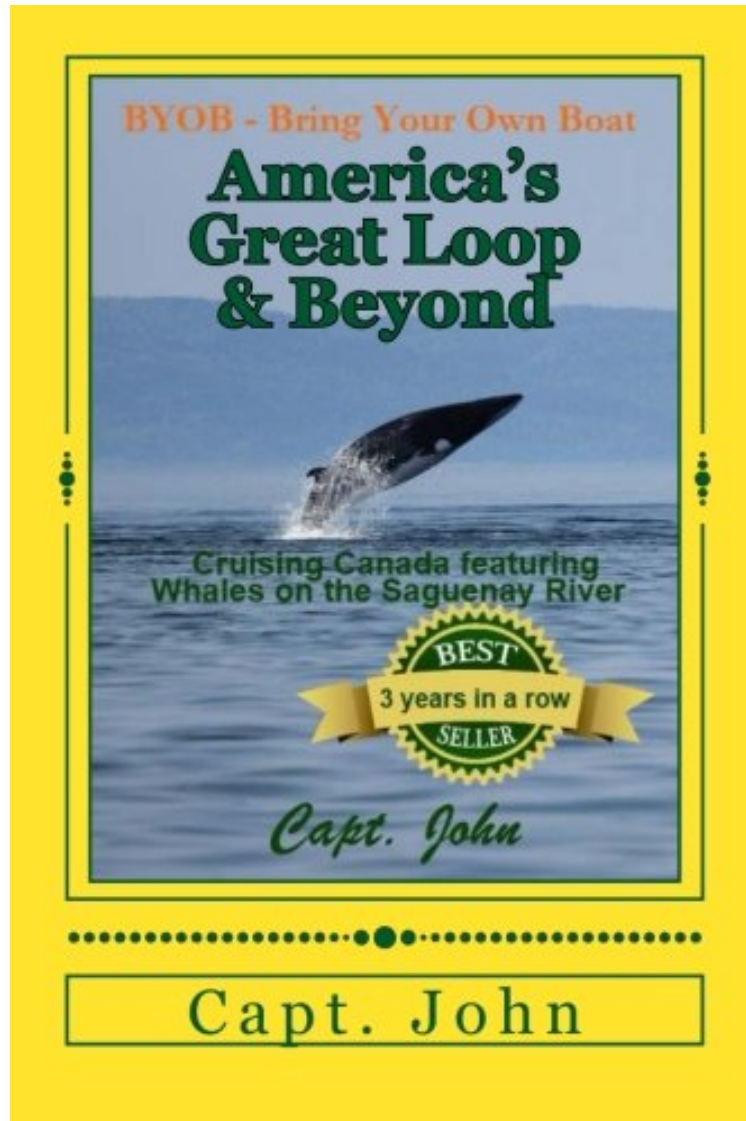


(Download free ebook) America's Great Loop Beyond: Cruising on a Frugal Budget (Bring your own Boat)

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Capt John C Wright : America's Great Loop Beyond: Cruising on a Frugal Budget (Bring your own Boat) before purchasing it in order to gage whether or not it would be worth my time, and all praised America's Great Loop Beyond: Cruising on a Frugal Budget (Bring your own Boat):

18 of 19 people found the following review helpful. Cruising for the Rest of Us By David Dennis When you think of cruising, you probably think of dropping anchor in some deserted cove, with beautiful beaches, tropical sunshine and

the magnificence of nature all around. You probably also think of the dangers: giant storms, hidden rocks, and the huge amount of technical knowledge you need to operate a boat responsibly. But there is a different form of cruising, which attracts an entirely different sort. This type trades manmade tourist attractions for the beaches, canals and locks for the ocean, and nearly complete safety for the hazards of the open sea. Because the hazards are simplified, and because you can spend nights on land any time you get sick of your boat, you can go with a much smaller and simpler boat, you can spend enormously less money, and the complexity level shrinks down to more human levels. There are a lot of interesting ramifications of this. First, the typical cruiser buys, or at least dreams of, a 40' plus boat. It's more stable in high seas, has nearly land-quality accommodations, and of course you can put systems on board that offer you a lot more comfort. A large percentage of this book is devoted to trying to talk you into downsizing towards a boat smaller than 36' or so. High seas, after all, are extremely rare on a great loop cruise, because you are almost exclusively in protected waters. Fuel costs become a lot more expensive on big boats, as do marina fees and the like. With the land always easily accessible, the occasional hotel stay is far from out of the question, making luxurious accommodations much less important than they would be on the high seas. He also tries to talk us into a single diesel, instead of twins, because they are enormously more economical. And again, redundancy in power simply doesn't make much sense when help is invariably a VHF call away. Finally, don't buy a fast boat for the Loop. Not only are fast boats mind-bendingly expensive to operate, they are also mostly scorned in an environment where you have to pay attention to the potential damage done by your wake. A very high percentage of the loop is idle speed only, and even the higher speed parts are likely to reward speeds of 10 knots or so thanks to bridge and lock opening schedules that keep everyone going at roughly the same net pace. The author is a fresh voice who is genuinely enthusiastic about his subject and passionate about his form of cruising. To me, he has been successful in giving me a feel for the Great Loop experience and how I might want to mold it to fit my own needs. I've noticed the bad reviews for this book. They say it's typo-ridden, is endlessly repetitious in parts, and overall doesn't look like it was designed to professional publication standards. I actually found a lot fewer errors than I'd expected in view of these reviews. I think the repetition is part of the author's style, and is simply what he does when he wants to really, really, really emphasize some of his points. Perhaps the worst thing about this book for me was that the illustrations were clearly repurposed from the author's web site and as a result were grainy, fuzzy and hard to decipher. Honestly, I think much of the reason for the bad reviews is the bare bones, unsentimentally cheap approach to cruising that may offend a few people. For example, one suggestion he has is to buy a sailboat and take down the mast (so the boat can clear the fixed bridges on the route), because sailboats are the most efficient powerboats available. He mentions approvingly the couple who inherited a 50' sailboat, cut the mast down to 7' or so, and went cruising using it as a powerboat. It was cheap and serves them well, but I can imagine any sailing enthusiast would be horrified. The Great Loop is definitely different. This book makes it feel like cruising for those who don't want to face the big, bad world out there. Instead of traveling to exotic foreign lands with strange cultures and odd rules, you stick to the good ol' USA, close to friendly, familiar seafood restaurants and Walmarts. Instead of taking the effort to master the complexities of your boat before leaving, learn as you go in friendlier waters with a more favorable margin of error. I guess you could say it's cruising with training wheels ... but it's definitely getting you out there. Which is far more than most people ever do. 10 of 11 people found the following review helpful. PART OF THE POTENTIAL LOOPERS READ LIST By Capt'n Bob First, I agree with other reviews that it is not written by a Pulitzer prize writer, but it is written by someone who can motivate the thought process of buying you loop boat. It is important to read between the lines of being very fugal and what are my wants and needs for looping and living aboard. He is not telling you have to buy a smaller 30' boat but does point out some of the economics. I personally not only do not want to be stuffed in a v-berth not to mention try to make up bedding much prefer a centerline walkaround queen but that is my choice. I do appreciate his tips and ideas to be as economical if not fugal in accomplishing the loop. This is a good read by the way Captain John has an excellent web site with lots of reference material useful in making your plans. I also highly recommend reading "Living Aboard A Boat" by Mark Nicholas. Between these 2 books you should be able to make an informed decision as to what kind of boat to Loop in and Nicholas shows you through the entire buying experience. 4 of 4 people found the following review helpful. Worth the read if you have ever considered making the trip. By Richard Hoffman Lots of good information describing the trip and choosing a boat. The only negative thing is the author frequently recycles a lot of what he has gone over. As a result, the book could be 10% or more shorter. Makes you wonder who proof read it.

This is the best of the best! For this, Capt. John took his BEST SELLER and made it extraordinarily better. It includes everything you need to know to cruise the Loop safely and comfortably. You get in depth straight forward answers to the TOP 100 FAQs answered in a easy to read QA format, along with route coverage for both sides of the border featuring "Where the Whales are" and how to see them without ever going out to sea. Also includes 100 tips and suggestions for cruising the Loop safely, comfortably and legally. It doesn't get more complete than this. From fishing licenses, to passport, to what you need and won't need. Capt John covers everything from boat size restrictions to fuel range requirements, and the run down on best equipment, what you need and what you don't. He tells you how it is, what to expect and how to make you voyage the safest, most comfortable and wonderful voyage it can possibly be. If

you are going to buy just one How to plan, prepare and what to expect cruising the Great Loop book - this should be the one! It's been the BEST SELLER 3 years in a row, and now it is updated and better than ever.

About the Author Capt. John aka John C. Wright is the Award Winning author of two best sellers in the "BYOB" (Bring Your Own Boat) cruising series. He was born and raised in Terrell, Texas, and after a 20 year career with a Fortune 500 Company, Capt. John retired to living and cruising America's Great Loop. Now with seven completed Loops, several more 'half loops' he has a total of 23 years and over 65,000 Great Loop miles of experience under his keel. A firm believer in God, Country, Freedom and Family he is a humble man in a humble boat on a humble adventure.