

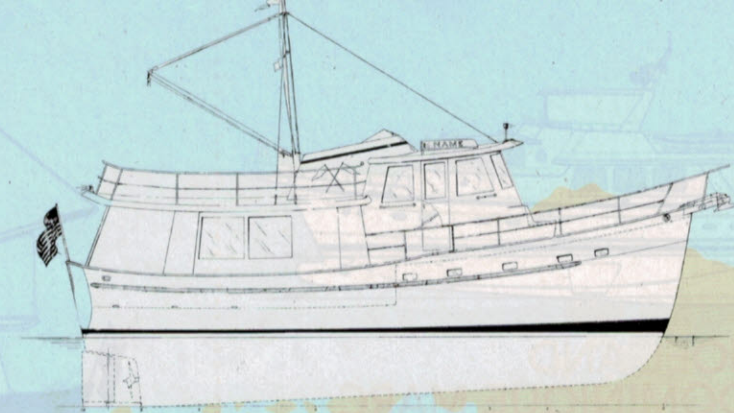
JOHN AND PAULETTE LEE

Krogen 5816 Seamantha
Currently lying in Chaguaramas, Trinidad

LOA: 63 feet, 3 inches • **BEAM:** 18 feet, 10 inches • **POWER:** twin 158-hp John Deere diesels • **SPEED:** 7 knots cruise • **RANGE:** 3,840 nautical miles at 7 knots (single engine) • **TANKAGE:** 1,760 gallons fuel, 400 gallons water • **CONTACT:** Kadey-Krogen Yachts, Stuart, Florida, (800) 247-1230. kadeykrogen.com

What was the first voyage where you pushed the limits, distance-wise? One year we planned to do a five-day, 900-nautical-mile passage from Stuart, Florida, to Jersey City, New Jersey. Since this was to be our first extended offshore experience, we brought along two professional captains to help us. It was an invaluable experience making our way up the East Coast, sometimes venturing as far as 100 miles offshore.

What is the favorite spot you've cruised to so far? That's a difficult question to answer because there are so many. We loved heading up the Chambly Canal to Montreal and Quebec. Maine also was a favorite. In the Caribbean, the lesser-known islands of Les Saintes, Marie Galante and Tobago enamored us with their quaintness and charm. We love Martinique for the beautiful landscapes, hiking and great food. The less-developed islands of the Dominican Republic and Dominica taught us that less is more and demonstrated the unity of a "village." Each place has its own charm, and we have something good to say about almost every stop we've made.



RICHARD BOST

Krogen 42 Dauntless
Currently lying in Huatulco, Mexico

LOA: 42 feet, 4 inches • **BEAM:** 15 feet • **POWER:** single 135-hp Lehman diesel • **SPEED:** 7 knots cruise • **RANGE:** 3,200 nautical miles at 7 knots • **TANKAGE:** 700 gallons fuel, 360 gallons water • **CONTACT:** Kadey-Krogen Yachts, Stuart, Florida, (800) 247-1230. kadeykrogen.com

How did you get into long-distance passagemaking? The initial goal was simply to have a boat that we could live on in Europe. The more I read about the exploits of others in small boats crossing oceans, the more I realized that not only I could do that, but that I was always into the trip as much as the destination. In short, we love traveling.

Because my former wife had only three weeks of vacation in the summer, the original plan was for her to meet *Dauntless* in Europe after arrival. But my prospective crew fell through just weeks before our planned departure. Julie decided she wanted to do the Atlantic from Rhode Island to the Azores. She loved it. Her first words after her first steps on land were, "I could do another three weeks!"

What type of modifications/special gear/systems/equipment did you have to install to prepare your boat for this type of voyaging? Simplicity is more important than redundancy when crossing oceans because you must have the confidence to fix any problems or breakdowns. That being said, we've added a lot of systems, including paravane stabilizers, a watermaker, an AIS transceiver, a four-person life raft, Jeppesen C-Map charts, a fuel polishing system, half-inch Lexan storm windows over all glass and a ton (literally) of spare parts.

What are your future cruising plans? For 2018 we will cruise north along the West Coast of North America. Between 2019 and 2020 we'll tackle British Columbia and Southeast Alaska before crossing the North Pacific to Japan and South Korea in 2021. Beyond that, we'll do Taiwan and more of Korea and Japan in 2022, return to northern Europe between 2023 and 2024 and do our second Baltic cruise in 2025.

"You must have confidence in your boat. Getting a well-found boat that has been well-maintained is paramount. Also, have confidence in your own skills. You need to believe you can find a fix for almost anything. Plan for the worst; hope for the best. Boredom is a problem – have a way to pass the time. If you don't, you will worry yourself to death. Don't chase the weather. Once you're underway, there isn't much you can do about it."

– Richard Bost