

6 month and 6000NM and so much happier for the choice of our boat.

About us.

I'm Michael Holm, 46yo family father, together with my wife Inge we have 3 kids. **Andreas** 17yo, **Isabella** 15yo and **Emelina** 10yo. These names have given our new boat the name ANEMIS. We live in Denmark on the countryside. I'm part owner of a company making advanced electrical solutions to the industry. I've been sailing since I was a kid. Later as skipper on a live aboard diving ship as well as various diving vessels in the cold Nordic countries. Years ago, we started to sail together as a family and have done several trips both in the Mediterranean and in the home water.

Our dream was to build a boat that don't have any limitations, can be a safe home without any connection to civilization for a period at least up to 3-4 month.

We'll like to avoid Gas for normal gas stove and ordinary gasoline for outboards ect. To use renewable energy as much as possible.

After the first 6000nm I may conclude that we have got that and so much more.



Why Garcia?

We choose the Garcia Exploration after a huge research in the market of serious expeditions boats. We had the Alubat, Boreal and Ovni into the loop until we started to get into the different boats.

They are all build in Aluminium and with the possibility to reduce draft in different ways. Here the similarities more or less stops from my point of view. All boats are good boats and will full fill different dreams.

The Exploration series have proven the durability to be a real go anywhere boat. I'll like to go anywhere with my family and would like to have as much comfort as possible doing that. The Garcia have by the design taken its own place as a boat that look tough and elegant at the same time. Why choose a normal design when you'll have a special boat? The way it is build and designed by the naval architects are just brilliant. No Chines, no hard doghouse but still protection for the elements under the coach roof. The Garcia are built so people are asking is it really an aluminium boat. The flexibility and the options at the Garcia team gives you the possibility to make exactly the boat that full fill your dreams and plans.

Watertight bulkheads both in the stern and bow. 2 independent steering systems, a centerboard that gives the possibility to beach the boat. Thick aluminium and an isolated hull. An interior that make you feel like you have bought a luxury yacht. Just to point out a few things that convinced me that the Garcia was the right boat for us. The more I've learnt the more happy I've been for the choice.

ANEMIS is the first real Hybrid Expedition boat. Fitted with a 30kw OceanVolt electrical engine backed up by a 15kw FisherPanda Generator. We have 28kW Li-ion batteries, a long stay at anchor before the need to run the generator and up to 12nm on the batteries before the genset have to run for 1,5 hour to power the engine and recharge the batteries.



The trip so far

Andreas and I have now been sailing shorthanded the last 5 month. The first month we had together all 5 of us. We have encountered windless days; we have had the most epic sailing in perfect conditions and had been safely anchored in more than 50kn of wind and been sailing in gale force wind more that 40kn on our passage from Gibraltar to The Canaries.

Due to the perfect setup with the indoor watch position located right in the centre at the boat with a perfect view under the Solent and all around it have been such a safe and pleasant experience to sail all these miles together with my son. Some people point out you can't see after and the bow, no if you haven't been sailing one you don't know what you'll appreciate, there is a good view out of the door backwards. We put a camera under the radar to see the bow of the boat. Nice when going on shallow water to see dark spots, I didn't want to make a week point to mount a forward-looking sonar. 10mm aluminiumplate and then have a

plastic thing pointing out of the hull in the area where you most likely will hit something. Another benefit is that you have some night vision with IR light if going in icing conditions or have to moor in the dark. The camera is monitored on both the MFD as we prefer.

Experience with the EX45.

Our previous boat was a 43" Swan that we really have enjoyed sailing. Due to the experience from her it was such a pleasure to see all the smart solutions at the Garcia. All functions can be controlled from the cockpit. No running on deck to hoist the main or reef with the risk to be swept into the water.

My son at 17yo can easily set sail, reef and do all adjustment direct from the cockpit. I'm really wondering why anybody will choose any other solutions. Maybe there is a bit more frictions due to the longer lines, but with the well placed winches it is 100% something we see as a huge advances. We have the agreement that you never leave the cockpit during a passage when alone on watch. Due to the setup we have never had the need to leave the cockpit to reef even to 3rd reef if a squall catching up at us. Somebody has asked how to reef downwind special with the spreader's pointe a bit backward. It is not a problem at all. With a little experience one person can easily reef by winching in the reef line at the same time we let the line for the halyard go out maybe sheeting in a little. Talking about the spreaders yes, they touch the mainsail when running downwind, but the sail is reinforced at the touching point. We had some black marks, but it was easily washed down in the first rain when we made landfall.

We are always ready to reduce the draft of the boat when going into a shallow water spot. Thanks to the centreboard we have found the most epic places close to land. The funny thing is that people in "normal" fixed keel boats think they also are able to go where we can go. They can't and special a lot of charter boats touched ground when we were anchored in 2m or less water.

We had the pleasure to sail the Mediterranean Sea around Spain and the Balearic islands. Such a beautiful area, expensive, and with wind changing direction several times during a day. Some days we had to tack our way to next destination, even when the weather forecast showed different. One of my concern getting a centerboard boat was the upwind capabilities. I may again praise the Garcia team, we were able to go at least as close to the wind as in our old Swan. Not bad for a centreboard boat, I think. The thought about the anchor chain in the middle of the boat and the fixed ballast gives a well-balanced boat that have a nice move in the waves. I've got questions about the iron ballast and aluminium corrosion potential. Yes the issue it is there, everybody knows that, and due to that the right action can be taking in the design and building methods.

I've been at the yard several times during the construction period. I've seen the way all the process is documented, full fielded and the quality control that follows, I'm impressed, and it just makes me feel comfortable.

We have been sailing more than 6000nm now and we haven't faced one single problem related to the construction, functionality or the design.

The Atlantic crossing.

After being home for a week we came back to ANEMIS at Santa Cruz marina on the island Tenerife. Our task was to store up for the Atlantic crossing and the following month.



In Denmark we had made a long shopping list with the help from other sailors and our family. First shopping day was all long time durably stuff, Second day all that have to be cooled down either in the freezer or the fridge and third day it was fruit and vegetables. All cans and glass were washed down and all unnecessary packing was taken off and thrown in the waste bin. Now after knowing what we consume we'll have enough food for the next 3-4 month. The shopping lists was for much bigger crew. ☺ Anyway there was plenty of storing place for everything and much more if we'll have liked to bring more. A prove that we have got the boat we were dreaming about to live of the civilisation for 3-4 month.

We had an agreement with the girls that we had to pick them up at Barbados 18/12-19. We wanted to sail around Capo Verde on the way to there, so we had our last day of departure the 20/11-19 but due to know wind we had to postpone to the 23/11-19. As soon we were south of Tenerife, and the famous accelerations zones, we hoisted the Oxlay sail and made a good speed in 10kn of wind towards Capo Verde. Due to the clear skies we decided to keep the Oxlay up during the night. For 3 days we sailed without touching anything just pure cruising. The solar panels produced power but when going south there is a shadow over the boat in the noon time. We were able to produce 800-1200w per day. Not enough to charge the batteries so we had to run the generator every 3rd day for an hour. I'm so happy for the setup we have made with the huge 48v main battery bank witch charge the 12v system.

Day 4 the wind disappeared there was not enough to fill up the Oxlay and we were below 2kn. Again, the hybrid system just worked. We sailed for 20 hours using the electrical engine. Of course, the generator started to charge the batteries from time to time but what a pleasure to motorsail in the quiet periods. We were motor sailing 5-5,5kn using 7,5kw pr hour. Means that we could motorsail for 2-2,5 hour on the batteries and then the generator started to charge for 1,5-2 hours. With that speed we calculated we could have been sailing at least 1700nm.

Generator using +-5 l/hour producing 15kw= 0,3-0,35l/kw. 700l of diesel gives 2330 kw using 7,5kw gives 310 hours of power use with 5,5kn =1700nm. That gives 0,42l/nm. I think that is quite good for a heavy go anywhere boat fully loaded for 3-4 month.

Day 5 The wind came back but at the same time we got an unexpected souvenir from our Denmark visit. I started to freeze like crazy and got headage and fever, a flu have hit us. The day after Andreas got the same and we consulted over the satphone and Iridium mail with my sister, who is a doctor. She just said there is am epidemi going on in Denmark so probably we'll be good again after some days. Here the boat

showed one of the real values. With the indoor watch position we had no problem so sit warm and comfortable with a hot tea with honey to make us feel better. Andreas was sleeping for 1,5 day in his cabin and I could get my 20+20 minutes sleep while "solosailing" for that period. It was also in these days we decided to skip Capo Verde and change course direct towards Barbados. We wouldn't make landfall and be sick. The Q flag says " the boat is free of any diseases and asking for connection with land.

After these days it was just nice easy downwind sailing. Jimmy Cornell told us how he had made several crossings in his Garcia and we had several times made the same setup at he did, with one or two reef in the main and then adjust the balance with the Solent poled out. All lines pulled back to the cockpit.

After the course change, we was below 20 degrees North and we started to get the benefit of the early trade winds. We were just flying towards Barbados. We didn't push the boat hard but with the centerboard lifted up ANEMIS was surfing down the bigger and bigger waves. We were above 150nm everyday and the record was 187nm in 24 hours. Avg. speed in all the crossing was 6,9kn our top speed was 15,9kn. We had winds most of the days around 20kn but also days closer to 30kn. The last days closer to 15kn. 2 reefs in the main at 30kn so just cruising.

After almost 19 days we made landfall in Port St. Charles in the northwest end of Barbados. Easy check in and I'll recommend the burger at the Yacht club. ☺

The autopilot has been steering all the way without any problems. We have used angle to wind function and been able to run 175AWA up to 155AWA with only minor adjusting of sails. Thanks to the big battery bank we always have warm water from the electrical water heater, we took a bath at least every second day, made at least one hot meal every day and didn't did anything to save energy. Watched movies made popcorn in the microwave oven and just enjoyed life. We just started the water maker when we had used some water. The only thing we couldn't use was the washing machine. We tried once but when the boat is heeled over the water are running out of the soap drawer. A small thing, so more a lesson how a washing machine works, than a problem. On all the passage we have used 100-120l of diesel, if our regeneration have worked we could have saved the 50-60 liter to make power when sailing.

We jived 2 times after heading direct towards Barbados, we reefed up and down daily due to squalls and wind change. Maximum wind was 44kn in a squall, we got one big wave into the cockpit unfortunately it was so huge a lot of water came below. Some people have asked what happen to all the electrical system. I may just say, nothing. All are well built, and all connections are IP68.

A huge misunderstanding about LiIon batteries are that they will explode if getting wet. They will as an open cell without BMS do so, but modern batteries are sealed with a build in BMS in each battery the Valence we have even have a bus system to communicate their values so not an issue at all.

Conclusion after the first 6000nm and 6 month.

As the famous Danish sailor and writer Troels Kløvedal said. Happiness is, if realities are better than expectations.

My expectations were really high to the Garcia Exploration 45, I may say I'm so happy that I've chosen the Garcia. There are other expeditions boats but from my point of view none of them are even close to the Garcia. In ANEMIS there is so many new thoughts together with a proven way of doing things. Why spend a lot of money in a serious expedition boat and not getting a beautiful cruising boat at the same time. When we are arriving in a marina, we often hear what a beautiful boat. Our plans for the future are not fixed but it could be a trip to Svaldbard maybe north of Norway or maybe just all year along cruising around the Nordic countries. Doesn't matter what we decide we have the boat that can bring us there in a save, luxury manner. Happiness is the last member of the crew, thanks to the Garcia team.