

NAUTICAL BOOK CLUB

the magazine 25-26



NAUTICAL BOOK CLUB

The Nautical Book Club is a dedicated space for readers, sailors, and maritime enthusiasts who share a passion for the sea and the stories inspired by it. Bringing together books on sailing, maritime history, ocean exploration, marine life, and adventure, the club offers a carefully curated selection designed to educate, inspire, and entertain. Members can discover new authors, explore fascinating nautical topics, and immerse themselves in stories that capture the spirit of life on the water. Whether you are an experienced sailor or simply fascinated by the ocean, the Nautical Book Club provides an opportunity to journey through the maritime world from anywhere in the world.

How it works?

The Nautical Book Club is designed to make discovering maritime books simple, enjoyable, and inspiring for readers who love the sea, sailing, and ocean adventures. Members can explore carefully selected books and articles while becoming part of a growing maritime reading community.

1

Choose your favourite book

from three specially selected nautical-themed options.

2

Receive the book at your home

during the third week of each month.

3

Read more, discover and connect

discover new adventures and connect with a like-minded community

Joining the Nautical Book Club means becoming part of a growing community connected by curiosity, exploration, and a love of storytelling. Members gain access to featured books, interviews, articles, and maritime insights, while also staying informed about new releases and nautical discussions. The club works by regularly sharing carefully selected content and recommendations through its platform, helping readers discover books they may never have found otherwise. It is not just about reading—it is about connecting with the culture, history, and adventure of the sea. For anyone drawn to sailing, exploration, and the timeless mystery of the oceans, the Nautical Book Club offers a place to belong and continue the voyage.

Book Categories

Each month, you will be presented with a carefully selected book from each of our three nautical categories—simply choose your preferred title, and it will be delivered directly to your door.



Sailing adventures



Maritime history and biographies



Stories of the sea

Ariadna Pons

The Nautical Book Club was founded by naval architect Ariadna Pons, whose lifelong passion for the sea, sailing, and maritime literature inspired the creation of a space dedicated entirely to nautical books and storytelling. The idea for the club began from a simple realisation: despite the rich world of maritime literature available, there was no dedicated nautical book club bringing these stories together in one place. As an avid reader herself, Ariadna wanted to join a club that focused specifically on sailing adventures, maritime history, ocean exploration, and marine life—but when she could not find one, she decided to create it herself.

Combining her professional maritime background with her love of books, Ariadna created the Nautical Book Club as a way to connect readers who share a fascination with the ocean and the stories inspired by it. The club was designed to make discovering nautical literature easier, while also building a community around exploration, adventure, and maritime culture. Through carefully curated book selections, articles, interviews, and features, the Nautical Book Club invites readers to sail through stories, learn about the sea, and experience the spirit of maritime adventure from anywhere in the world.

Behind the Nautical Book Club



MARCH 2025



TEAM SPIRIT
Brendan Hall
(Author)

The Clipper Round the World Yacht Race is the ultimate long distance challenge – a 35,000-mile circumnavigation of the globe, contested by amateur crews in identical racing yachts. The 2010 winner was 28-year-old Brendan Hall and his crew in *Spirit of Australia*. Although Brendan was the youngest and least experienced skipper in the race, the win was no accident – it was the culmination of years of training, skilled navigation and a leadership style way beyond his years.

His skills were soon put to the test – in the middle of a North Pacific hurricane, Brendan went to the rescue of a competing yacht and skippered both boats across one of the most feared oceans in the world. This brutally honest, no-holds-barred account is revealing and instructive, with valuable lessons in leadership and management – as well as never giving up. Thrown in quite literally at the deep end, he is pushed to the limit, and learns lessons you can only learn the hard way.

When war broke out between Britain and the United States in 1812, America's prospects looked dismal. British naval aggression made it clear that the ocean would be the war's primary battlefield, but America's navy, only twenty ships strong, faced a practiced British fleet of more than a thousand men-of-war. Still, through a combination of nautical deftness and sheer bravado, a handful of heroic captains and their stalwart crews managed to turn the tide of the war, besting the haughty skippers of the mighty Royal Navy and cementing America's newly won independence. In *1812: The Navy's War*, award-winning naval historian George C. Daughan draws on a wealth of archival research to tell the amazing story of this tiny, battle-tested team of Americans and their improbable yet pivotal victories. Daughan thrillingly details the pitched naval battles that shaped the war, and shows how these clashes proved the navy's vital role in preserving the nation's interests and independence. A stunning contribution to military and national history, *1812: The Navy's War* is the first complete account in more than a century of how the U.S. Navy rescued the fledgling nation and secured America's future.



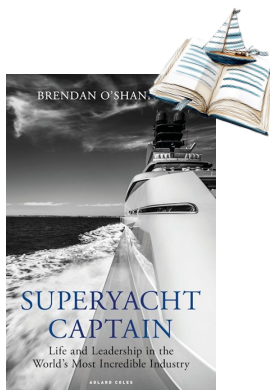
1812
George Daughan
(Author)



WE SWIM TO THE
SHARK
Georgie Codd (Author)

We Swim to the Shark is a compelling and immersive exploration of humanity's complex relationship with one of the ocean's most misunderstood creatures. Blending science, storytelling, and personal encounters, the book takes readers beneath the surface to challenge common fears and misconceptions about sharks. Through vivid narratives and insightful observations, it reveals not only the behaviour and intelligence of these remarkable animals, but also the urgent need to protect them in a rapidly changing marine environment. Both thought-provoking and deeply engaging, it invites readers to see sharks not as threats, but as essential guardians of the ocean's delicate balance.

APRIL 2025



SUPERYACHT
CAPTAIN
Brendan O'Shan-
nassy (Author)

The tale of an ordinary boy whose career takes him on a most extraordinary journey, this book begins with Brendan messing about in boats in a sleepy coastal Australian town, and ends with him becoming one of the most successful and respected superyacht captains in the World – the consummate 'Billionaire's Captain'. Spanning two decades and circling the globe, his story intimately draws readers into the real world of superyachts, their crew and their owners. It is Brendan's love letter to an industry he respects and holds so dear to his heart.

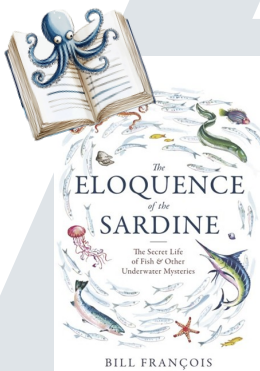
It's the story of stepping out and embracing uncertainty - failing, learning and repeating - weaving in in the lessons he's learned as he's progressed from deck hand to captain, Brendan's insights are valuable for anyone leading teams with demanding objectives. Surprisingly humble and self aware, in a world of glitter and extravagance you can see why he's trusted. All of this is told against a backdrop of seemingly impossible glamour at the most extravagant edge of the global wealth spectrum, with plenty of entertaining stories of the superyacht lifestyle..

On 28th April 1789, a small and seemingly unremarkable merchant vessel became one of the most famous ships in maritime history. HMS *Bounty*, commanded by the 34-year-old Lieutenant William Bligh, set sail with a crew drawn by the promise of an easy life in Tahiti. However, tensions grew under Bligh's leadership, and Fletcher Christian ultimately led a dramatic mutiny. After seizing control of the ship, the mutineers cast Bligh adrift in a 23-foot boat alongside those who remained loyal to him. Demonstrating remarkable navigational skill, Bligh managed to sail an astonishing 3,618 nautical miles to Timor with minimal instruments, later returning to England to report the events.

Yet this is only one side of the story—Bligh's own account. When the captured mutineers were brought to trial, their testimonies painted a far less favourable picture of their former captain, accusing him of harsh and unjust treatment. A more balanced perspective emerged under the oversight of Fletcher Christian's brother Edward, revealing the complexity behind the mutiny. Of those who returned to England, only three were hanged, while others were acquitted or pardoned. This book brings together these contrasting narratives, allowing readers to explore the discrepancies and form their own view of this infamous event, enriched further by a foreword from former World Sailor of the Year, Pete Goss.



MUTINY ON BOARD
HMS BOUNTY
William Bligh
(Author)



THE ELOQUENCE OF
THE SARDINE
Bill François (Author)

The Eloquence of the Sardine is a fascinating exploration of the hidden world beneath the ocean's surface, where more than 90% of marine species remain unknown. Marine scientist Bill François combines science, history, and storytelling to guide readers through the mysteries of the sea, inspired by his own childhood fascination with marine life after overcoming a fear of deep water. Through vivid and poetic narratives, he reveals the remarkable behaviours, sounds, emotions, and ecosystems of ocean creatures, from sardines and coral reefs to eels and killer whales.

Blending history, myth, and scientific discovery, the book offers a poetic and thought-provoking perspective on humanity's relationship with the sea while highlighting the importance of understanding and protecting marine ecosystems. *The Eloquence of the Sardine* invites readers to see the ocean as a world full of intelligence, beauty, and endless discovery.

Beyond the Book

SUPERYACHT CAPTAIN

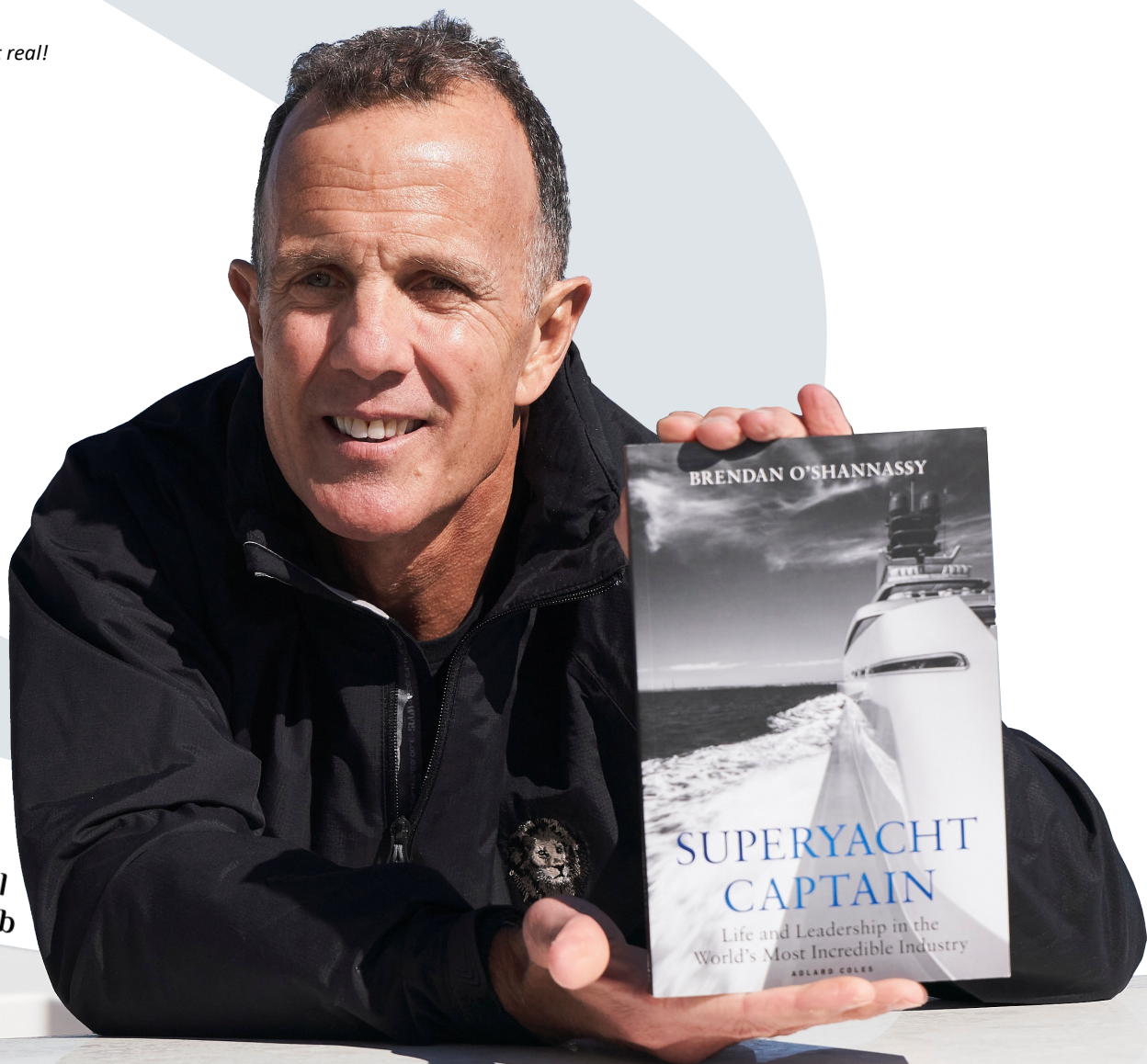
by Brendan O'shannassy

Brendan O'Shannassy has spent decades at the sharp end of yacht operations, commanding some of the world's most sophisticated superyachts and managing the complex systems — and people — that keep them running safely. In *Superyacht Captain*, he lifts the lid on what it really takes to operate these vessels, where meticulous maintenance, disciplined procedures, and calm decision-making are not optional extras but daily necessities.

While most readers won't be running a 60-metre yacht with a full crew, the principles behind safe and reliable boating remain exactly the same. From preventative maintenance and system redundancy to handling failures under pressure, the lessons from the superyacht world translate directly to privately owned cruising boats.

We spoke to Brendan about what everyday boat owners can learn from professional yacht operations — and how adopting even a fraction of that mindset can make boating safer, more reliable, and ultimately far more enjoyable.

Unedited—Let's keep it real!



Nautical
Book Club

Preventive Maintenance & Boat Management

In *Superyacht Captain*, you describe how the success of a yacht often comes down to disciplined maintenance rather than heroic problem-solving. For private boat owners who maintain their own vessels, what are the most critical preventive checks that should never be skipped?

At every scale of boat – look into as many spaces as possible before sailing. It is the simplest things that determine success or failure. Make sure bilge pumps are clear and working. Check filters on engines are clear / cleaned / changed regularly. In our modern world, check all settings on electronics that updates are always up to date. Plan for rough weather before it happens, secure all items on a sunny day as you would on a dark and stormy night in the Atlantic.

Superyachts operate with strict maintenance schedules and logs. Do you think smaller cruising yachts should adopt similar systems, even if it's just the owner keeping records?

I think the simpler the better – one solid sit down with the equipment maintenance schedules of the boat that will determine a calendar of service intervals and then overlay some simple regular checks based on your own knowledge – this can be a notebook – so long as you look at it.

MY FAITH at anchor - author's own photo and last captaincy

From your experience, what systems on yachts tend to fail most often due to neglect rather than design flaws?
Almost all. Design flaws are rare and often used as crutch when really it was a lack of operational awareness. Very expensive heat exchangers block due to lack of use and likewise, outboard engine gearboxes break when the user manoeuvres aggressively.

On smaller vessels safety systems are seen as a cost-point, not an investment. Extinguishers (fixed and portable) need checking / moving, EPIRBs need testing and liferafts need annual servicing.

Safety equipment is expensive, boring, ugly, takes-up space and fulfils only one function – but they will save your and your family's life. Your choice.

Many owners only address problems when something breaks. What mindset shift separates a professional yacht captain's approach from that of a typical leisure boat owner?

We are lucky, we have professional engineering teams, but this aside it is because we are accountable to another for their asset. For a private boat user / owner, treat the boat as though you are accountable to someone else for its safety. When I am at sea I am legally accountable for the lives of those onboard, as is a private boat owner – give pause for the responsibility to settle in.

Look to every piece of equipment with the thought, "if this breaks, then what do I do?" After a while this will be such an automatic



On a superyacht, redundancy is built into almost every critical system. For owners of 30–50 ft cruising boats, where is redundancy most important — steering, electrical systems, pumps, navigation?

This is true, but on large yachts we operate over-horizon, for coastal boaters there are alternate redundancy paths. You may need to drop an anchor at short notice, think in advance where you can extend the chain with mooring lines if the water is deeper. Practice (in kind conditions) coming into a port with one engine if you usually have two. If you lose lighting, where is your strong battery powered torch?

What onboard system causes the most unexpected trouble during long passages or charter seasons?

The toilet and air-conditioning systems. Don't be embarrassed to tell your guests how the marine toilet works and what can and cannot go into it — the alternate outcome is far more embarrassing.

When something fails at sea, how important is system familiarity versus having spare parts onboard?

There is a place for knowing the why of a system and the how. Before the event, look at the piping and electrical runs — this will give some insight into why a system runs as it does. The how is knowing a fuel system's components, an electrical system's main hubs. This higher level knowledge will speed the fault-finding tenfold when something goes awry.

From a captain's perspective, what spare parts should every cruising yacht carry but often doesn't?

Drive belts break and are simple to change. Fuel filters are small and are too often the cause for a breakdown. A decent set of tools (complete and that you know how to use). Very basic personal protective equipment (PPE) — glasses / gloves / a set of overalls. No use fixing the problem only to need the boat to take you back to go to the hospital to get your eyes flushed. PPE is one component, but a drop-sheet and a work bucket are also important, set your work area for success.

Also, have a small oil spill response kit — some absorbent pads and depending on the boat, a 3m boom. It is environmentally responsible and might save an enormous fine from local authorities.

“There is a place for knowing the why of a system and the how. [...] This higher level knowledge will speed the fault-finding tenfold when something goes awry.”

Brendan O'shannassy

MY FAITH Crew Safety drill in Antigua prior to Atlantic crossing - all smiles, safety can be fun



Electrical Systems & Power Management

Superyachts often carry extremely complex electrical systems. In your experience, does increased system complexity improve reliability, or does it simply create more potential points of failure?

I think we know the answer. The simpler the better – rocker switches are better than complicated touch screens and mechanical locks better than electrical. You may not have a choice with a production boat, but at all times err to the simplest solution over the shiny electronics that look best at the yacht show stand.

Many modern cruising boats now carry large electrical loads – refrigeration, water-makers, electronics. What are the most common electrical issues you see developing over time?

Earth faults and then the ultimate – a fire caused by an electrical arc. Too many boats in too many marinas have caught fire through elec loads and earth faults not being monitored.

For an owner managing their own boat, what are the early warning signs of electrical problems that should never be ignored?

Fuses are an indicator of a problem...resetting is not the solution. Intermittent faults are trying to tell you something, warmer than normal operating temperatures, modern systems are sensitive to voltage fluctuations – they are trying to tell you something is wrong in the system. Be alert to the messaging.

“ Fuses are an indicator of a problem...resetting is not the solution. ”
Brendan O'shannassy

Handling Breakdowns at Sea

In *Superyacht Captain*, you recount situations where mechanical issues needed immediate solutions. What's the key to staying calm and solving technical problems under pressure?

Solve for the immediate issue and make yourself safe. – put your anchor down / settle everyone onboard / isolate a damaged system / radio for assistance / use an extinguisher to stop a fire. Once you are safe, your timeline opens and you are back in control.

There is a saying amongst paramedics “never run to the emergency”, the same metaphorically is true for maritime – slow it down and own the event.

Author on his own boat in Croatia - storm front rolling in as forecast

Do you believe most boat problems offshore are preventable, or are failures simply part of life at sea?

Their frequency can be greatly reduced. I speak to colleagues who seem to lurch from emergency to emergency and are forever getting caught in extreme conditions where things break. The planning is as much a key to success as the execution.

What's the most ingenious or improvised repair you've seen aboard a yacht?

The 'Brookfield Bucket' – when the rudder stock started to break apart on a southern ocean race the crew wedged a bucket into the hole and fibreglassed it into position. It remains on show in the Fremantle Sailing Club.



Superyachts demand precise boat handling in tight marinas and difficult anchorages. What boat-handling habits do you think smaller yacht owners could learn from professional captains?

Drive to the conditions, have a plan and communicate the plan. Going slow does not work with a cross-wind and if your team onboard (maybe your family or friends) don't know how you want to tie the boat up, it will end up in a dangerous place with much yelling.

What mistakes do you most often see recreational skippers making when manoeuvring in confined spaces?

Over correcting and over-driving. Use the minimum amount of power that matches the conditions and take your hands away from the controls to watch what is going on. I also listen when in a marina as recreational skippers yell at their friends and family to 'fix' errors caused by their lack of having a plan.

Oh...and bringing your ego into the story. If it is very windy and you shouldn't make the entry – don't !

Anchoring is a fundamental skill for any skipper. From your experience, what are the most common anchoring errors?

This is a huge skill often misunderstood. The swinging circle is critical, don't anchor where you want the boat to sit – anchor up-wind of this position. You must "pull-up" the anchor into the seabed, no pull-up means you are not truly anchored. Even on a smaller boat, carry a second anchor – it will give you a much better sleep.

“ Oh...and bringing your ego into the story. If it is very windy and you shouldn't make the entry – don't ! ”

Brendan O'shannassy

The Human Factor

A superyacht captain manages not only the vessel but also crew and owner expectations. For owner-skippers, how important is leadership and decision-making onboard?

More so as they do not have a professional team. Where appropriate give a brief to your family and friends and give them specific tasks and teach them this one task. 1 x person points at the anchor if you drive from the flybridge, 1 x person operates anchor windlass and if tying up in a marina – everyone knows what line they handle and where it goes – put coloured tape on your line lengths if it is a home-berth.

In stressful situations, what qualities separate a calm and capable skipper from someone who struggles?

They approach the event with a plan, they have thought through what could happen in advance – most events are very foreseeable – and when things go wrong it feels as

though they are executing a plan, not falling into panic.

Have you noticed differences between professional sailors and private owners in how they approach risk at sea?

I am a professional risk manager, I am not in my workplace with a "hey, watch how Good I am" attitude. I am onboard not to show off to my crew and my guests, I am there to relax them and be intentional with all my behaviours so they may relax and enjoy.

If you step onto your boat of any size with even a slight thought of "I must look really great here" – you are one step closer to an accident.

I am always looking out for error chains, these are the small seemingly non-correlated events that when linked can make for a major safety incident. You are tired, the kids need to be fed and you just realised you forget to bring that extra container of fuel. It is time to acknowledge these are linked and you may need to reverse or end your outing.

MY OCTOPUS— Crew (author as Captain) - taken during refit in St Nazaire



Advice for Boat Owners

If a reader asked you for the three most important upgrades or improvements they could make to their boat this year, what would they be?

- *Safety Equipment as an investment not expense*
- *Better anchor and possibly a second on standby with 100m of good line attached.*
- *Storage – everything in the same place every trip and every place is correct for what is stored.*

Is there a piece of equipment that owners often spend too much money on — when good seamanship would matter more?

Complex electronic systems that look fabulous in trade shows but do not stand up to the rigours of a salt-environment. The same comment on hydraulics – in most cases they can be done away with.

Finally, what's the single best habit a boat owner can develop to ensure their boat remains safe, reliable, and enjoyable to sail?

Use it!! The more a boat is used, the better the knowledge and the better reliability. Engage your guests with the boat, they are your crew and 9/10 really want to assist, but need clear guidance. Be eternally inquisitive about the systems you take for granted, make a mental game of thinking "If this breaks now I would..." If you sail with the same friends and family bring them into the game and do some drills – drop an anchor in deep water – pull the emergency stop on the engines to make sure they work – when your liferaft needs a service see if you can inflate it and see it... sometimes this has to be at the service centre as it gets a bit big.

This interview was conducted between Ariadna Pons from Nautical Book Club and Brendan O'Shannassy, author of *Superyacht Captain*.

Superyacht Captain
by Brendan O'Shannassy

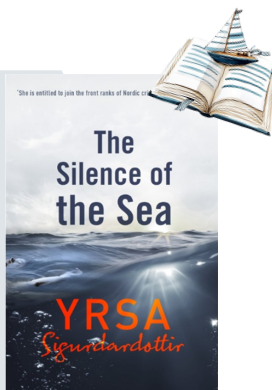
Available at
Nautical Book Club website



MY OCTOPUS— Author taking sun sights on Pacific crossing



MAY 2025



THE SILENCE OF
THE SEA
Yrsa Sigurðardóttir (Author)

The Silence of the Sea by Yrsa Sigurðardóttir is a gripping maritime thriller that combines mystery, suspense, and psychological tension against the isolated backdrop of the open ocean. When a luxury yacht is discovered drifting off the Icelandic coast with no sign of its passengers or crew, a lawyer becomes involved in unravelling the disturbing mystery behind the vessel's silent abandonment. As the investigation unfolds, the story alternates between the eerie events aboard the yacht and the growing questions surrounding the disappearance.

Atmospheric and deeply unsettling, the novel masterfully builds tension through claustrophobic settings, hidden secrets, and the constant presence of the unforgiving sea. Yrsa Sigurðardóttir blends maritime suspense with emotional depth, creating a haunting story where fear, isolation, and human vulnerability collide. *The Silence of the Sea* is both a compelling mystery and a chilling reminder of how quickly life can unravel far from shore.

Only one person has ever sailed vertically around the world singlehandedly – Adrian Flanagan.

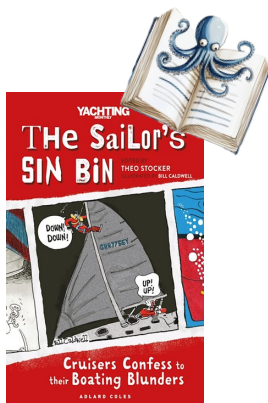
Sailing horizontally is difficult enough, crossing thousands of miles of ocean only to get near land at the Capes and battle treacherous currents. However, hundreds of sailors have still managed it. Adrian became obsessed with the idea of sailing vertically around the world as a boy, before he even knew whether it was possible. Thirty years later he managed it. This is his own account of his remarkable adventure.

It was an epic challenge, sailing through the perilous waters around Cape Horn and across the remote, hostile stretch of the Russian Arctic. He survived being washed overboard, capsizing, a close encounter with pirates, and also managed to treat not one but two dislocated wrists – all of this alone, a thousand miles or more from anyone who could help him complete his quest. It wasn't all high drama, however. Adrian experienced moments of awe-inspiring beauty – being accompanied by a pod of whales, and swimming with dolphins.

This is a timeless and unique story, pacily written with a sense of humour, but which captures the zeal and determination required to accomplish something nobody else has ever done before.



OVER THE TOP
Adrian Flanagan
(Author)



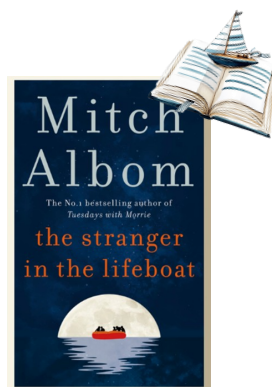
THE SAILOR'S SIN BIN
Theo Stocker (Author)

The book compiles the best of the short real-life confessions from sailors from Yachting Monthly's Confessions feature, many of them illustrated by original cartoons. These cautionary tales are arranged into themed chapters, for the amusement and edification of readers.

Worse things happen at sea, so the saying goes. This book relates the embarrassing blunders and shameful shenanigans of real sailors to whom the worst did happen. Even in a world of satellite navigation and social media, shipwrecks, collisions, getting stuck in the toilet and cases of mistaken identity can and do happen. They remain hidden until the skipper can bear the guilt no longer and must unburden their souls. The resulting stories are outrageously funny, while allowing the rest of us to thank our stars it wasn't us and to learn from others' mistakes.

The Yachting Monthly Confessional has been offering absolution for almost half a century. This hilarious collection is the cream of the crop from the last few years, illustrated by the brilliant cartoons of Bill Caldwell, and deserves a place on every sailor's bookshelf as the definitive guide of what not to do at sea!

JUNE 2025



THE STRANGER
IN THE LIFEBOAT
Mitch Albom
(Author)

The Stranger in the Lifeboat by Mitch Albom is a powerful and thought-provoking novel that explores faith, survival, and the meaning of hope in the face of tragedy. After a luxury yacht sinks in the middle of the ocean, a small group of survivors find themselves adrift in a lifeboat with limited supplies and fading hope. Their situation takes a mysterious turn when they rescue a stranger floating in the sea—a man who claims to be “The Lord.” As fear, doubt, and desperation grow among the survivors, questions of belief and humanity begin to surface.

Blending suspense with spiritual reflection, Mitch Albom creates an emotional and deeply moving story about forgiveness, purpose, and the search for meaning during life’s darkest moments. Set against the isolation and uncertainty of the open sea, *The Stranger in the Lifeboat* is both a gripping survival tale and a meditation on faith, reminding readers that hope can often be found in the most unexpected places.

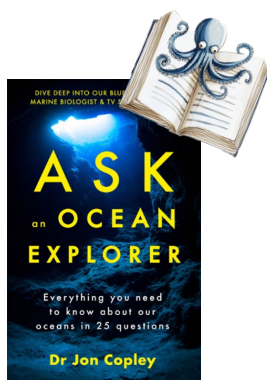
Who gets the call if it all goes wrong at sea?

Meet Dr Ben MacFarlane. After spending a year as a repatriation doctor, he’s heading around the world as a ship’s doctor – and with 3,000 passengers and crew to look after he’s in for the most exciting trip of his life. On one dramatic voyage he deals with broken bones and broken hearts, and picks up the pieces after fights in the crew bar and freak accidents on shore leave.

So join Ben and his colleagues and find out why ship’s doctors think bar stools should carry health warnings, why the casino can be safer than the sick bay in a storm and why no amount of sharks, pirates or tidal waves will ever be as dangerous as the midnight buffet.



CRUISE SHIP S.O.S
Ben Macfarlane
(Author)



ASK AN OCEAN
EXPLORER
Dr Jon Copley (Author)

Ask an Ocean Explorer is an engaging and accessible journey into the mysteries of the world’s oceans, answering some of the most fascinating questions about the deep sea, marine life, and ocean exploration. Through 25 thought-provoking questions, the book explores how oceans function, how scientists investigate their hidden depths, and why understanding them is more important than ever for the future of our planet.

Blending the untold history of ocean exploration with personal experiences of diving in mini-submarines as a “bathynaut,” the book brings readers face to face with strange deep-sea creatures, underwater discoveries, and the realities of life beneath the surface. Informative, entertaining, and deeply relevant, *Ask an Ocean Explorer* reveals how closely connected our everyday lives are to the health and future of the oceans.

Over the Top

by Adrian Flanagan

In this special feature, we speak with adventurer, sailor, and endurance explorer Adrian Flanagan about his remarkable book *Over the Top*—an extraordinary account of determination, resilience, and the relentless pursuit of adventure. Best known for becoming the first person to complete the “Polar Grand Slam” and for his daring expeditions across some of the world’s most unforgiving environments, Flanagan brings a unique perspective to the spirit of exploration. Through *Over the Top*, readers are taken beyond physical journeys and into the mindset required to confront isolation, uncertainty, and extreme challenge.

Our interview explores the inspiration behind the book, the experiences that shaped its creation, and the enduring connection between exploration and storytelling. Adrian Flanagan reflects on the lessons learned through years spent navigating harsh landscapes and difficult conditions, while also sharing insights into the human desire to push beyond perceived limits. *Over the Top* is more than a travel narrative—it is a powerful reflection on courage, endurance, and the drive to keep moving forward, even when the odds appear impossible.

Unedited—Let’s keep it real!



Refit Strategy & Priorities

Before departure, you carried out a significant refit on *Barrabas*. For an owner planning serious offshore miles, how do you decide what truly needs upgrading versus what can be serviced and trusted?

When doing the refit I had to decide what systems were absolutely essential. These were the engine, the electrical system, navigation instruments and electronics, and the batteries. I had the engine fully serviced and improved the system by introducing not one but two higher efficiency fuel filters.

When I was bringing the boat back from the South of France having purchased her, I lost the engine off the west coast of France and almost got blown onto the rocks because the fuel filter was centrifugal and dirty fuel blocked the uplift pump. It took me an hour to fix and almost ended in disaster to the point where I had to alert the French Coast Guard.

I was also particularly concerned about power and replaced all the batteries with four brand new 200ah AGM batteries. I installed a new radar and various navigation electronics. These are difficult to service particularly if you're not an electronics engineer and so I wanted them to be as robust as possible from the get go. Everything else on board can be serviced in situ such as the sails, the winches, standing rigging, running rigging, and anything else. However I also had new sails made by Kemp Sails. My instruction was that the sails should be bullet proof. This meant that they were double ply and reinforced. The sails would take a hammering at sea and I did not want to be lugging spares which would occupy valuable storage space below decks. As it happens, I had no problems with the sails other than having to replace the mainsail leech line. In fact, Kemp did such a stand out job, the sails are still in use today.

The hull below the waterline was sandblasted back to bare metal using Olivine grit.

Looking back, were there any systems you invested heavily in that proved less critical than expected? Conversely, were there modest components that turned out to be absolutely vital?

Yes. I installed a satellite receiving system. The idea behind this system was to be able to receive satellite images of the Arctic ice as a navigation aid so that I would be able to see any breaks in the ice that I could navigate in as near real time as possible. I didn't use the system at all. It was difficult to get to work and temperamental. Instead I relied on a member of my shoreside support to download satellite images and then interpret them and send me cut down versions via e-mail. What I would have given for a handheld camera drone!

Of the more minor components that I took, the most important turned out to be drill bits and screws. Trying to drill through titanium stainless steel, from which the whole boat was constructed, on a pitching sea causes a phenomenal amount of drill bit breakages.

You spent considerable time living aboard during the refit. Do you think that hands-on familiarity with every fitting and system materially improved your ability to troubleshoot offshore?

Without question familiarity with on-board systems makes the task of troubleshooting at sea so much easier. To that end, I also attended the United Kingdom Sailing Academy in Cowes on the Isle of Wight to re-familiarise myself with various aspects of sailing equipment from diesel engine maintenance to electronics to fuel systems to navigation equipment. As an example, whilst the boat was out of the water, I had familiarised myself with the steering quadrant and the cable runs. In the Bay of Biscay one of the steering cables parted and I had to go to the emergency tiller until the heavy weather passed and then fix the wheel steering system. I didn't have to waste any time finding out how the whole system worked because I knew exactly where everything was and what I needed to do. As a result, I was able to work the problem and complete the task in much less time than I suspect it would have taken me had I been unfamiliar with the system.



Cold Weather Preparation & High-Latitude Sailing

When sailing into Arctic conditions, what systems failed first under cold stress — deck gear, electrics, plumbing, steering?

I was fortunate. No systems failed as a consequence of the Arctic conditions. Whether this was by good fortune or good preparation I cannot say, but I suspect probably a combination of both. The only failure that I did have in the high Arctic was one of the lower starboard shrouds parted. Even though all the standing rigging had been replaced at the outset I do not suspect that the cold conditions were responsible for the failure of this particular shroud. Rather I suspect it was simply a manufacturing defect or possibly the consequence of two knockdowns at Cape Horn. The boat was knocked down on her port side so the starboard shrouds would have done the heavy lifting in maintaining the mast's positional integrity. Bearing in mind that the mast — constructed entirely of stainless steel — weighed nearly two tonnes, then a shroud failure is perhaps not surprising.

Ice accumulation on rigging and deck hardware can compromise both stability and function. What practical steps would you recommend to minimise icing risks for cruising sailors considering northern passages?

I did not encounter any significant icing problems because I entered the high Arctic during the northern hemisphere summer months, sailing the northern sea route in August and September. The point of maximal ice melt in the Arctic is the 15th of September and all my sailing plans were centred around this date. However, had I been in a situation where significant icing was affecting boats stability I would have made climbing the mast and de-icing a daily routine. To do this as safely as possible, I think it is essential that the mast be fitted with mast steps.

You discovered electrically heated clothing during your stop in Alaska. From a practical standpoint, how important is crew thermal management in preserving decision-making and safe watchkeeping? Would you now design onboard electrical systems with heated gear loads in mind?

I didn't actually discover the heating clothing, that was down to Louise my ex-wife who was also managing the expedition. As it transpires the heating clothing that I was sent whilst I was in Alaska was a 12 Volt system originally designed for motorcyclists. I had incorporated a 12 Volt cigarette lighter socket in the cockpit primarily to power mobile GPS units in case the main ship's systems failed and this worked well in powering the heated suit. In planning the power management system on board, I had ensured that there was plenty of battery power and so running the heated suit did not pose any difficulties. The old adage that there is no such thing as bad weather just bad clothing is in my experience very true. Aside from the heated (and waterproof) suit the other piece of kit which was very important to me we're ski goggles which prevented the very cold wind from causing my eyes to continually tear up.

Thermal management is absolutely crucial but particularly when sailing either shorthanded or single handed because battling cold is a thoroughly exhausting business akin — in my opinion — to going without hot food.

Some 'improvements' did not work. The new fuel day tank leaked incessantly.

Did insulation, ventilation, or heating systems onboard perform as expected? If you were fitting out a boat specifically for sub-zero sailing, what would you prioritise differently — diesel heater redundancy, thermal lining, battery capacity?

Ensuring that the boat had a new bank of four 200ah batteries gave me a great deal of peace of mind.

“Even though I was extremely conservative with power management, I had the reassurance of knowing that there was a plentiful reserve in case of emergency.”

Adrian Flanagan

There was a diesel heater on board originally which I removed in order to make space for an additional fuel day tank. In retrospect this day tank, which I had made specially to fit the space turned out to be a complete pain in the neck and leaked continually despite my best efforts. In place of the diesel heater, I installed an Eberspacher hot air system which did work well but I feel that the diesel heater would have been a great asset too. As for the Eberspacher system, I did pipe hot air into a drying cupboard and that worked exceptionally and meant that any wet clothing quickly dried out. The hot air cupboard was one of the triumphs of the refit.

The boat was already well insulated with very thermally efficient material. There was very little condensation inside the boat whilst I was in the high latitudes.



Mechanical Reliability & Redundancy

In remote waters, mechanical failure isn't an inconvenience — it can be voyage-ending. Which system onboard caused you the most concern during the circumnavigation?

The engine system was the one that that caused me most concern. I was sensitised to it by having lost the engine when delivering the boat back from the South of France to the UK. Even though I had installed dual fuel filters during the refit, and ensured that all the diesel fuel was treated with diesel bug chemicals, I nonetheless had a constant background niggle about the engine. The engine was vital in case I had to engage the propeller going around Cape Horn where currents close inshore can run at 10 knots. Because my route took me westabout Cape Horn, against the current, I would have had to employ the engine to get out of trouble if the wind died.

As it happened, the boat suffered two knockdowns going around Cape Horn which damaged the mast. I sailed on with permanently reduced canvas to ensure that I did not overstress the rig. I decided that it would be safest to stop in Honolulu to repair the mast. I approached Honolulu by passing north over the other islands to the east of Oahu. This meant I was on a lee shore. If the rig failed I would have needed the engine. As a precaution, I alerted the US Coast Guard of my position and intent just in case the rig did fail and the engine as well.

The engine (Lombardini LDW 2204M – 60hp) was also absolutely vital when I got into the Arctic in case I had to navigate around sheet ice in the absence of wind. Thankfully, my precautions and almost obsessive maintenance of the engine system meant that the engine worked perfectly during the entire voyage. The only minor problem was the failure of the fuel solenoid.

Although the boat was equipped with both solar and wind power, the engine was of course also a necessary backup to charge the battery bank.

How did you approach redundancy? For example, did you carry spare autopilot components, duplicate navigation electronics, or backup steering methods?

From the outset I had a very simple rule when preparing the boat for the voyage and that was, "Take two of everything!" For example, I had three backup battery powered GPS units. I also fitted the boat with a Hydrovane wind powered self-steering system. One of the principal reasons for selecting Hydrovane was because of its independent rudder and thus backup steering.

In terms of redundancy, I think it is worth saying that there are three items which I would not leave port without even though I would hope never to use them. The first is an unsinkable dinghy equipped with a sailing rig. In my case I had a Portland pudgy. This is not the most glamorous sounding piece of kit the fact is that if the situation ever arose where I have to step up into the dinghy, I would rather trust my life to that than an inflatable life raft.

Secondly, a Jordan series drogue. This is a type of drogue deployed from the stern that trails some 100 metres behind the boat and is fitted at regular intervals with small 'mini drogues'. This arrangement prevents the kind of destructive snatching that can occur with a parachute anchor or a large single drogue and when deployed has

more of a feeling of the boat being tethered on an enormous elastic band. By deploying a tiny amount of head sale to keep the stern to wind, the boat will be as safe as I believe it is possible to be when the weather conditions are truly dangerous.

In the 1998 Sydney Hobart yacht race, 115 boats started but only 44 completed the course. Six lives were lost and five boats sank. After this disaster, The US Coast Guard conducted simulations and concluded that no boats would have been lost had they been equipped with Jordan series drogues.

The third piece of equipment I would not sail without is a hand operated desalination unit. The idea is that whilst freshwater could be taken on board a dinghy or life raft the ability to generate a fresh water from seawater whilst awaiting rescue is critical given that rescue may not occur for many weeks.

“ Take two of everything! ”

Adrian Flanagan

For typical cruising sailors, where is the sensible line between adequate spares and unnecessary weight and complexity?

In my opinion, over reliance on complex electronics and electrical systems is potentially dangerous. For example, whilst I had a satellite telephone through which I could download weather maps which I could then superimpose on a chart plotter, I also carried paper charts.

Although weight was not necessarily an issue for me because I had calculated plenty of time to get to certain points on the earth surface to reduce risk, for example arriving at Cape Horn at the midpoint of the southern hemisphere summer and at the Bering Strait at the midpoint of the northern hemisphere summer, my calculations were based on speed over the ground of three knots. As it was my average speed over the ground over 33,000 miles was 3.4 knots which meant that plenty of contingency leeway time was baked into my calculations.

My essential rules of the road here are:

- *Don't be in too much of a hurry*
- *Keep it simple*
- *Take (at least) two of everything*

What tools or spare parts onboard proved indispensable? Were there items you carried but never used?

All the tools that I carried on board were indispensable. I don't think that there was a single tool that I did not use at least once and many that we used repeatedly. I also lost quite a few tools over the side when working on deck. My rule of taking two of everything did not apply strictly to my tools, with those I took at least three of everything. There were plenty of items which I did carry that were never used such as a spare autopilot, spare fuel injectors and many others but even those served an important function and that was to give me peace of mind.

Steering, Self-Steering & Watchkeeping

Self-steering systems are often the unsung heroes of offshore passages. How did yours perform in heavy weather and freezing conditions?

The Hydrovane was absolutely indispensable particularly given that I was single handed and therefore impossible for me to maintain a 24 hour watch. The

Hydrovane worked brilliantly in all weather conditions and on all points of sail.

It let me down only one time and that was as I was exiting Cape Horn having come through hurricane conditions during which the boat suffered two knockdowns. The weather had cleared, the skies were blue and I had a following wind of 15 knots, in other words perfect conditions. As I was sorting out the mess in the cabin the boat was failing to hold its course. I got so impatient I was yelling expletives at Harry – the name I had given to the Hydrovane. When I went topsides to inspect Harry I found a screw linking the wind vane with the rudder servo mechanism had sheared. I quickly replaced the screw. Harry the Hydrovane immediately began to perform as reliably as ever.

I spent quite a few moments apologising profusely out loud to Harry.

The Hydrovane was easy to maintain and adjust.

Would you now favour windvane steering, electronic autopilot, or a hybrid system for serious passage making? Why?

Without question I would favour wind vane steering over an electronic autopilot for several reasons. Firstly, autopilots suck a lot of juice from the batteries. Secondly, autopilot electronics – whether the hydraulic arm itself or the control head – can easily fail. Thirdly, a mechanical system is much easier to repair than an electronic one and finally the reliability of a wind vane system does an awful lot to ease the worry of offshore passage making.

For owners preparing for long solo passages, what's your advice on maintaining and stress-testing steering systems before departure?

The first thing is to ensure that there is a backup steering system on board and ideally more than one. Make sure that there are spares for everything for example the correct diameter steering cables for a quadrant if the boat has wheel steering. As for stress testing, I don't really believe that this can be done effectively on a trial basis. The true test of any system is through prolonged continuous use. So, the only way to properly test a system is to actually get underway.

The best one can do in terms of preparation is to make sure all the kit is sound, there are backups and plenty of spares and conduct sea trials in conditions which approximate the worst conditions anticipated on the passage.



Electrical Systems & Power Management

Power management becomes critical in cold climates. Did battery performance suffer in low temperatures?

No. I was fortunate to be sponsored four 200ah AGM Lifeline batteries which performed superbly throughout the voyage. I was careful to manage the batteries carefully, not allowing them to become too depleted of charge or overcharged but kept them in the sweet range between 20% and 80%. As with the engine, I was careful to manage power by not using unnecessary power draining equipment too often, such as radar. My concern was always to ensure that I maintained the battery primarily for navigation equipment even though I had multiple battery powered backup GPS units.

With today’s advances — lithium batteries, solar efficiency, smart monitoring — how would you redesign *Barrabas*’ electrical system?

Advances in on board power management has inevitably occurred since I made my voyage but at the time, in 2005, I think the on board power generation was optimal with a combination of a four solar panel array on the gantry plus an Ampair wind turbine together with a reliable engine for battery charging.

For owners planning extended autonomy, what’s more important: generation capacity or conservative consumption?

I don’t believe that one is more important than the other rather it is a combination of having sufficient capacity together with conservative consumption management. There is probably a tendency to have too much home comfort on board such as refrigeration which necessitates greater capacity. But as with everything else, I believe the adage ‘less is more’ serves any long distance sailor better in the long run rather than the constant worry of having to maintain and monitor complex systems.

“ I was careful to manage the batteries carefully, not allowing them to become too depleted of charge or overcharged but kept them in the sweet range between 20% and 80%.

Adrian Flanagan ”

Choosing the Right Battery for Your Sailing Boat

Modern sailing boats rely heavily on battery power, from navigation systems and lighting to refrigeration and communication equipment. Choosing the right type of battery is essential for reliability, safety, and efficiency onboard. The three most common types used in sailing boats are Lead-Acid, AGM/Gel, and Lithium-Ion batteries, each offering different advantages depending on the style of sailing and onboard power demands.

Traditional **Lead-Acid batteries** remain the most affordable option and are widely used for engine starting and basic onboard systems. They are reliable and easy to replace, making them suitable for occasional coastal cruising. However, they are heavy, require regular maintenance, and should not be deeply discharged, as this shortens their lifespan. **AGM (Absorbent Glass Mat) and Gel batteries** are improved versions of lead-acid technology. They are sealed, maintenance-free, and better suited for marine environments due to their resistance to vibration and spills. AGM batteries can deliver high currents quickly, making them ideal for starting engines and supporting moderate electrical loads, while Gel batteries perform particularly well during slower discharge cycles, making them useful for house power systems on cruising yachts. Their main disadvantage is cost, as

they are more expensive than standard lead-acid batteries while still offering limited lifespan compared to newer technologies.

For sailors undertaking longer voyages or relying heavily on onboard electronics, **Lithium-Ion batteries**, particularly LiFePO4 (Lithium Iron Phosphate), are increasingly becoming the preferred choice. These batteries are lightweight, charge extremely quickly, and can safely discharge much deeper than lead-acid alternatives without damage. They also last significantly longer, often providing thousands of charge cycles. This makes them ideal for offshore cruising, liveaboard sailors, and boats using solar or wind charging systems. The main drawback is the higher upfront cost and the need for compatible charging equipment and battery management systems. Despite this, many sailors view lithium batteries as a long-term investment due to their efficiency, reduced weight, and superior performance. Ultimately, the best battery choice depends on budget, sailing style, and the amount of electrical power required onboard.

Ariadna Pons
Naval Architect

Battery Type	Advantages	Disadvantages	Best Usage
Lead-Acid	Affordable, widely available, reliable for engine starting	Heavy, requires maintenance, shorter lifespan, cannot handle deep discharge	Small boats, occasional coastal sailing, engine starting
AGM / Gel	Maintenance-free, sealed and spill-proof, good vibration resistance,	More expensive than lead-acid, still relatively heavy, moderate lifespan	Cruising yachts, moderate onboard power needs, house batteries
Lithium-Ion (LiFePO4)	Lightweight, fast charging, long lifespan, deep discharge capability, highly efficient	High initial cost, requires compatible charging systems and battery management	Offshore cruising, liveaboard boats, high electrical demand and renewable energy systems

What was the most avoidable onboard issue you encountered — something that, in hindsight, better preparation could have prevented?

I was very fortunate not to have any repeating failures or serious avoidable issues which might have been preventable through better preparation. In that respect, the very careful and lengthy preparation that I put myself and the boat through served us both well.

There were isolated incidents which could have been disastrous. For example, on one occasion when I was extremely tired and used the heads, I forgot to close the sea water inlet valve. As a consequence the bilge is flooded and I only noticed that when water began sloshing above the cabin sole. On another occasion, I ran the engine partly to check that everything was working OK and also to charge the batteries. After a few minutes, I smelt burning. Confused as to what this might be, I turned off the engine and made checks throughout the hull but could find nothing wrong. After six months at sea I arrived in Honolulu. A local fisherman offered to scrape my hull by diving beneath the boat. When he resurfaced, he told me that fishing line had become wrapped around the prop shaft and melted. He cut it free and showed me. I thought no more about it. Arriving some months later off the coast of Alaska, I started the engine in preparation to go into port and was greeted with the most horrendous clanking sound as the prop shaft banged around inside the stern



tube. It turns out that the melted fishing line was in fact the outboard cutlass bearing which was made of nylon which had melted. Thinking back to the smell of burning months before, I realised that I had not opened the sea water cooling valve that irrigated the stern tube.

To mitigate these kinds of mistakes, which are inevitable particularly when deep fatigue sets in, I would in retrospect have written checklists for all systems on the boat and placed them strategically so that every time I had to run through a sequence, such as engine start, I would have had a tick list to ensure that no stage was omitted.

Conversely, what failure taught you the most about your boat's strengths?

There wasn't one specific failure which taught me about the boat's strengths. Inevitably, on any long voyage there will be equipment failures particularly when the course goes through areas where sea conditions can be very challenging.

During the Alpha Global expedition the boat encountered many such treacherous conditions. As each of these situations was encountered my confidence in the boat grew. For example, when making my passage westwards around Cape Horn we encountered extremely severe weather with wind speeds in excess of 70 knots and huge seas. The relentless pounding that the boat had to withstand gave me huge confidence in her strength. On one occasion due south of Cape Horn itself the boat suffered two knockdowns in quick succession. On both occasions she righted herself very quickly and her ability to withstand these testing circumstances demonstrated her innate strength. I recorded in the log that Barrabas had, "the heart of a lioness".

Shortly after we exited Cape Horn and made our way north up the South Pacific, the Volvo race fleet entered the Cape Horn area from the Pacific side going eastwards downwind and running with the currents. The fleet got into all kinds of trouble and one boat had to be rescued by the Chilean Navy. This was confirmation, as if any were needed, that the strength of Barrabas's hull had allowed her to survive conditions that would have done for many boats, particularly those with a less robust construction.

Her strength was further tested in the high Arctic. On one occasion when I was asleep and unable to maintain a watch, the boat collided with sheet ice at speed such that the front section of the boat mounted the ice fully up to the leading edge of the keel. Slowly, Barrabas's weight canted the ice sheet and she gently slid off. The collision brought me starkly awake. I was fully expecting to see water gushing into the hull. However, there were no untoward effects and much later when I was able to inspect the outside of the hull there wasn't even a dent. Again, this gave me tremendous reassurance.

The hard dodger not only provided shelter on deck but also waist height handholds which proved invaluable.

Lessons Learned the Hard Way

If a PBO reader were preparing a 35–45ft cruising yacht for serious offshore work, what three upgrades would you insist on before leaving harbour?

Aside from the obvious which to my mind prioritises the integrity of the underwater hull and the security of the rig, the three upgrades I would recommend particularly for long duration offshore passage making are:

- *Mast steps*
- *Water-maker*
- *Strong points for attachment of a Jordan series drogue*

Mast steps are (in my opinion) crucial not only to be able to inspect the rig aloft but also are an extremely useful means of being able to scan the horizon over a much greater distance. With an eye level standing on deck of approximately 3 metres above sea level the horizon is approximately 4 miles. Climbing the mast by 10 metres gives an elevation of some 13 metres above sea level and increases the distance to the horizon to about 8 miles. This increased viewing range is crucial – particularly if radar is not available – when crossing shipping lanes, navigating ice, negotiating passages between many islands for example in the South Pacific ocean or in any other circumstance where eye-balling the sea ahead confers significant advantage in the safety of vessel and crew.

Modern water-makers use very little power and fresh water on board can be the difference between life and death. A human can survive

without food for several weeks but only for a few days without water. Fresh water on board and the means to generate it also provides huge reassurance to the crew. Freshwater also means that personal hygiene is much easier to maintain and can be a massive morale booster as well as a vital survival necessity.

I fitted a Katadyn 40E survivor water-maker in Barrabas and I can honestly say that the quality of the water produced was as good as any freshwater – bottled or otherwise – that I have had anywhere. More importantly, each time I generated 10 litres and filled my water jerry can, my morale rose. This was all the more important since I fouled my freshwater tanks on the second day of the voyage. The tank air vent on the starboard side deck was submerged while the boat was on a fine reach in high winds. Seawater went straight into the tanks. Of course I could have raised the level of the vent by simply attaching a hose to the vent pipe on deck and led it part way up the mast. However, by the time I had thought of that it was too late.

Equipping the boat with a Jordan series drogue also provided me with huge reassurance even though I did not have occasion to deploy it. I did have two sturdy stainless steel brackets welded on to the after-deck and protruding slightly beyond the transom as strong points to which the Jordan series drogue was permanently attached. The tensile or pulling forces acting on a deployed drogue are massive and if the attachment points were to fail during deployment then disaster could reasonably ensue.

Advice for Cruising Owners

Many PBO readers are hands-on owners maintaining boats on realistic budgets. Where would you advise spending money — and where can careful maintenance substitute for expensive upgrades?

We all know the expression or variations of it which says, “Sailing is like standing under a shower and ripping up £50 notes.” We also know that maintenance can be eye-wateringly expensive if what start out as small jobs are ignored and allowed to escalate.

I have only ever owned steel boats and so I don't have any expertise when it comes to boats constructed from other materials. Suffice to say, in my opinion, that the most important maintenance has to be the underwater hull. I was fortunate in finding a vessel for my round-the-world voyage which was constructed of titanium enriched stainless steel and therefore had very little maintenance issues that might be required of a hull constructed from mild steel.

All steel boats tend to corrode from the inside out with, beginning in areas which cannot be seen or readily reached. With stainless steel the same applies and the danger is an electrolytic reaction caused by a lack of oxygen called crevice corrosion. As best I could, while sailing I always checked the bilges and cleared them if necessary and made regular inspections of the whole of the interior aspects of the hull

My advice to myself and therefore to anybody else is to invest in the

best products to protect both the exterior and interior of the hull. In the event that the hull is damaged, get the boat out of the water as quickly as possible and make the necessary repairs using the best products available.

For me, the enjoyment of long distance passage making is directly proportional to my peace of mind, and the more peaceful my mind is regarding the integrity of the boat that sits below the water the more fun I have.

Is simplicity still the most reliable approach offshore, or has modern technology genuinely improved safety margins?

There can be no argument that modern technology has genuinely improved safety margins. EPIRBs and satellite phones alone are pretty much guaranteed to get most sailors out of pretty much any situation requiring assistance or rescue. I do however think that over-reliance on technology is, paradoxically, inherently dangerous.

The keyword in my opinion for anyone going offshore, particularly single handed, is self-reliance. The less reliant a sailor is on technology the more self-reliant he or she is, and the more self-reliant a sailor is the better they become at working a problem, thinking creatively and finding solutions.

Advice for Cruising Owners

Finally, what's the single most important thing a skipper can do to build confidence in their boat before committing to an ambitious voyage?

There is only one way for a skipper to have confidence in their boat before any offshore passage where conditions are almost certainly going to become dangerous at some point and that is to put the boat in those conditions, but within proximity of the coast. In other words pick a really bad weather window and go and put the boat through its paces in what is effectively a sea trial.

When I picked up Barrabas in the South of France, I and a friend crewed her back to the UK. This meant sailing across the Bay of Biscay which can become notoriously dangerous in big weather. During the passage across Biscay we did indeed get some seriously big weather and some seriously uncomfortable conditions. A shroud failed and we had to improvise with a jury rig, an accidental jibe could have smashed the gooseneck, we lost the engine through dirty fuel within spitting distance of jagged rocks along the northwestern coastline of

France and we had to test the boat's ability to heave-to in monstrous seas. By the time we moored up in Cowes, I was pretty confident that Barrabas would be able to meet the challenges of a Cape Horn passage and a round-the-world voyage.

On the 28th of October 2005, my day of departure on the Alpha Global expedition, the only doubts I had were about my own abilities and whether I would be able to look after the boat. I knew for sure that the boat would look after me, and so it proved.

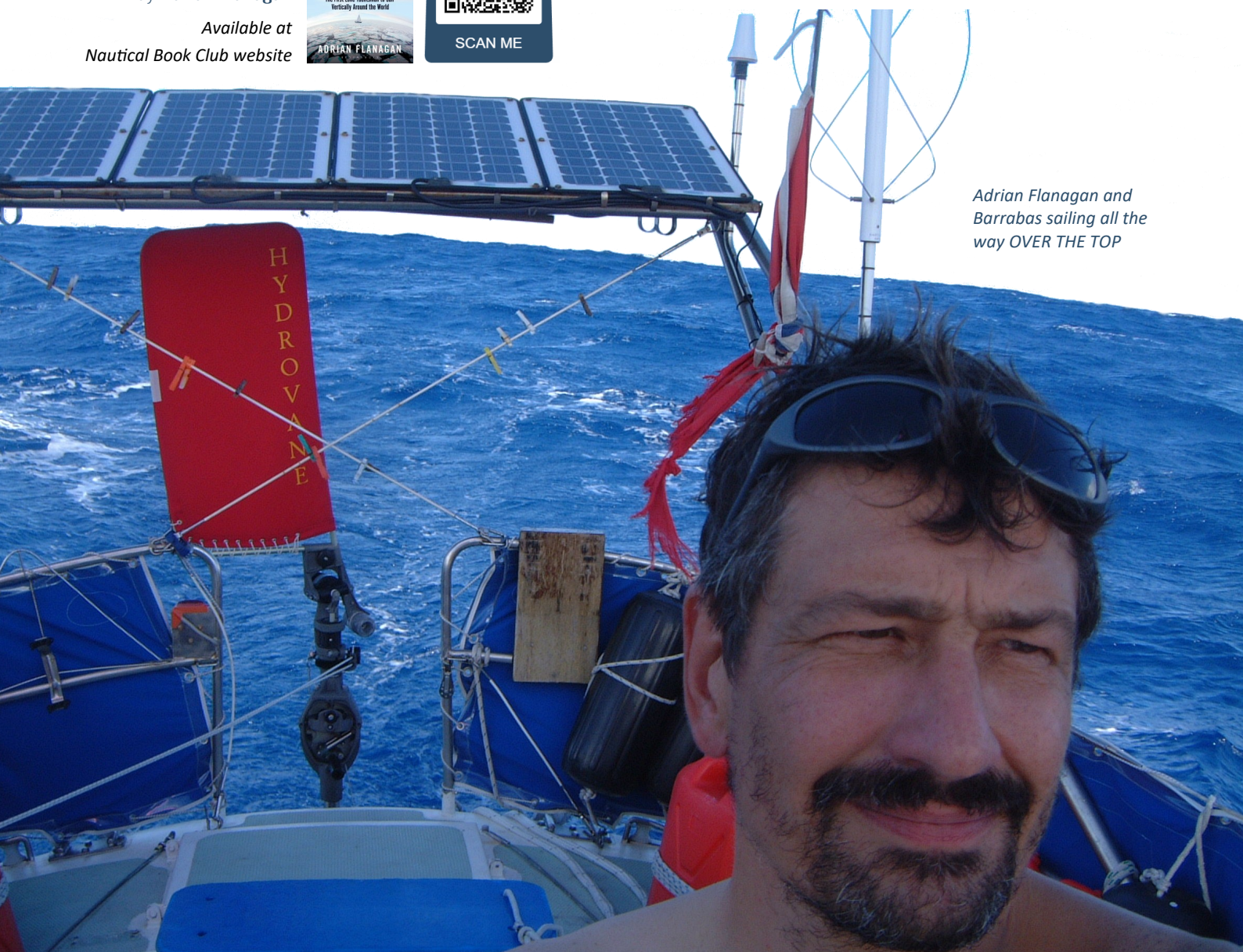
This interview was conducted between Adrian Flanagan, author of *Over the Top* and Ariadna Pons (Naval architect) from Nautical Book Club .

Over the Top
by Adrian Flanagan

Available at
Nautical Book Club website



Adrian Flanagan and
Barrabas sailing all the
way OVER THE TOP



MAINTENANCE

Beyond the Boat



**BE YOUR OWN BOAT
SURVEYOR**
A hands-on guide for all owners and buyers



Be Your Own Boat
Surveyor
by Dag Pike
(Author)

Know Your Boat Inside and Out

Boats are expensive and they are complicated – unless you are going to pay a professional to carry out a survey (at yet more expense) it is invaluable to be able to:

- Quickly assess a potential purchase for signs of trouble without paying for lengthy reports
- Carry out a detailed check on your own boat the end of the season
- Identify problems and get them dealt with before they get serious
- Get to know your boat in a lot more detail, so if a problem develops at sea you will be more able to cope

Organised into chapters covering: Tools of the trade (basic tools, moisture meters, fingers and feel, smell, mirrors, sources of information); Checking the hull (including wood construction and rot, GRP laminates, osmosis, metal construction, keels, anodes); RIBs and inflatables; Engine and systems; Stern gear; Plumbing; Mast and rigging; Electrical systems; Interiors; Safety equipment. At the end of the book there's a handy guide to carrying out a five minute survey – invaluable when making a quick assessment of a potential purchase.

Highly illustrated, with anecdotes and hands-on advice throughout, this practical book gives readers the tools to do much of the work on their own, and know when to call in the experts.

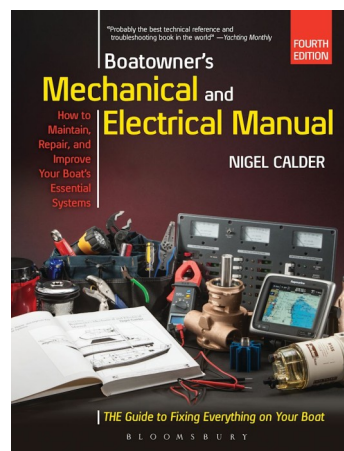
Practical Skills for Safer Cruising

This manual takes both novice and experienced boatowner through minor to major repairs of electrical systems, engines, electronics, steering systems, generators, pumps, cookers, spars and rigging.

When it was first published in 1990, the *Boatowner's Mechanical & Electrical Manual* broke new ground. It was hailed as the first truly DIY manual for boatowners and has sold in its thousands ever since. There have been significant changes in boat systems since then, particularly electrical systems, and this fourth edition has been fully updated to reflect these developments and expand its predecessor's worldwide popularity.

'Probably the best technical reference and troubleshooting book in the world' *Yachting Monthly*

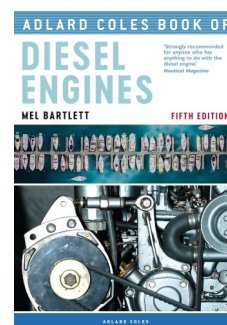
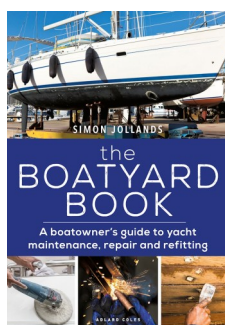
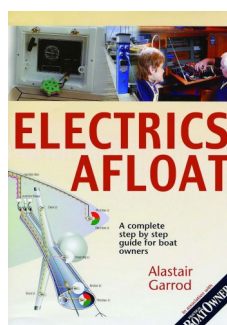
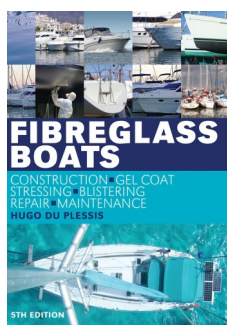
'It deserves to come standard with every boat' *Yachting World*



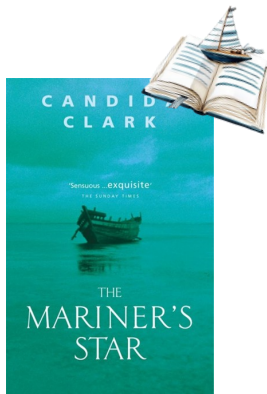
Boatowner's Mechanical and Electrical Manual
by Nigel Calder (Author)



Other interesting books



JULY 2025



THE MARINER'S
STAR
Candida Clark
(Author)

The Mariner's Star by Candida Clark is a beautifully written historical novel that weaves together themes of adventure, resilience, and the enduring connection between people and the sea. Set against a richly atmospheric maritime backdrop, the story follows characters whose lives are shaped by voyages, uncertainty, and the search for belonging. Through vivid storytelling and emotional depth, the novel captures both the beauty and danger of life connected to the ocean.

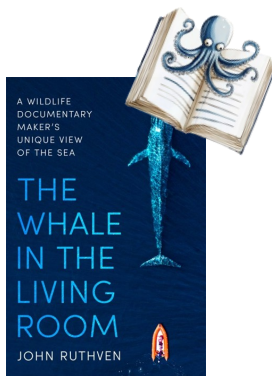
Candida Clark brings the maritime world to life with detailed descriptions, compelling characters, and a strong sense of atmosphere, drawing readers into a journey filled with discovery and human emotion. *The Mariner's Star* is not only a story of the sea, but also a reflection on courage, survival, and the powerful pull of adventure that continues to draw people toward the horizon.

The Time of Terror by Seth Hunter is a gripping historical naval adventure set during the violent chaos of the French Revolution. In 1793, British naval commander Nathan Peake finds himself drawn into a dangerous world of espionage, political intrigue, and war as France descends into the bloody period known as the Reign of Terror. Tasked with a secret mission to undermine the French economy, Peake must navigate hostile seas, revolutionary Paris, and the constant threat of betrayal.

Rich in maritime atmosphere and historical detail, the novel combines naval action with suspense and espionage, capturing both the brutality and uncertainty of the era. Seth Hunter brings the age of sail vividly to life through fast-paced storytelling, memorable characters, and authentic historical settings. *The Time of Terror* is an exciting and immersive read for fans of naval fiction, historical adventure, and tales of courage on land and sea.



THE TIME OF
TERROR
Seth Hunter (Author)

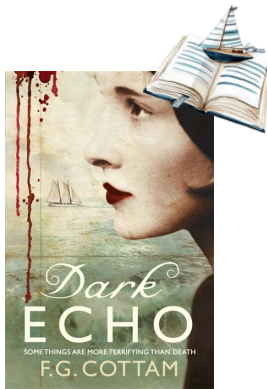


THE WHALE IN THE
LIVING ROOM
John Ruthven (Author)

The Whale in the Living Room follows filmmaker and ocean explorer John Ruthven as he travels across the world's oceans, sharing extraordinary encounters with marine life and exploring the mysteries of the deep sea. Drawing on his experience working on both series of *Blue Planet* and numerous other marine documentaries, Ruthven brings readers face to face with whales, sharks, octopuses, coral reefs, and the vast unexplored regions of the ocean that still remain largely unknown to humanity.

Blending adventure, science, and environmental awareness, the book highlights both the beauty and fragility of marine ecosystems while examining humanity's impact on the oceans, particularly through pollution and plastic waste. Through vivid storytelling and firsthand experiences, *The Whale in the Living Room* offers a fascinating and thought-provoking look at why understanding and protecting our seas has never been more important.

AUGUST 2025



DARK ECHO
F.G. Cottam
(Author)

Dark Echo by F.G. Cottam is a chilling maritime thriller that blends suspense, mystery, and supernatural horror against the isolated backdrop of the open sea. The story begins when a salvage crew is hired to investigate a luxury yacht found drifting abandoned in the Indian Ocean. As they uncover disturbing clues about the vessel's missing passengers and its dark past, strange and terrifying events begin to unfold, trapping the crew in an atmosphere of fear and uncertainty.

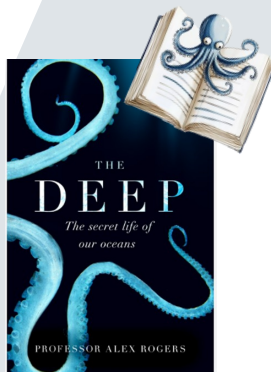
Rich in tension and maritime atmosphere, the novel explores themes of isolation, greed, and the psychological effects of life at sea. F.G. Cottam masterfully builds suspense through eerie settings and escalating danger, creating a haunting story where the ocean itself seems to conceal something sinister beneath its surface. *Dark Echo* is a gripping read for fans of nautical thrillers and supernatural mysteries alike.

The Ark Before Noah by Irving Finkel is a fascinating exploration of one of history's oldest flood stories and the ancient origins of the Ark legend. Drawing on a remarkable Babylonian clay tablet translated by the author, the book reveals an earlier version of the famous flood narrative that predates the biblical story of Noah by centuries. Through archaeology, ancient texts, and historical investigation, Irving Finkel uncovers how Mesopotamian civilisation imagined the great flood and the construction of an enormous vessel designed to preserve life.

Blending scholarship with humour and storytelling, the book offers readers a captivating journey into the ancient world, exploring mythology, maritime engineering, and the enduring power of flood legends across cultures. Rich in historical detail and surprising discoveries, *The Ark Before Noah* provides a unique perspective on one of humanity's most enduring stories while revealing the extraordinary connection between ancient civilisation and the sea.



THE ARK BEFORE
NOAH
Irving Finkel (Author)



THE DEEP
Prof. Alex Rogers
(Author)

The Deep by Alex Rogers is a captivating exploration of one of the least understood and most mysterious parts of our planet—the deep ocean. Marine biologist Alex Rogers takes readers on an extraordinary journey into the darkness beneath the waves, revealing the remarkable ecosystems, strange creatures, and scientific discoveries hidden far below the surface. From hydrothermal vents and deep-sea trenches to glowing bioluminescent life forms, the book uncovers the incredible diversity and resilience of life in the ocean's depths.

Combining cutting-edge science with vivid storytelling and firsthand exploration, Rogers highlights both the wonder of the deep sea and the growing threats facing these fragile environments. *The Deep* offers a fascinating insight into a world few people will ever see, while emphasizing the importance of protecting the oceans and understanding the vital role they play in the future of our planet.

VENTURI PROJECTS

Transform Your Boat. Elevate Your Experience.

Beyond your boat

More Than a Refit — A New Standard at Sea

Every boat has potential waiting to be unlocked. Whether you are looking to improve performance offshore, modernise onboard systems, or optimise comfort and functionality, Venturi Projects delivers tailored solutions designed around the way you sail.

From racing yachts seeking speed and efficiency to cruising boats requiring smarter layouts and upgraded systems, Venturi Projects combines naval expertise, innovative thinking, and practical craftsmanship to bring new life to your vessel.

Performance Upgrades

- Rigging and deck hardware optimisation
- Weight reduction and balance improvements
- Navigation and onboard systems integration
- Energy efficiency and battery upgrades
- Custom engineering solutions
- Data analysis

At Venturi Projects, every boat is approached individually. No two owners sail the same way, and no two projects should ever feel identical. Our focus is on creating intelligent, practical, and beautifully executed improvements that enhance both performance and life onboard.

We design for Sailors
Who Expect More



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INTERIORS & LIFESTYLE — Reimagine Life Onboard

The interior of a boat is more than a space — it is where journeys are lived. Venturi Projects specialises in creating interiors that combine elegance, functionality, and comfort while respecting the character of each vessel.

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From weekend coastal cruising to long-distance offshore passages, every project is designed to improve the onboard experience while increasing the value, usability, and enjoyment of your yacht.

Venturi Projects works closely with owners from concept to completion, ensuring every detail reflects the way you want to sail, travel, and live aboard.

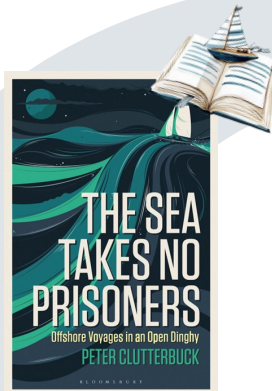
- Interior redesign and space optimisation
- Modern materials and finishes
- Lighting and ambience improvements
- Galley and cabin upgrades
- Custom furniture and storage solutions
- Acoustic and thermal insulation improvements for greater onboard comfort

Contact: info@venturiprojects.com



SEPTEMBER

2025



THE SEA TAKES
NO PRISONERS
Peter Clutterbuck
(Author)

Peter Clutterbuck was lucky enough to be a teenager in the 1960s, when long summer holidays meant uninhibited opportunities to find freedom – and danger. He proceeded to set out on incredible voyages across the high seas in a 16 foot open dinghy. With a series of intrepid crew he first sailed across the Channel, then braved the notorious Bay of Biscay, cruised the Mediterranean, before tackling the North Sea and Baltic.

Sailing on the edge, often on stormy nights, Peter and his crew survived towering waves, gales, capsizes, dismasting, nine rudder breakages, getting lost in fog, and hallucinations caused by sleep deprivation.

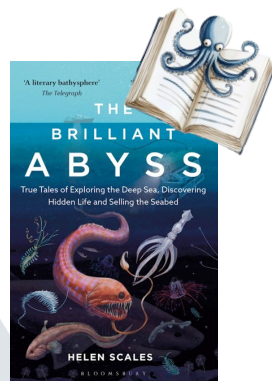
Beautifully and charmingly written, with plenty of offbeat humour, this is a lovely insight into a golden age of freedom and adventure. With a Foreword by world-famous yachtsman Brian Thompson.

This fascinating book explores how the sea has shaped Britain's identity, history, and coastline over thousands of years. Combining oceanography with maritime history, Professor David Bowers reveals the powerful influence of tides, waves, and currents on the development of the British Isles, from natural disasters and wartime defence to scientific discoveries and coastal engineering.

Through an engaging journey around Britain's coastline, the book explains the unique forces of the surrounding seas in an accessible and entertaining way, showing how deeply connected Britain's past and present are to the ocean. Blending science, history, and exploration, it offers readers a new perspective on the British coastline and the vital role the sea continues to play in shaping the nation.



HOME WATERS
David Bowers
(Author)



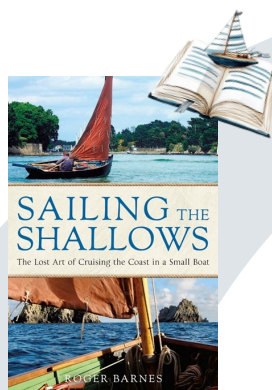
THE BRILLIANT ABYSS
Helen Scales (Author)

The Brilliant Abyss explores humanity's evolving relationship with the deep sea—the last great wilderness on Earth. Blending history, science, and exploration, the book examines how the deep ocean has inspired myths and mysteries for centuries, while modern scientists continue to uncover extraordinary species, potential medical discoveries, and vital insights into how our planet functions.

At the same time, the book investigates the growing tension between scientific discovery and commercial exploitation, as industries look toward the deep sea for profit through activities such as mining and resource extraction. Through a fascinating journey into one of the least understood environments on Earth, *The Brilliant Abyss* highlights both the wonder of the deep ocean and the urgent environmental challenges threatening its future.

OCTOBER

2025



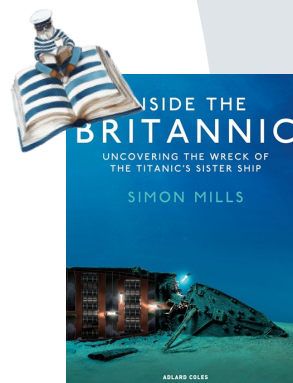
SAILING THE
SHALLOWS
Roger Barnes
(Author)

Sailing the Shallows by Roger Barnes is a beautifully written celebration of the simple pleasures and adventures of sailing a small boat. Blending personal stories, practical advice, and charming illustrations, Barnes shares his lifelong passion for dinghy cruising, from peaceful journeys in the Lake District to more challenging passages at sea. Through his experiences, he highlights the freedom, self-reliance, and close connection with nature that small boat sailing offers.

Far removed from the complexity of modern yachting, the book presents dinghy sailing as one of the purest and most rewarding ways to experience the water. Alongside inspiring adventures, Barnes offers valuable insights into sailing techniques and seamanship, making *Sailing the Shallows* both an enjoyable read and a practical guide for sailors drawn to simplicity, exploration, and the joy of being afloat.

Documenting one of the most comprehensive surveys of a shipwreck ever conducted, Simon Mills' new book takes you inside the SS Britannic for a unique dive into the past. The Olympic Class ships were intended to be the greatest liners to ever sail the oceans, but the Britannic sank only four years after her sister ship the Titanic. While the wreck of the Titanic is 2 miles below the surface and rapidly deteriorating, the Britannic is much more accessible (only 400ft down) and remains largely intact. One of the largest passenger ships ever to have sunk, her wreck presents a unique opportunity to explore the interior of the Olympic Class liners, and examine areas which on the Titanic simply no longer exist.

Simon Mills bought the wreck of the Britannic in 1996 and has spent more time exploring it than anyone else. Inside the Britannic is the sum of decades of work covering every inch of the shipwreck as he searches for answers to century-old questions, and discovers new mysteries to solve. Simon takes a forensic approach but this book is more than just the autopsy report of a ship; it is a fascinating survey supported by stunning, never-before-seen photos from inside the wreck, archival blueprints and original technical schematics of specific areas, and specially recreated digital images of how the ship would have looked.



INSIDE THE
BRITANNIC
Simon Mills
(Author)



THE BOOK
OF THE SEA
MONSTERS
Prema Arasu
(Author)

A fascinating and beautifully illustrated journey across the world and through the centuries in search of the sea monster.

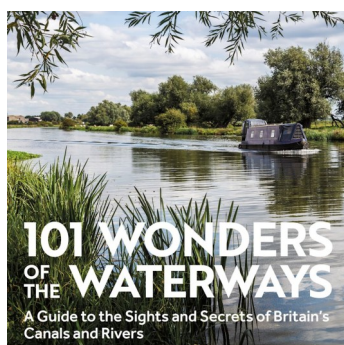
'They rave for food with unceasing frenzy, being always ahungred and never abating the gluttony of their terrible maw.' Pliny the Elder

This absorbing exploration of the sea monster in all its tentacular forms is a deep dive into the world of sirens, mermaids, Scylla and kraken from 3C BCE to the modern day. Told through writings from ancient myths, early scientific natural histories and iconic literature, tales are intertwined with wonderful engravings, diagrams and paintings. These accounts give a unique perspective on the histories of societies and cultures around the world, taking in significant events like the Age of Sail, the Enlightenment and Darwinian evolution.

With their excess size, claws, tentacles and bloodlust, monsters represent our greatest fears: the unknown, the dark, the natural world and even ourselves. As stories passed from generation to generation, they were analogues for dangerous weather events, foreign invaders, enemy nations, physical phenomena and real animals.

GUIDES

Beyond destiny



101 Wonders of the Waterways
by Steve Haywood, Moira Haynes

A charming and characterful guidebook to the best of Britain's diverse and fascinating canal network for all waterway enthusiasts.

Beautifully illustrated, this compendium uncovers the many extraordinary, notable and surprising places to be found on Britain's waterways. Our canals and rivers link into a diverse 3,000-mile-long network, and *101 Wonders of the Waterways* shows you that wherever you find yourself in the country, there will be something nearby to give you a taste of this beautiful and nostalgia-infused world.

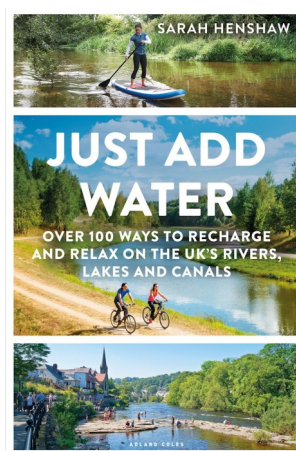
Canal cruising experts Steve Haywood and Moira Haynes bring our waterways to life with their witty and lyrical prose, including many lesser-known and often ignored places – the best-kept secrets of Britain's canals and rivers. Some examples of wonders include:

- Historic Hungerford in Berkshire, where William of Orange was staying when he was offered the crown after the Glorious Revolution
- The world famous Pontcysyllte Aqueduct, soaring spectacularly on slender tapered columns 126 feet over the River Dee below
- Hest Bank, with its stunning views and the only place where a canal runs so close to the seashore that you can smell the seaweed from the back of your boat

As well as lively personal anecdotes, and insightful commentary on Britain's heritage and history, this guide includes handy recommendations to help you make the most of your visit to each wonder. This is the book you will want to have in the back of your car, or stuffed into your backpack, so you can find an idyllic place for a picnic, or the perfect day trip for a long weekend.

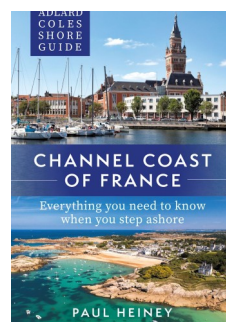
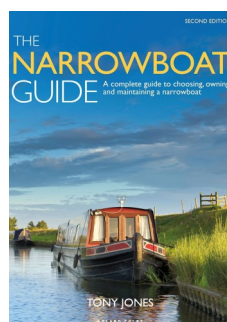
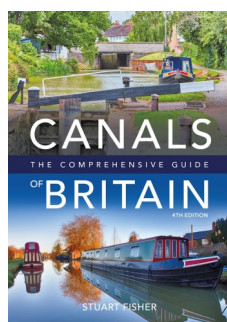
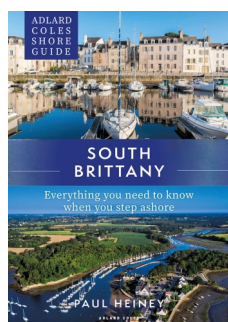
Just Add Water explores the growing concept of "blue health" — the idea that spending time near water can positively impact both mental and physical wellbeing. While Britain's rivers, lakes, and canals have long been valued for recreation and exercise, the book highlights how these waterways also provide relaxation, inspiration, social connection, and a sense of escape from the pressures of everyday life.

Featuring nearly 200 destinations across the UK, the book serves as both a practical guide and a source of inspiration for waterside adventures and wellbeing activities. From wild swimming, paddleboarding, and boating to fishing, foraging, and canal-side walks, Sarah Henshaw combines expert advice with personal stories and stunning imagery to show how inland waterways can help people reconnect with nature and improve their overall wellbeing. *Just Add Water* is an uplifting celebration of Britain's waterways and the many ways they can enrich our lives.



JUST ADD WATER
by Sarah Henshaw
(Author)

Other interesting books



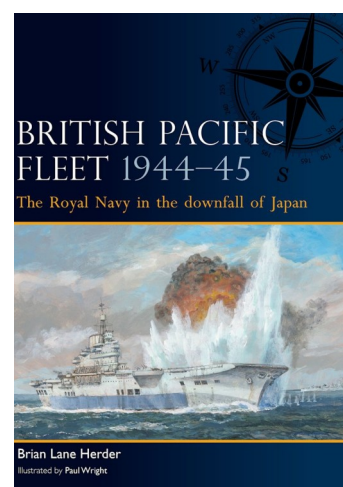
MARITIME HISTORY

An illustration-packed new account of the powerful Royal Navy fleet that fought alongside the US Navy throughout the last year of the Pacific War.

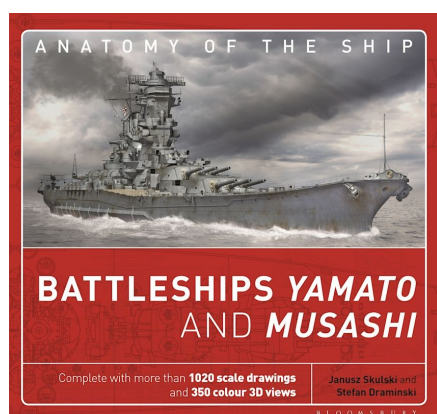
The British Pacific Fleet was the Royal Navy's primary contribution to the direct defeat of Japan in 1945, and is among the most powerful fleets Britain has ever sent into action. With naval supremacy in home waters achieved by 1944, many of the best and most modern ships in the Royal Navy could be sent to the Pacific, including battleships, submarines, light forces, replenishment groups, and shore establishment. However, the main striking force was the fast carrier force.

Illustrated throughout with dramatic new artwork, 3D diagrams, maps and archive photos, this book explains how the Royal Navy joined the Pacific carrier war, and how the fleet adopted the US Navy's ruthlessly effective fast carrier doctrine. With ships optimized for short-range operations in the Atlantic and Mediterranean, the BPF had to rapidly adapt to the long-range, high-tempo warfare of the Pacific, and the story is often one of inspired improvisation. The BPF shared the US Navy's terrifying experience of kamikaze strikes, and famously its armoured carriers proved tougher than the US counterparts.

With discussion of the ships, their technology, how the fleet was organized and commanded, and how it fought the campaign, this book is a fascinating exploration of the Royal Navy's part in the victory over Japan.



BRITISH PACIFIC
FLEET 1944-45
by B. Lane Herder
(Author)



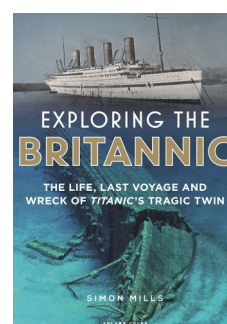
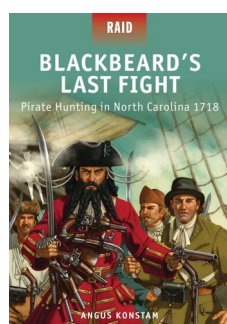
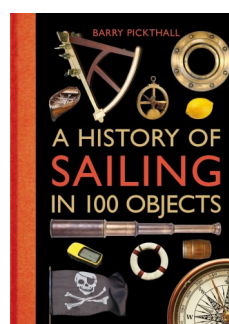
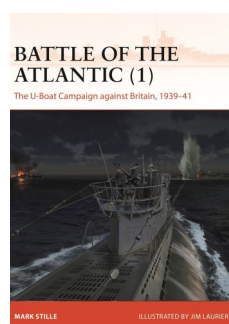
BATTLESHIPS YAMATO and
MUSASHI
by J. Skulski & S. Draminski
(Author)

A uniquely detailed visual representation of the legendary Japanese warships.

Equipped with the largest guns and heaviest armour and with the greatest displacement of any ship ever built, the Yamato proved to be a formidable opponent to the US Pacific Fleet in the Second World War. The book contains a full description of the design and construction of the battleship including wartime modifications, and a career history followed by a substantial pictorial section with rare onboard views of Yamato and her sister ship Musashi, a comprehensive portfolio of more than 1,020 perspective line artworks, 350 colour 3D views, and 30 photographs. The wreck of Musashi has been recently discovered to great excitement in Japan, renewing interest in these iconic warships.

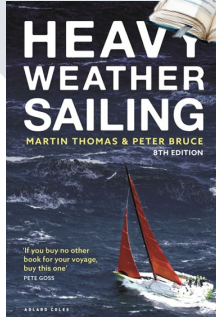
Janusz Skulski's anatomies of three renowned ships of the 20th century Japanese navy are among the most comprehensive of the Anatomy series with hundreds of meticulously researched drawings of the ships. Since their first publication he has continued to research the ships and has now produce a more definitive anatomy than was possible then. He has teamed up with 3D artist Stefan Draminski who produces superb realistic renditions of the ships that bring a whole new level of detail to the portraits of the ships. This new editions is a genuine 'Super Anatomy' containing the most detailed renditions of these ships ever seen.

Other interesting books



NOVEMBER

2025



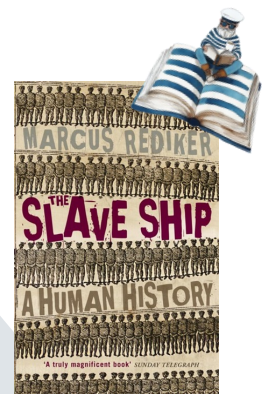
HEAVY WEATHER SAILING
Martin Thomas and Peter
Bruce(Author)

Heavy Weather Sailing has long been regarded as one of the most authoritative guides to surviving storms at sea for both sailing and motor vessels. Updated by former Ocean Cruising Club Commodore Martin Thomas, the book combines expert advice with real-life accounts from experienced sailors who have faced extreme weather conditions off-shore.

Covering modern navigation, lightning protection, severe weather tactics, and the challenges of high-latitude sailing, the book provides practical guidance for today's offshore sailors, whether cruising or racing. Blending seamanship knowledge with firsthand experiences, *Heavy Weather Sailing* remains an essential resource for anyone preparing to venture beyond the safety of land and navigate the realities of the open ocean.

The slave ship was the instrument of history's greatest forced migration and a key to the origins and growth of global capitalism, yet much of its history remains unknown. Marcus Rediker uncovers the extraordinary human drama that played out on this world-changing vessel. Drawing on thirty years of maritime research, he demonstrates the truth of W.E.B DuBois's observation: the slave trade was the most magnificent drama in the last thousand years of human history.

The *Slave Ship* focuses on the so-called golden age of the slave trade, the period of 1700-1808, when more than six million people were transported out of Africa, most of them on British and American ships, across the Atlantic, to slave on New World plantations. Marcus Rediker tells poignant tales of life, death and terror as he captures the shipboard drama of brutal discipline and fierce resistance. He reconstructs the lives of individuals, such as John Newton, James Field Stanfield and Olaudah Equiano, and the collective experience of captains, sailors and slaves.



THE SLAVE SHIP
Marcus Rediker
(Author)



BY THE SEA
Dr. Deborah
Cracknell
(Author)

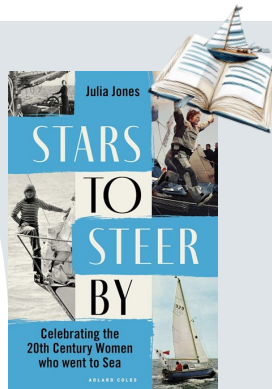
In this stunning book, intuition and instinct meet modern science as the therapeutic benefits of being in, on and by the sea are explained and explored, and how, if we look after the oceans they will, in turn, look after us.

There is something about the vastness of the oceans, which are significantly larger than the continents combined, that has drawn humans in a significant way since the beginning of coastal communities. Throughout history, people have gravitated to live near the sea, it is part of the survival instinct. Water also has huge cultural and spiritual significance for people through the ages and for centuries we looked to the sand and surf as a fully-stocked medicine cabinet.

Despite the widespread intuitive feeling that being by the water makes us happier and healthier, there hasn't been much scientific evidence to quantify this connection. Until now. Environmental psychology is the study of how the natural environment makes us feel, think and behave, and scientists in this area are discovering the tangible benefits of breathing in the fresh sea air.

DECEMBER

2025

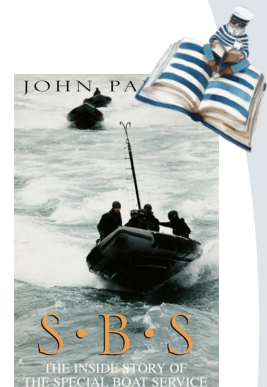


STARS TO STEER BY
Julia Jones (Author)

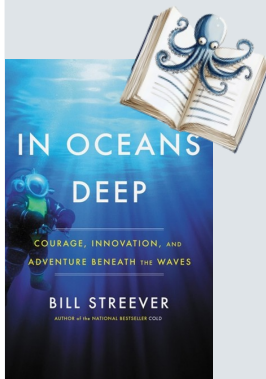
This book explores the often-overlooked history of women in sailing, highlighting the challenges they faced in a traditionally male-dominated world. Spanning from the 19th century to the present day, Julia Jones tells the stories of remarkable women sailors, explorers, and adventurers who overcame prejudice, social restrictions, and official barriers in pursuit of life at sea.

From pioneering sailors to modern legends such as Tracy Edwards and Ellen MacArthur, the book reveals how generations of women helped reshape the world of sailing despite ongoing inequalities. Inspiring and thought-provoking, it celebrates the resilience, courage, and determination of women who challenged convention and paved the way for future generations in maritime life.

The men of the SBS are the maritime equivalent of their counterparts in the SAS; they are the elite of the British Special Forces and also the most secretive. Although SAS activity has been extensively documented, the SBS has remained in the state it prefers – a shadowy silhouette, with identities protected and missions kept from public view. Formed during the Second World War, when they took part in many daring raids (one of which was filmed as *The Cockleshell Heroes*), they were active in the jungle campaigns in the Far East, in the Falklands, the Gulf War and Bosnia. Since this seminal book was published in 1997, John Parker has been privy to much more inside information about the SBS's original operations and he brings the book right up to date with accounts of their exploits in East Timor, Somalia, Sierra Leone, Kosovo and most recently in Iraq.



S.B.S.
John Parker (Author)



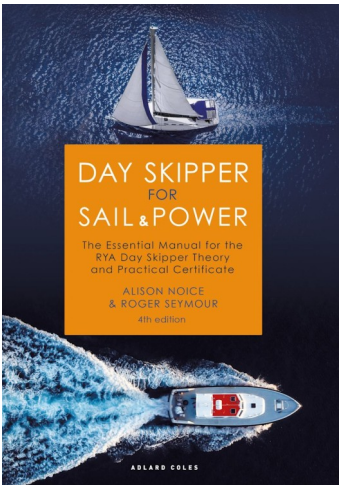
IN OCEANS DEEP
Bill Streever (Author)

In *Oceans Deep* by Bill Streever is a fascinating exploration of humanity's quest to discover and understand the mysteries of the deep ocean. Blending science, history, and adventure, the book follows the daring pioneers of underwater exploration — from free divers and early inventors of diving equipment to submarine engineers and deep-sea scientists who pushed the limits of human endurance beneath the waves.

Through stories of experimental diving, submarines, shipwrecks, and modern underwater technology, Streever reveals both the beauty and danger of Earth's last great frontier. At the same time, the book highlights the importance of protecting the oceans and the fragile ecosystems hidden within their depths. *Oceans Deep* is an exciting and thought-provoking journey into one of the most mysterious environments on our planet.

LEARNING

Beyond destiny



Getting Ready for Your Day Skipper Qualification?

Day Skipper for Sail and Power by R. Seymour and A. Noice is a practical and accessible guide designed for sailors and motorboat users preparing for Day Skipper level navigation and seamanship. Covering the essential skills needed for safe and confident boating, the book explains topics such as navigation, pilotage, chartwork, tides, weather, collision regulations, and boat handling in a clear and easy-to-understand way.

Suitable for both beginners and developing skippers, the book combines theoretical knowledge with practical advice to help readers build confidence on the water. Widely regarded as an excellent learning resource, Day Skipper for Sail and Power is ideal for anyone looking to improve their seamanship skills and gain a solid foundation for coastal cruising and day sailing.

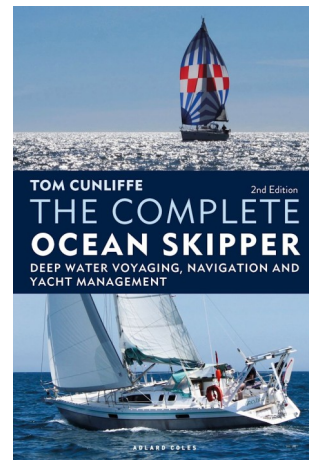


DAY SKIPPER FOR SAIL AND POWER
Roger Seymour & Alison Noice
(Authors)

Master the Skills of Ocean Sailing

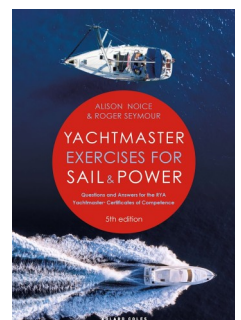
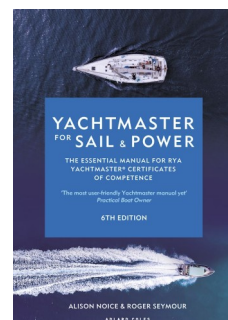
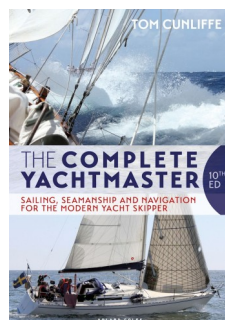
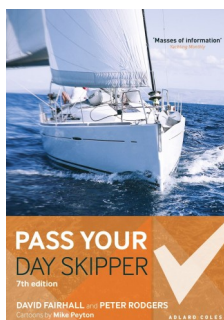
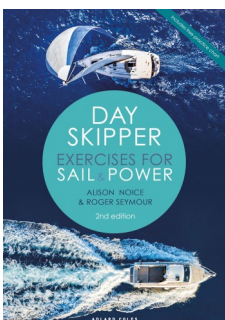
The Complete Ocean Skipper by Tom Cunliffe is a comprehensive guide to offshore and ocean sailing, covering the skills, knowledge, and preparation required for safe long-distance cruising. Drawing on decades of sailing experience, Cunliffe explains essential topics such as navigation, weather, passage planning, heavy weather tactics, seamanship, and life onboard in a practical and accessible way.

Combining technical expertise with real-world advice, the book is designed for sailors looking to build confidence and competence beyond coastal waters. Widely respected within the sailing community, The Complete Ocean Skipper is both an invaluable training resource and an inspiring companion for anyone dreaming of offshore adventure and ocean passage-making.

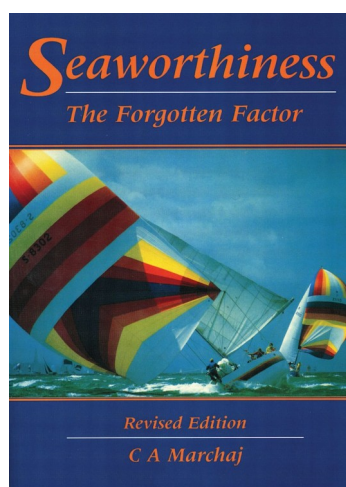


THE COMPLETE OCEAN
SKIPPER
Tom Cunliffe (Author)

Other interesting books



YACHT DESIGN



SEAWORTHINESS
by C.A. Marchaj
(Author)

What Makes a Boat Truly Safe at Sea?

For anyone passionate about offshore sailing and yacht design, *Seaworthiness* is both an educational and thought-provoking read. It offers valuable lessons on safety, seamanship, and the importance of understanding a boat's capabilities before venturing offshore. Whether you are an experienced sailor or simply fascinated by maritime engineering and survival at sea, this book provides timeless insights into what it truly means for a vessel to be seaworthy.

Seaworthiness is a classic and highly respected exploration of what makes a boat capable of surviving the challenges of the open ocean. Drawing on real-life maritime incidents, design analysis, and seamanship principles, the book examines the critical factors that influence a vessel's safety, stability, and performance in difficult conditions. From hull design and construction to weather, handling, and human decision-making, it offers a fascinating insight into the complex relationship between boats, sailors, and the sea.

Combining technical knowledge with practical examples, *Seaworthiness* goes beyond theory to explore why some vessels survive extreme situations while others fail. Widely regarded as essential reading for sailors, designers, and offshore cruisers, the book encourages readers to think deeply about preparation, design, and the realities of life at sea.

Understanding Modern Powerboats

This comprehensive guide explores the evolution, design, and operation of modern powerboats, offering valuable insight into how different design choices influence performance, handling, and safety at sea. Covering everything from hull shapes and foiling craft to engine types, propulsion systems, and driving controls, the book explains the advantages and limitations of various powerboat technologies in a clear and practical way.

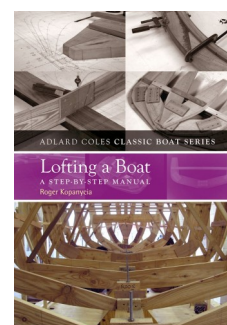
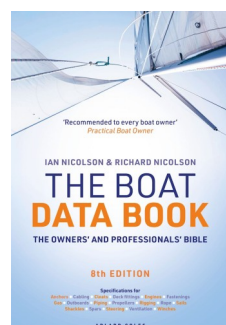
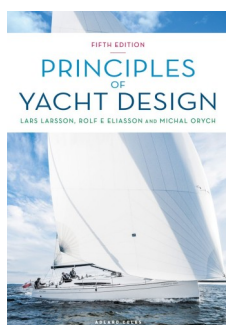
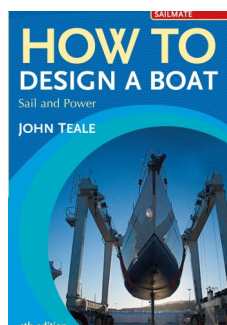
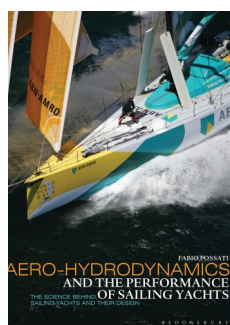
Written with contributions from leading international designers and experts, the book also examines real-world boat handling, including manoeuvring in challenging sea conditions, harbour operations, tidal races, and crew safety. Combining technical expertise with practical seamanship, this essential reference is designed for powerboat owners, operators, and designers seeking a deeper understanding of modern powerboat performance and design.



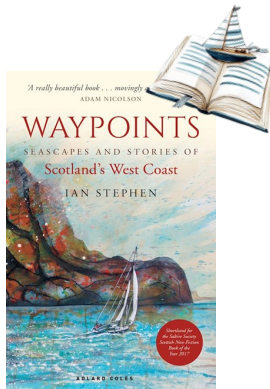
POWERBOAT DESIGN AND
PERFORMANCE
by Dag Pike (Author)



Other interesting books



JANUARY 2026

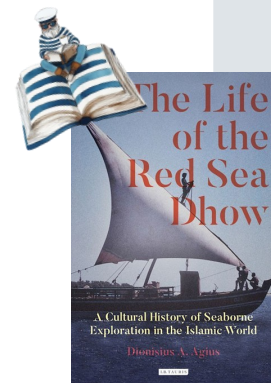


WAYPOINTS
By Ian Stephen
(Author)

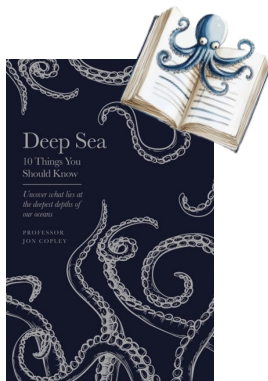
Adventure, memoir, storytelling and celebration of all things maritime meet in *Waypoints*, a beautifully written account of sea journeys from Scotland's west coast. In the book Ian Stephen reveals a lifetime's love affair with sailing; each voyage honours a seagoing vessel, and each adventure is accompanied by a spell-binding retelling of a traditional tale about the sea. His writing is enchanting and lyrical, gentle but searching, and is accompanied by beautiful illustrations of each vessel, drawn by his wife, artist Christine Morrison.

Ian Stephen is a Scottish writer, artist and storyteller from the remote and bewitching Isle of Lewis in the Outer Hebrides. He fell in love with boats and sailing as a boy, pairing this love affair with a passion for the beautiful but merciless Scottish coastline, an inspiration and motivating force behind his poems, stories, plays, radio broadcasts and visual arts projects for many years.

Few images are as evocative as the silhouette of the Arab dhow as, under full sail, it tacks to windward on glittering waters of Red Sea before moving across the face of the rising or setting sun. In this authoritative new book, Dionisius A. Agius, one of the foremost scholars of Islamic material culture, offers a lucid and wide-ranging history of the iconic dhow from medieval to modern times. Traversing the Arabian and African coasts, he shows that the dhow was central not just to commerce but to the vital transmission and exchange of ideas. Discussing trade and salt routes, shoals and wind patterns, spice harvest seasons and the deep and resonant connection between language, memory and oral tradition, this is the first book to place the dhow in its full and remarkable cultural contexts.



THE LIFE OF THE RED SEA DHOW
Dionisius A. Agius (Author)



DEEP SEA
Jon Copley (Author)

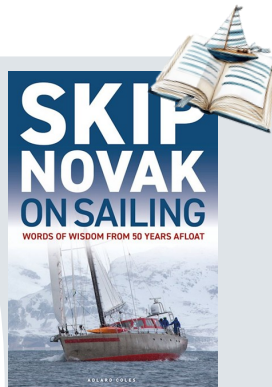
Uncover what lies at the deepest depths of our oceans...

In ten brief and informative essays, marine biologist and TV science advisor Professor Jon Copley journeys to one of the most mysterious and fascinating environments on Earth, the deep sea. Discover what makes this unique habitat such a challenging environment, the creatures that call it home and how ocean explorers are able to utilise the latest technology to aid their research and travel miles below the ocean surface.

The Deep Sea: 10 things you should know is a brilliant guide to one of the most fascinating and curious places known to humankind.

FEBRUARY

2026



SKIP NOVAK ON SAILING
Skip Novak (Author)

Skip Novak on Sailing brings together the extensive knowledge and experience of one of the world's most respected sailors and adventurers. Drawing from his years of offshore sailing and his writings for Yachting World, Skip Novak shares practical advice, seamanship skills, and hard-earned lessons designed to help sailors become more confident, capable, and self-reliant at sea.

Covering both traditional sailing techniques such as celestial navigation, anchoring, and docking, as well as modern technologies and innovations, the book combines inspiration with practical guidance for sailors of all experience levels. Rooted in real-world adventure and problem-solving, Skip Novak on Sailing encourages readers to embrace the spirit of exploration while developing the skills needed to sail safely and independently.

This inspiring and deeply personal book follows Patrick and Sheila Dixon as they leave behind demanding professional careers to pursue a life more closely connected to sailing, travel, and personal fulfilment. Through offshore passages, Mediterranean adventures, and the challenges of life at sea, the couple reflect on the importance of changing priorities and creating a lifestyle centred around freedom, balance, and meaningful experiences.

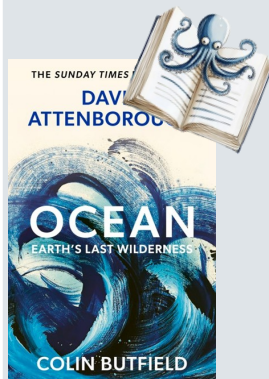
Blending sailing adventures with powerful reflections on resilience, relationships, and health challenges, the book explores how they navigated both storms at sea and personal struggles ashore. Filled with practical insights, humour, and lessons learned along the way, it offers inspiration for anyone dreaming of a simpler, more adventurous life shaped by the call of the ocean.



SALT IN THE BLOOD
Patrick and Sheila Dixon (Authors)

Ocean by David Attenborough and Colin Butfield is a breathtaking exploration of the world's oceans, revealing the beauty, mystery, and importance of Earth's last great wilderness. Drawing on decades of experience filming marine environments across the globe, Attenborough takes readers on a journey through diverse ocean habitats, from coral reefs and kelp forests to the deepest and least explored parts of the sea, introducing extraordinary marine creatures along the way.

Blending science, storytelling, and environmental insight, the book highlights both the fragility and resilience of the oceans and the vital role they play in sustaining life on Earth. Inspiring and thought-provoking, Ocean is a powerful call to better understand and protect the marine world, reminding readers that with care and respect, the oceans still have the ability to recover and thrive.



OCEAN
D. Attenborough and C. Butfield
(Author)

A surreal illustration featuring a three-masted sailing ship with white sails, emerging from the pages of a large, open, antique book. The book is floating on a dark, choppy sea. The ship is positioned in the center, with its hull cutting through the water. The sky above is a mix of blue and orange, with scattered white clouds and several white birds in flight. The overall scene is framed by a dark, circular border, giving it the appearance of a coin or a medallion.

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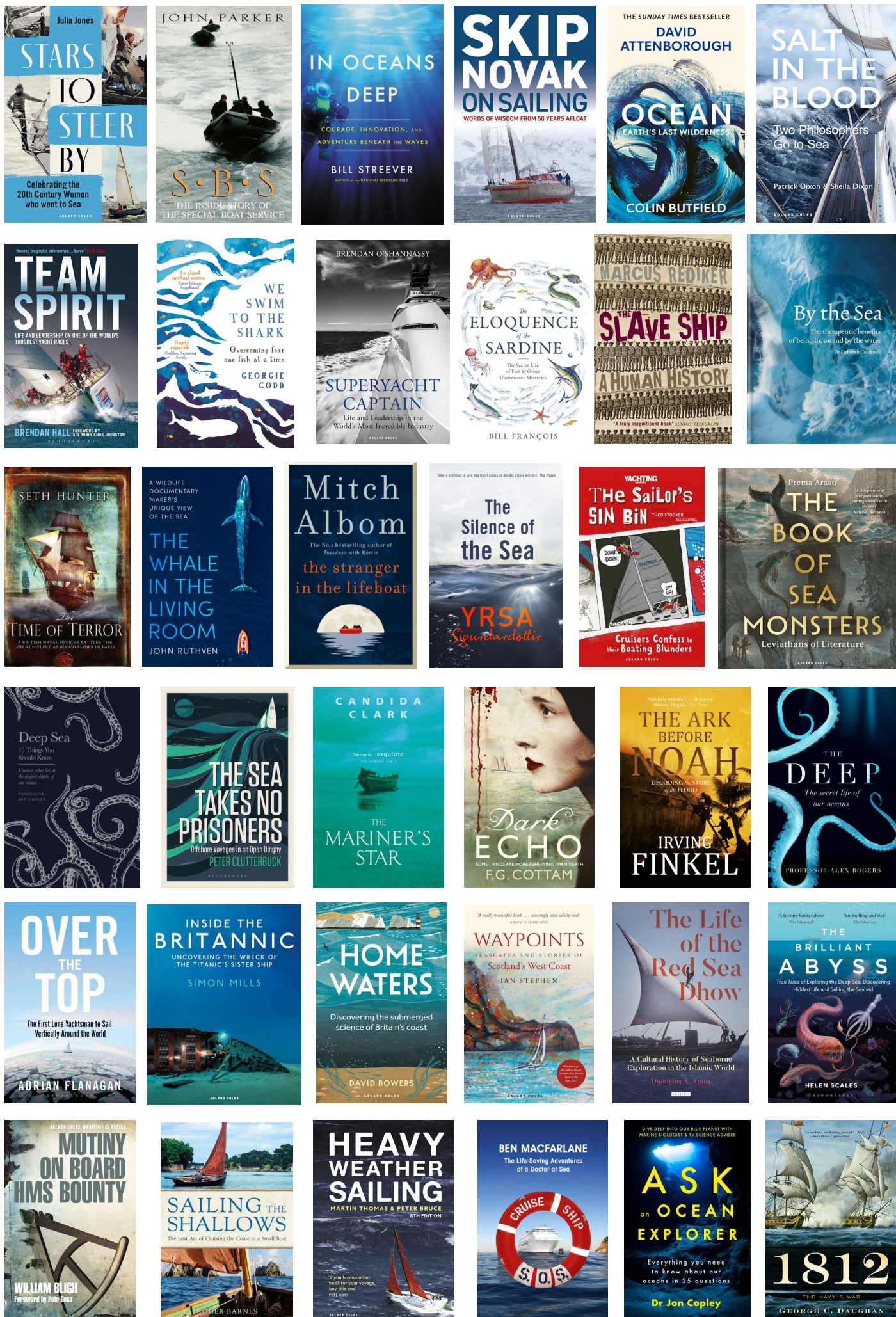
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