

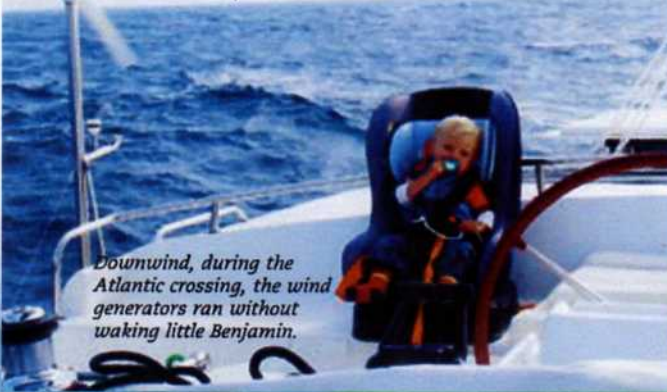
*At anchor at Barbuda, 'Sonrisa' quietly charges its batteries from the solar panels...*



# GREEN CRUISING

## THE PRACTICALITIES

**NICK HAS WORKED AS A MARINE PROFESSIONAL FOR A LONG TIME. TODAY, HE SAILS FOR PLEASURE AND TRIES TO RECONCILE COMFORT ABOARD, MODERN NAVIGATION AND ECOLOGY. HERE IS HOW HE HAS EQUIPPED HIS CATAMARAN TO MEET HIS DEMANDS, WHICH ARE ANTAGONISTIC, TO SAY THE LEAST!**



*Downwind, during the Atlantic crossing, the wind generators ran without waking little Benjamin.*



*A family which is trying to reconcile comfort and ecology: not so simple?*

**A**fter nearly 20 years in the Professional Yachting industry and the arrival of our son Benjamin it was time to do some real cruising. In those years I could not count the amount of diesel we burnt running generators 24 hours a day - it was time to get real and see if renewable energy sources would provide our electrical requirements. This meant a basic 12 volt system

utilizing an inverter for 220 volt requirements, no fixed generator, no air-conditioning and other power hungry domestic appliances.

**The first question to answer was the type of yacht we would purchase i.e. how and where would we go cruising?** The 'where' was simple - from Europe to Tasmania, Australia principally between 20 deg N to 20 Deg S. 'How' again was straight forward, we had no time frame or restrictions, so it was to be comfortable, safe and relaxed. Basically, downwind sailing, most of the time at anchor, a yacht with plenty of usable space and room for Benjamin to grow. Having been a mono hull sailor all my life it didn't take long to realize that, within our budget, there was only one option - a catamaran. Since I left Tasmania in 1984 in my home constructed 10 metre ferro cement sloop the range, design and performance of catamarans had improved considerably. Catamarans also offer the benefit of