine.

If you are thinking about making a passage, then you have an emergency if you haven't purchased

and read this book. I have done some study into the subject of heaving-to and drag devices, having used some and spent some time in heavy weather. One thing that all books except this one have in common is a lack of serious discussion of heaving-to. "Heavy Weather Sailing," by Adlard Coles, is interesting but ignores heaving-to. There are many tactics that can be used in heavy weather, but heaving-to is the one that ultimately works. The key principle is not easy to see, but obvious once you understand it: the water in big waves moves up and down, not down wind, and hence running (even with a drag device) is very dangerous, because if you stop surfing, you are moving far faster than the water, and you will crash. It is also the waves, not the wind, that destroy boats. Keel boats will heel as far as necessary to unload excessive wind force, unless irresponsibly over canvassed, but it is the breaking waves that pick boats up and drop them on their sides, causing dismasting, collapse of cabin tops, blowing out of portholes, etc. In "Storm Tactics," Lin and Larry Pardey put it all together. They cover all the above, and more, and give you the science behind heaving to, and the Von Karman area. The prose is simple, logical, and unassailable. These people not only give you the principles behind heaving-to, but they have actually done it, over and over and over again. This book should represent a revolution for yachts that will help them weather the worst of storms and make more confident passages. In particular, I recommend the "Question and Answer" section.

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