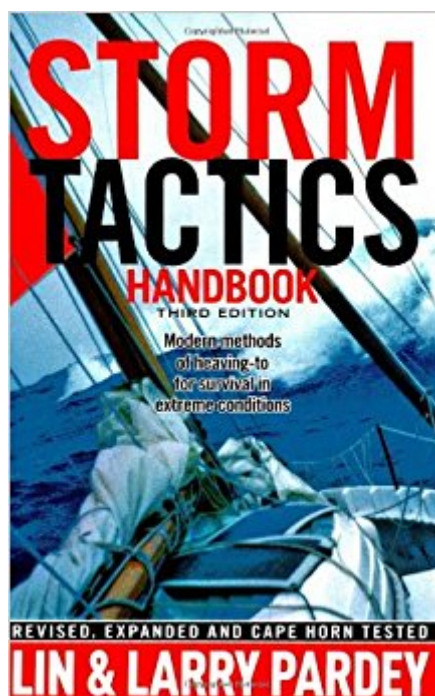


The book was found

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

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Customer Reviews

The second edition of this book sold over 30,000 copies and drew excellent reviews from all major sources. The newest edition is already in its second printing and is used by many sailing schools as an important part of their curriculum. To be sure you are getting this new edition, look for Storm Tactics Handbook 3rd edition with the cover which shows a boat hove to with a bright orange trysail while a wave is breaking just forward of the bow. --This text refers to an out of print or unavailable edition of this title.

After voyaging tens of thousands of engineless miles under sail, penning more useful marine books than Hiscock and Moitessier combined, and receiving more awards for their pursuits than Tom Hanks has for his, Lin and Larry Pardey are entitled to their well-earned nautical opinions. Herb McCormack, editor-at-large, Cruising World Lin and Larry Pardey have been called the enablers. Their books and videos have encouraged sailors of all ages to stop dreaming and start doing. The knowledge they share has been earned during the more than four decades they have been voyaging together, years during which they completed both east-about and west-about circumnavigations on board their own self-built, engine-free cutters, Seraffyn and Taleisin. During their most recent east-to-west voyage, they sailed below four of the great Southern Capes, including Cape Horn. An avid racing sailor from the age of 17, Larry worked as first mate on the 140-ton, 85-foot schooner Double Eagle, voyaging on her to Hawaii and along the coast of Mexico before meeting Lin. Larry, along with Leslie Dyball, won first on handicap in the exceptionally stormy 1974 Round Britain two-handed race. Lin and Larry have delivered more than two dozen boats across

oceans and raced on their own and others boats. To date, Lin has sailed almost 185,000 miles and Larry has accumulated more than 200,000 miles at sea. In 1996, Larry received the International Oceanic Award from the Royal Institute of Navigation, presented by the Princess Royal, Princess Anne, for meritorious voyaging using traditional navigation methods. During the same year, Lin received the Ocean Cruising Award for being the person who has done the most to foster and encourage ocean cruising in small craft and the practice of seamanship and navigation in all branches. In 2000, both were inducted into the Cruising World Hall of Fame. Lin and Larry's articles have appeared in Cruising World, Sail, Good Old Boat, Wooden Boat, Practical Sailor, Yachting World, Yachting Monthly, Classic Boat (UK), Cruising Helmsman (Australia), Boating New Zealand, South African Yachting, Nautica Brazil, and Yacht (Germany). Their books and video programs have been published in the United States, England, and New Zealand; three have been translated into German and Japanese. Lin and Larry are cruising on board Taleisin and during the Southern Hemisphere summers, they often return to New Zealand, where they cruise and race on their 113-year-old classic gaff-rigged cutter, Thelma.

My husband bought the book to prepare him for our upcoming sailing adventure in the NW, Inside passage and Alaska. He has sailing experience of roughly 40 years, and is amazed at how much more he learns from reading this book. A great read, easy to read and very informative. (He still reads it.) True story: The intro in the book is about the author thanking our friends Louis and Pat de Beer from Gordon's Bay, South Africa for their help with testing some equipment in the stormy Cape Point waters. We lived in Gordon's Bay at the time and remember our friends telling us that they were invited by the Pardeys to go out for some tests. How small is the world?! A great book!

Good information for the time in which it was written and incredible accounts of courage and tenacity. However, the tactic to handle every storm seems to be the same: heave to. With today's advanced weather reporting and performance cruisers capable of 200 mile/day range, outrunning these storms should be the preferred tactic.

I've been intending to read this for years. Finally did, thanks to it being on Kindle. I've heard and read many discussions of their techniques, but reading it first hand made their techniques much more clear to me. Heaving-to and lying-to on a sea anchor are often thought of as different techniques, but their preferred technique, of heaving-to and using a sea anchor to reduce drift rate and fore-reaching, combines the two methods. And, their thousands of sea miles are a testament to its

practical effectiveness. As a sailing instructor, I also strongly agree with them that heaving-to should be taught as a basic sailing skill. I'm surprised by the number of experienced sailors I meet who do not know how to heave-to. Not only is it convenient for when you just need to stop and have lunch (...or take a nap, or tuck in/shake out a reef, or...), but it could save your life in a storm (I've ridden out a number of full-on storms and many intense squalls hove-to). While hove-to for lunch, not a storm, on a J-26 recently, I found myself watching the slick and thinking about the Pardey's techniques. The fin keeled J-26 was slowly fore-reaching out of it's turbulence slick. No big deal in the calm conditions we were in, but would have been interesting to deploy a make-shift sea anchor and see how she behaved definitely have to experiment with that soon.

As the experts and proponents of heaving-to, the Pardeys have opened my eyes to techniques that give me greater confidence that I have options in rough weather more than just running with the storm....I've been there and done that....and should have hove-to on occasion. Without criticizing alternative methods, the authors give examples of how to be more comfortable (albeit a relative term) in adverse wind and wave weather conditions.

I've done only few offshore races on classic LOA 40ft keelboat, and am a club racer kind of sailor overall, never crossed any oceans or caught any huge storms. I guess this was the core reason why I decided to read this book, as I felt completely unprepared for serious conditions. This book re-assured me about what happens, taught me lessons based on latest history of 20th century offshore occasions, and explained how to plan, prepare and sail the passage where those "1%" conditions, - and as this book mentioned, those are much seldom than accidents on motorways these days, - could happen. I highly recommend this book for any experiences of seamanship, especially if you have very limited experience in rough seas.

The Pardeys know their storm survival tactics

Good book about sailing during storms, the best tactics. The importance of heaving to.

Very well done and interesting read. Reconfirms the wisdom of sailors of old.

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