

**Bartlett and Constance Paulding**

**WALKABOUT**

**LITTLE HARBOR 38**

**CREW MEMBERS**

**BART PAULDING,  
CONSTANCE PAULDING,  
MIKE VIRR,  
FRED REYNOLDS,  
BILL KNUFF,  
JEAN NOEL RAGOT,**



**WEATHER STRATEGY:**

One of the key parameters of the Marion-Bermuda Race is the presence of the Gulf Stream and how one deals with it. The trick is to avoid unfavorable currents and take advantage of the favorable ones. The path of Walkabout during the 1989 Race was superimposed on the south-east flowing portion of the Stream for a distance of about 200 nautical miles. As a consequence of this kick from the Gulf Stream, and some strong winds, Walkabout made 213 miles in 27 hours (nearly 8 knots!).

**WHAT SETS MARION BERMUDA APART FROM OTHER OCEAN RACES?**

The opportunity for boats with only Celestial Navigation, cruising sails, and a non-professional crew still exists. It is what makes the M-B Race unique.

**SUGGESTIONS**

The trip is rigorous and the quarters are close and various challenges will occur. It is vital that the relationships between the skipper and crew be positive, supportive and, when appropriate, laced with humor. An even distribution of responsibilities is necessary and it helps to let people volunteer for assignments, so as to take advantage of their particular skills and/or interests. Adequate sleep is important: with a crew of six, we typically had two on and the daytime watches were 6 hours each from 0600 to 1800 and the nighttime watches were 4 hours each from 1800 to 0600. This way, the watch time of an individual would ratchet around the clock so that his watch time on each day would differ. Obviously, under storm conditions, or with sail changes, more crew would be required. The Skipper should always be aware of how he can be of help: providing snacks to the on-watch crew, tidying up the cabin, checking on the navigation, and simply asking the crew how they are doing. Open communication is a must.

**WEATHER**

If you run out of wind, there isn't much you can do, other than swim (which five of the crew did in about 2000 ft. of water!). If the forecast is for the wind to increase, remember that the force on the sails increases four times if the wind velocity doubles. Under such circumstances, you must be prepared to markedly reduce your sail area. Be sure to do so in advance of the need, otherwise you run the risk of injury or sail damage. Walkabout experienced 45 to 60 knots of wind for several hours, but with a triple-reefed main and small jib, the boat was easily controlled and went along like a locomotive.

