Steven Callahan

This article is about the castaway. For the screenwriter, producer, and voice actor, see Steve Callahan.

Steven Callahan (born 1952) is an American author, naval architect, inventor, and sailor noted for having survived for 76 days adrift on the Atlantic Ocean in a liferaft. Callahan recounted his ordeal in the best-selling book Adrift: 76 Days Lost At Sea (1986), which was on The New York Times best-seller list for more than 36 weeks.

Contents
1 Biography
2 Adrift: 76 Days Lost at Sea
3 Life of Pi
4 See also
5 Notes
6 Further reading

Biography

Callahan holds a university degree in Philosophy. A naval architect by training, Callahan has designed and built boats, taught design, lived aboard, raced, and cruised boats of all kinds. Since the 1980s, he has also written widely for the yachting press worldwide, has been a contributing editor to Sail and Sailor magazines, senior editor of Cruising World, has authored Adrift and Capsized, the story of four men who drifted for four months on an overturned, half-flooded boat. He's also lectured widely and contributed to a number of other books on design, seamanship, and survival.

He holds three U.S. patents: a drogue-like boat stability and directional-control device (Patent No. 6684808); a Folding Rigid-Inflatable Boat (FRIB) (Patent No. 6367404); and a Folding Rigid-bottom Boat (FRB) (Patent No. 6739278). The initial model FRIB, called "The Clam" was developed on the basis of his survival experience. The Clam is a multifunction self-rescue dinghy, designed for use as a proactive lifeboat (as well as a yacht tender) that allows the sailor to sail to safety.[1]

Callahan asserts that "It certainly would be nice to have a completely different kind of raft now, what the French call a "Dynamic" raft, meaning the thing sails. The last time I lost my boat, had I been able to beam reach, I could have shortened my drift from 1,800 miles to 450; had I been able to sail even dead downwind but increase speed to a moderate 2.5 knots, I would have been afloat 25 days rather than 76; had I been able to do both I would have sailed to safety in a mere 6 or 7 days."[2]

Adrift: 76 Days Lost at Sea

Main article: Adrift: 76 Days Lost At Sea

Callahan departed Newport, Rhode Island, United States, in 1981 on the Napoleon Solo, a 6.5-meter (21.3-foot) sloop he designed and built himself, single-handedly sailed the boat to Bermuda, and continued the voyage to England with friend Chris Latchem. He had left Cornwall that fall, bound for Antigua as part of the Mini Transat 6.50 single-handed sailing race from Penzance, England, but dropped out of the race in La Coruña, Spain. Bad weather had sunk several boats in the fleet and damaged many others including Napoleon Solo. Callahan made repairs and continued voyaging down the coast of Spain and Portugal, out to Madeira and the Canaries. He departed El Hierro in the Canary Islands on January 29, 1982, still headed for Antigua.

In a growing gale, seven days out, his vessel was badly holed by an unknown object during a night storm, and became swamped, although it did not sink outright due to watertight compartments Callahan had designed into the boat. In his book, Callahan writes that he suspects the damage occurred from a collision to students at North Yarmouth Academy in 2016.

Born 1952 (age 66–67)
Unionville, Pennsylvania

Like

Steven Callahan describes his experience of being adrift to students at North Yarmouth Academy in 2016.

Adrift: 76 Days Lost at Sea

Callahan departed Newport, Rhode Island, United States, in 1981 on the Napoleon Solo, a 6.5-meter (21.3-foot) sloop he designed and built himself, single-handedly sailed the boat to Bermuda, and continued the voyage to England with friend Chris Latchem. He had left Cornwall that fall, bound for Antigua as part of the Mini Transat 6.50 single-handed sailing race from Penzance, England, but dropped out of the race in La Coruña, Spain. Bad weather had sunk several boats in the fleet and damaged many others including Napoleon Solo. Callahan made repairs and continued voyaging down the coast of Spain and Portugal, out to Madeira and the Canaries. He departed El Hierro in the Canary Islands on January 29, 1982, still headed for Antigua.

In a growing gale, seven days out, his vessel was badly holed by an unknown object during a night storm, and became swamped, although it did not sink outright due to watertight compartments Callahan had designed into the boat. In his book, Callahan writes that he suspects the damage occurred from a collision to students at North Yarmouth Academy in 2016.

Unable to stay aboard Napoleon Solo as it filled with water and was overwhelmed by breaking seas, Callahan escaped into a six-person Avon inflatable life raft, measuring about six feet across. He stood off in the raft, but managed to get back aboard several times to dive below and retrieve a piece of cushion, a sleeping bag, and an emergency kit containing, among other things, some food, navigation charts, a short spear gun, flares, torch, solar stills for producing drinking water and a copy of Sea Survival, a survival manual written by Dougal Robertson, a fellow ocean survivor. Before dawn, a big breaking sea parted the life raft from Napoleon Solo and Callahan drifted away.

The raft drifted westward with the South Equatorial Current and the trade winds. After exhausting the meager food supplies he had salvaged from the sinking sloop, Callahan survived by "learning to live like an aquatic caveman." He ate primarily mahi-mahi as well as triggerfish, which he speared, along with flying fish, barnacles, and birds that he captured. The sea life was all part of an ecosystem that evolved and followed him for 1,800 nautical miles (3,300 km) across the ocean. He collected drinking water from two solar stills and various jury-rigged devices for collecting rainwater, which together produced on average just over a pint of water per day.
Callahan's use of an EPIRB (Emergency Position Indicating Radio Beacon) and many flares did not trigger a rescue. EPIRBs were not monitored by satellites at the time, and he was in too empty a part of the ocean to be heard by aircraft. Ships did not spot his flares. While adrift, he spotted nine ships, most in the two sea lanes he crossed, but from the beginning, Callahan knew that he could not rely upon rescue but instead must, for an undetermined time, rely upon himself and maintaining a shipboard routine for survival. He routinely exercised, navigated, prioritized problems, made repairs, fished, improved systems, and built food and water stocks for emergencies.

On the eve of April 20, 1982, he spotted lights on the island of Marie Galante, south east of Guadeloupe. The next day, on Callahan's 76th day adrift in the raft, fishermen picked him up just offshore, drawn to him by birds hovering over the raft, which were attracted by the ecosystem that had developed around it. During the ordeal, he faced sharks, raft punctures, equipment deterioration, physical deterioration, and mental stress. Having lost a third of his weight and being covered with scores of saltwater sores, he was taken to a local hospital for an afternoon, but left that evening and spent the following weeks recovering on the island and while hitchhiking on boats up through the West Indies.

During his journey, Callahan experienced a few positive elements aside from suffering, describing the night sky at one point as "A view of heaven from a seat in hell." He still enjoys sailing and the sea, which he calls the world's greatest wilderness. Since his survival drift, he's made dozens of additional offshore passages and ocean crossings, most of them with no more than two other crew.

This incident is featured on the I Shouldn't Be Alive episode "76 Days Adrift". Callahan's story also featured on an episode of British Survival expert Ray Mears Television series Extreme Survival.

**Life of Pi**

In the making of the 2012 movie Life of Pi, director Ang Lee asked Callahan to be a consultant on living aboard a life raft. Ang Lee told Callahan, "I want to make the ocean a real character in this movie". Callahan made lures and other tools seen in the movie.[4]

See also

- Dougal Robertson, survived 38 days adrift in the Pacific
- Jesús Vidaña, survived 9 months adrift in the Pacific
- Maurice and Marlyn Bailey, survived 117 days adrift in the Pacific
- Rose Noelle, trimaran on which 4 people survived 119 days adrift in the South Pacific
- Poon Lim, who survived for 133 days adrift in the Atlantic
- Julian Ritter Central, tells of the ill-fated voyage of the Galilee - adrift 87 days, 40 without food
- José Salvador Alvarenga, who purportedly spent 13 months adrift in the Pacific

Notes


References

- Dortier, Jean-Francois, "Survivre seul en mer", scienceshumaines.com, retrieved 2007-08-16
- Harkavy, Jerry, "'Adrift' author: Dinghy would have eased ordeal" (dead link), Burlington Free Press, retrieved 2007-08-16
- "Folding hard-bottom inflatable dinghy/lifeboat", Wooden Boat Forum, archived from the original on 2007-09-30, retrieved 2007-08-22
- "Worst nightmare travels", 2007-02-26, retrieved 2007-08-15
- "Listing of available speakers", Cruising World, 2003-12-22, archived from the original on 2007-10-06, retrieved 2007-08-15
- "Steven Callahan", Houghton Mifflin Harcourt, retrieved 2015-10-23
- "Behind The Scenes With The Original Pi", Boatus.com

Further reading

Bibliography

Cruising (maritime)

Cruising by boat is a lifestyle that involves living for extended time on a vessel while traveling from place to place for pleasure. Cruising generally refers to trips of a few days or more, and can extend to round-the-world voyages.

Yachting

Yachting refers to the use of recreational boats and ships called yachts for sporting purposes. Yachts are distinguished from working ships mainly by their leisure purpose.

Dinghy sailing

Dinghy sailing is the activity of sailing small boats by using five essential controls:

- the sails
- the foils
- the trim
- side-to-side balance of the dinghy by hiking or movement of the crew, particularly in windy weather
- the choice of route

Inflatable boat

An inflatable boat is a lightweight boat constructed with its sides and bow made of flexible tubes containing pressurised gas. For smaller boats, the floor and hull is often flexible, while for boats longer than 3 metres (9.8 ft), the floor typically consists of three to five rigid plywood or aluminium sheets fixed between the tubes, but not joined rigidly together. Often the transom is rigid, providing a location and structure for mounting an outboard motor.
**Poon Lim**

Poon Lim or Lim Poon BEM was a Chinese sailor who survived 133 days alone in the South Atlantic.

---

**Lifeboat (shipboard)**

A *lifeboat* is a small, rigid or inflatable boat carried for emergency evacuation in the event of a disaster aboard a ship. Lifeboat drills are required by law on larger commercial ships. Rafts (liferafts) are also used. In the military, a lifeboat may double as a whaleboat, dinghy, or gig. The ship's tenders of cruise ships often double as lifeboats. Recreational sailors usually carry inflatable life rafts, though a few prefer small proactive lifeboats that are harder to sink and can be sailed to safety.

---

**William Willis (sailor)**

William Willis was an American sailor and writer who is famous due to his solo rafting expeditions across oceans.

---

**Bluebelle (ship)**

*Bluebelle* was a 60-foot (18 m) ketch that was the site of five brutal murders on November 12, 1961.

---

**Adrift (2018 film)**

*Adrift* is a 2018 American romantic drama film produced and directed by Baltasar Kormákur, and written by David Branson Smith, Aaron Kandell and Jordan Kandell. Based on a true story and set in 1983, the film stars Shailene Woodley and Sam Claflin as a couple who are stranded in the middle of the Pacific Ocean after a hurricane, and must find their way to Hawaii with a damaged boat and no radio.

---

WikiVividly. Wiki as never seen before with photo galleries, discover something new today. Top lists / stories. click links in text for more info. The gameplay is very similar to that of the base game. Mysteries of Westgate also includes new monsters, music, and other tools, which can be used by players to create their own Neverwinter Nights 2 levels. Caesars Palace 2000. Caesars Palace 2000 is a gambling simulation video game developed by Runecraft and published by Interplay Entertainment.