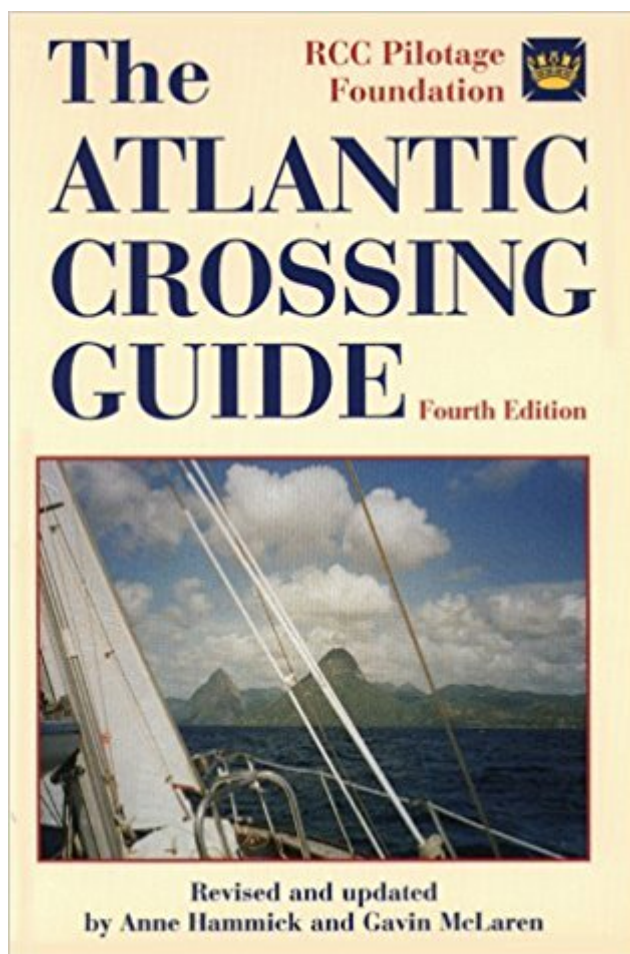


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The Atlantic Crossing Guide, 4th Edition



Synopsis

"The Atlantic Crossing Guide" has become established as the standard reference work for all those planning an Atlantic passage.

Book Information

Hardcover: 232 pages

Publisher: International Marine Publishing; 4 edition (November 1, 1998)

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Shipping Weight: 2.6 pounds

Average Customer Review: 4.3 out of 5 stars 4 customer reviews

Best Sellers Rank: #3,979,342 in Books (See Top 100 in Books) #83 in Books > Sports & Outdoors > Outdoor Recreation > Sailing > Navigation #5862 in Books > Engineering & Transportation > Transportation > Ships #9977 in Books > Sports & Outdoors > Water Sports

Customer Reviews

very usefull if you planed to cross the Atlantic seaa must have if you are sailing around the world

Just one quarter of one page (out of 230 pages) is devoted to the Atlantic crossing from the USA or Canada to Europe (a whole page to coming back). If this book was named "Pilot to Harbours of the Atlantic" or "General preparations for long term cruising" each of which takes a third of the book I would not feel cheated. As a yachtsman I am told what I already know and left with my original questions about Atlantic crossings. The stilted English prose in which it is written will not demean itself by stooping to detail. What temperature ranges am I going to experience on the Northern route in May/Sept? 10 F, 70F? How cold is it at night? Do I need thermal gear? There are currents; I knew that, but how strong are they in knots on the different routes? Then I know whether to waste time finding them. What sort of wave heights? In a one month crossing period how many gales are typical? How often are wind strengths typically higher than that? How frequently are breaking seas encountered? How do people cope being covered with salt if they can't spare the fresh water to wash it off? How many boats make this trip annually? How many don't make it? The book is stuffed with generalisations: "If starting from a Northern area waterproof clothing will probably be in daily use at sea. Once the tropics are reached this clothing may be put away for several months, but will

be needed again on approaching home waters". Never! Really? . . . Don't the authors credit us with enough intelligence to work that out all on our own?"A telephone credit card ... will be universally accepted." This info would be useful if there were more call boxes in the Mid Atlantic. How about less information on life ashore and some information about the crossing?Two autopilots are good; I knew that, but why oh why is it so demeaning to mention a few reliable brand names and contact information? A towing generator will provide enough power for an autopilot. Wonderful news. Where can I get one? Who makes them? I know I have absolutely no chance of you condescending to tell me how much they cost at the time of publication, as you studiously avoid all such sordid details.Communications - will my transistor radio pick up broadcasts the whole way across? Will I get Radio 4 or does it have to be the BBC World Service? On what frequencies? Whats the difference between AM and MW and which do I need? Or should I throw the tranny overboard for this trip? I know VHF can do about 25 miles; that's a diameter of 50 miles. Are there enough ships out there that most days I am going to be in contact with someone (and will they obligingly send a message home) or must I forget the VHF too? You mention SSB/HF radio. Is there a difference? Must I have one? Could you, just once, stoop to a recommendation as to which to buy? Are they the same price? How much? Are they both equally trivial to install? Please tell me, step by step, what is the very best way to get the info to avoid really bad weather on my Atlantic crossing, or isn't there one?Why spend so much time stating the obvious? So many paragraphs begin that way: "Yachts may have VHF; HF/MF or satellite transmitters as well as EPIRBs" Yes, we know that, but what should we have for an Atlantic crossing, in priority order? (Does anyone make an EPIRB that can broadcast a cancel signal?)Standard product manual phrases are trotted out everywhere: "A conventional liferaft will need servicing by an approved centre before departure and at intervals throughout a longer cruise". We can read the manual ourselves. Where? Typical turnaround time and cost? would be a little more useful.You mention the 23 footer Zeewind of Poole sailed transatlantic single handed: what are the mental and physical effects of the confinement and solitude? Do all crew members cope on larger yachts or can't some take it?Yes there is good "coastal" information in the book. It's a great relief to be told that when I get to Europe, the VAT police won't seize my boat until they extort 17.5% of its value, because its pre - 1985.The book is written essay style, instead of the step by step, priorities and checklist info you need.Its all very well for Eric Hiscock to write a glowing Introduction. With his experience he's going to get there if this book was a tale of Wuthering Heights. He knows all the stuff the rest of us are still left trying to find out.Perhaps this book is a literary masterpiece. It's scrupulous attention to the detail of the cold and detached third person singular and plural may be excellent.Perhaps it is a legal masterpiece, as,

where possible, it carefully avoids giving advice, opinions or recommendations. An Atlantic Crossing Guide it is not.

Essential guide to approach Atlantic Islands. Comprehensive information about landfalls

With Noonsite and other excellent websites guide books are going to be a lost art. However the Atlantic Crossing Guide is the best book for all of us who are planning and then doing a transat as we did three times on our Ovni 35.

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