

# SAILING

GO FURTHER | SAIL BETTER | BE INSPIRED

# TODAY

APRIL 2014 sailingtoday.co.uk £4.20

EXCLUSIVE

## Northwest Passage

Adventurer breaks records and ice in an “everyday” boat

YOUR  
BEST  
BOATS  
EVER

Find out how  
readers voted

## Buy bluewater

How to choose an ocean cruiser

## Vital splices

Three life-saving splices  
every sailor should know

NEW BOAT

## Do the double

Elan's 320 is the smallest twin-wheeler

### JOHN BERTRAND

Aussie winner on the  
next America's Cup

### OVER THE HORIZON

First time out of sight  
of land – in a Twister

### COMBI CHARGERS

We test the best new  
inverter-chargers

### STAY WEED-FREE

Sail faster for longer with  
our antifouling guide





18 **VA**



**NEW**  
DESIGN

37 **VA**



**NEW**  
FACE-  
LIFT

44 **VA<sup>2</sup>**



THE LAUNCH OF A NEW RANGE OF BOATS AT UNBEATABLE PRICES

Inspiration Marine Group Ltd. | Southampton | Scotland | Windermere  
Phone: +44-2380 455 741 | [contact.us@dehler.co.uk](mailto:contact.us@dehler.co.uk)

**VA**  
**WWW.VARIANTA.INFO**



**LONDON OFFICE**

Jubilee House, 2 Jubilee Place,  
London, SW3 3TQ  
Tel: 020 7349 3700

**MANAGING EDITOR**

**Sam Fortescue**  
020 7349 3752  
sam.fortescue@chelseamagazines.com

**NEWS AND FEATURES**

**Toby Heppell**  
020 7349 3753  
toby.heppell@chelseamagazines.com

**PUBLISHER**

**Simon Temlett**  
simon.temlett@chelseamagazines.com

**PUBLISHING CONSULTANT**

**Martin Nott**

**SOUTHAMPTON OFFICE**

Swanwick Marina, Lower Swanwick,  
Southampton, SO31 1ZL

**EDITOR-AT-LARGE**

**Jake Frith**  
01489 585213  
jake.frith@chelseamagazines.com

**ART & PRODUCTION EDITOR**

**Guy Foan**  
01489 585214  
guy.foan@chelseamagazines.com

**TECHNICAL CONSULTANT**

**Duncan Kent**

**Advertising**

**SENIOR ADVERTISEMENT MANAGER**  
**Jayne Bennett**  
01489 585200  
jayne.bennett@chelseamagazines.com

**ADVERTISEMENT PRODUCTION**

**Allpoints Media Ltd**  
www.allpointsmedia.co.uk

**Published by:**

**The Chelsea Magazine Company Ltd**

**MANAGING DIRECTOR**

**Paul Dobson**  
anna.crooks@chelseamagazines.com

**DEPUTY MANAGING DIRECTOR**

**Steve Ross**  
steve.ross@chelseamagazines.com

**COMMERCIAL DIRECTOR**

**Vicki Gavin**  
vicki.gavin@chelseamagazines.com

**Subscriptions and back issues**  
**+44 (0)1795 419842**

Sailing Today, 800 Guillat Avenue,  
Kent Science Park, Sittingbourne, ME9 8GU  
Tel: 01795 419842

Email: sailingtoday@servicehelpline.co.uk

© The Chelsea Magazine Company Ltd 2013.  
All Rights Reserved. ISSN 0044-000

No part of this magazine may be reproduced without permission in writing. Every care is taken to ensure the accuracy of information in *Sailing Today*, but no responsibility can be accepted for the consequences of actions based on the advice portrayed herein. The Chelsea Magazine Company Ltd makes every effort to ensure that the advertising contained in this magazine is delivered from responsible sources. We cannot, however, accept any responsibility for transactions between readers and advertisers. For the Chelsea Magazine Company Ltd full set of terms and conditions please go to [chelseamagazines.com/terms-and-conditions](http://chelseamagazines.com/terms-and-conditions)

Also part of the **Chelsea Marine Magazines** family:



For more information or to subscribe, go to  
[www.chelseamagazines.com](http://www.chelseamagazines.com)

# Skipper's View

HAS YOUR BOATING LIFE BEEN AFFECTED BY THE GALES AND FLOODS? WE WANT TO HEAR YOUR STORY



**JET STREAM FORECASTS** at the time of writing this column make grim reading. The high-level winds that have since November delivered low-pressure systems directly to our shores, as timely as meteorological couriers, are set to stay routed over the UK. Not only that, they will keep hitting the upper end of their range – speeds up to 280 knots.

That means lots more explosive atmospheric energy in the skies over Britain, and more moisture being hoovered up out of the Atlantic to be dumped on our sodden landscape. It means more tidal surges, more heavy seas and more gale-force winds. Bad news for sailors and particularly for fishermen.

The damage list is still being drawn up by harbourmasters and insurers around our coasts. But we already know that dozens of boats have been swamped, beached and sunk – mainly smaller dayboats or fishermen – in places like Porthleven and the Cornish estuaries. However, it's likely to be damage to coastal infrastructure that takes the biggest toll. From Dorset to north Wales, harbour walls have been smashed, seafront shops and homes flooded and marina pontoons damaged. In Anglesey, wind turbines caught fire like "giant Catherine wheels".

Even boats stored ashore are not immune. I'm impatient to check *Summer Song* and assess the damage for myself – chafing lines or tears to her fragile sprayhood and the wind generator (switched off). Like many boatowners, I've been keeping my fingers crossed that I don't hear from the boatyard.

While you're all weatherbound – torrential rain and strong winds hardly make ideal conditions for antifouling or working through the jobs list – have a look at our painting guide (pp84–87) or practice your splices (pp72–75). There are already signs that spring is here, and once we're afloat again, all this will seem like a bad memory.

Sam Fortescue, managing editor

Sam



## CONTRIBUTORS



**BOB SHEPTON** is an adventure sailor, recently voted Yachtsman of the Year by UK boating press



**RICHARD LAWN** has spent time in 50 countries, but only sailed out of sight of land last year – in a Twister



**SUE & CHRIS BRIGHT** are sailing their Seastream 43 round the world and are currently exploring Tonga



# It's time to get serious about sailing

In 2012, Nexus became part of the Garmin family, bringing expertise and passion for sailing to the world leader in satellite navigation. In 2014, Garmin and Nexus become one, introducing instrumentation and navigation solutions to all sailors for both cruising and racing. From the new gWind™ sensors and the GND™ 10 Black Box Bridge that brings Nexus into the world of NMEA 2000, including the only wireless wind sensor that's compatible with NMEA 2000 on the market, to a new set of sailing features offered in the new GPSMAP® series with laylines, tides and currents predictions and more. Complex, sophisticated technology made extremely easy to use. That's the power of simple.

To learn more visit [garmin.co.uk](http://garmin.co.uk)



**GARMIN.**

Sailing





## Regulars

### 8 NEWS

13 months adrift, wind farm reduction, tax reaction, impound update and more

### 14 READERS' LETTERS

### 16 WHAT'S ON

### 19 BROADSIDE

Rosanne Hodin on when to help

### 40 INTERVIEW

John Bertrand on the America's Cup

### 70 BOOKS

### 78 RIDING LIGHT

### 102 DISPATCHES

## Cruising

### 24 NORTHWEST PASSAGE

Taking a Westerly through the ice

### 34 GULL'S EYE

Portishead Quays

### 42 BEYOND THE HORIZON

Over the Irish Sea in a Twister

## Boats

### 20 BUYING BLUEWATER

Part one of our guide to ocean yachts

### 46 BEST EVER BOAT

Voting results are in for your top yacht

### 50 ELAN 320

Smallest twin wheel cruiser – on test

### 58 SWAN 44

### 80 VARIANTA 18

Hanse's new budget trailer-sailer

## Gear

### 60 GROUP TEST

We test combi inverter-chargers

### 66 TEST TANK

Gill jacket, soft blocks, chafe tape, traveller update and Gamin camera

### 68 NEW GEAR

Optimum time watch, GPS connector, Musto Jacket, head torch and more

## Practical

### 72 VITAL SPLICES

### 76 BOSUN'S BAG

Anatomy of a Selden ratchet block

### 84 ANTIFOULING TIPS

It's a dirty job...



BOB SHEPTON

BOATS  
33 pages  
AND KIT



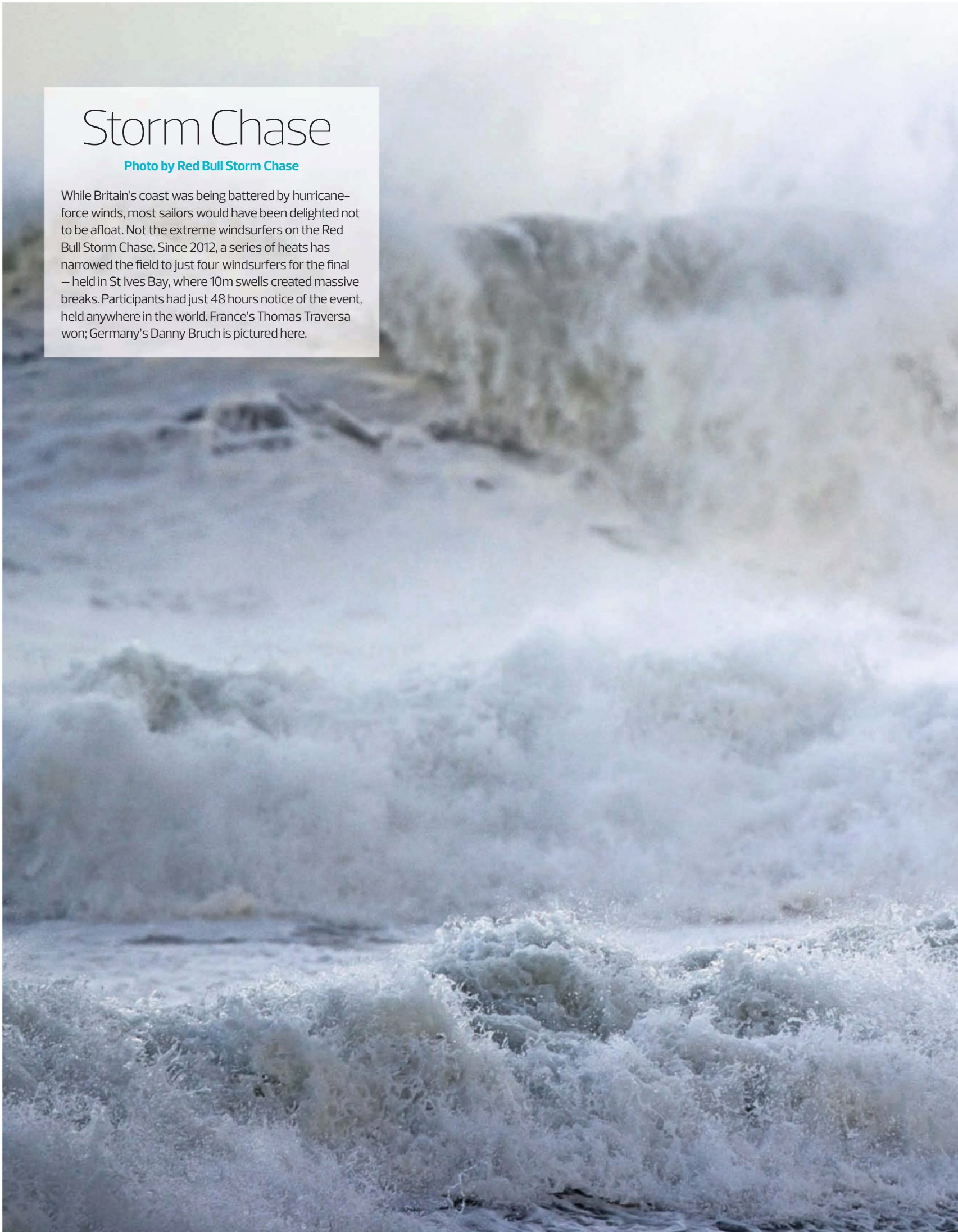
JOE MCCARTHY



# Storm Chase

Photo by Red Bull Storm Chase

While Britain's coast was being battered by hurricane-force winds, most sailors would have been delighted not to be afloat. Not the extreme windsurfers on the Red Bull Storm Chase. Since 2012, a series of heats has narrowed the field to just four windsurfers for the final — held in St Ives Bay, where 10m swells created massive breaks. Participants had just 48 hours notice of the event, held anywhere in the world. France's Thomas Traversa won; Germany's Danny Bruch is pictured here.









# Ebb and flow

EVENTS | GOSSIP | NEWS FROM THE SAILING COMMUNITY

## SALVADORAN SURVIVOR

**A MAN WASHED** up on a remote Pacific island claims to have been adrift for 13 months, surviving on a diet of fish and turtle blood.

37-year-old, Jose Alvarenga was found dressed only in a ragged pair of underpants, by two locals who spotted his 7.3m (24ft) fibreglass boat on the remote Ebon Atoll in the Marshall Islands.

Alvarenga told the locals he had set out from Mexico, some 8,000 miles away back in December 2012 on a shark-fishing trip and

apparently survived by eating turtles, birds and fish and drinking turtle blood when there was no rain to drink. No fishing gear was on the boat and he has suggested he caught the animals with his bare



hands. He also stated that his crewmate – named as 24-year-old Ezequiel Cordoba – could not stomach the foodstuffs and starved to death four months into the voyage.

This revelation combined with the unlikely nature of his survival led to many questioning the veracity of the claims. However, Mexican officials have said his story checks out and that his disappearance was recorded. Survival experts have said that living in such conditions is possible.



## Navitus Bay reductions

**NAVITUS BAY DEVELOPMENT** Ltd (NBDL) has announced it will scale back its proposed wind park off the Isle of Wight and Purbeck coasts to reduce its visual impact.

In response to feedback received from the public and statutory consultees last year, NBDL has resubmitted plans without the northernmost part of the development – a reduction of 11 per cent. Navitus claims this will move the site up to 4km further from the shore in some places.

Viewed from locations such as the Isle of Wight, Lymington and Christchurch, the change will mean that the nearest turbine is farther from the shore. In places such as Swanage and Durlston Head, the horizontal spread of turbines on the horizon will be reduced, though the actual distance to the nearest turbine

will not change in these spots. The changes will also open up a clear gap between the southern coast of the Isle of Wight and the wind park.

Mike Unsworth, project director at Navitus Bay, called the amendment a “positive step, ensuring that the project

reflects local views whilst bringing considerable benefits to the region.”

But opponent Challenge Navitus said the changes, “will not radically alter the visual impact of the scheme”, and that their environmental and safety objections still stood.



Debate over the visual impact of the wind farm site has been ongoing since 2010

## Quake hits Greece

It seems the Greeks just can't catch a break at the moment, as a 5.8 magnitude earthquake struck near the island of Cephalonia on Monday 6 February, causing huge amounts of damage but taking no lives.

Just one week later an even bigger quake, reaching 6.1 on the Richter scale, caused more damage. There are reports of significant damage to a quay at Lixouri, a harbour 5km northwest of Argostoli, which has been ruined. Additionally, several yachts that were stored ashore have been toppled and damaged. Locals fear further quakes.

## NORTH SEA DASH

Team GB's Martin Evans aims to cross the North Sea in his Laser dinghy to raise money for the RNLI. The crossing could take up to 24 hours





PHOTO: C/O JAPANESE TIMES

## Volcano rising

A brand new island has appeared 620 miles south of Tokyo and in Japanese waters, following a volcanic eruption. Originally the volcano started spewing magma into the sea, which created the new island as it cooled. However, as the island continued to grow it joined up with the uninhabited Nishinoshima next door, to create one much larger single island. Experts say the volcano is still active and is likely to continue growing.

## Should I pay or should I go?

**THE CRUISING ASSOCIATION** (CA) and many of its members have expressed outrage at Greece's recent new tax, levied on yachtsmen passing through Greek waters.

The CA say hundreds of people have queried the tax, and have written to the Greek minister for tourism. "There is much worry (and some anger) among sailors whose boats are already in Greece, because this law adds €400, or

perhaps €1,000 extra costs, which they had not planned for," the CA stated. "Sailors planning to cruise Greece tell us they have decided to base their boats in other countries. Greek marina associations also tell us that this tax will badly affect their businesses."

CA member, Peter Ibbotson, said: "I have just returned to the UK after visiting my boat in Messolonghi Marina. My boat

is 12.35m (40ft), therefore the expected tax is €1,300 minus 30 per cent if I pay in advance for a year. That is...€910.

"Enough is enough; the tax is totally unacceptable to me. By the end of June I will take my boat out of Greece. I have spoken with many other boat owners, of many nationalities, who are planning to leave. I spent my life savings to buy my boat so I could see Europe at a reasonable cost."

## GOING UP



**PREMIER INVESTMENT** Brighton Marina is to receive a £750,000 investment in improvements from owners, Premier Marinas, which will see the renewal of 50 of the outermost finger berths and an update to some services.



**RTI UPTURN** There has been a 28 per cent upturn in first-time entries to the annual JP Morgan Asset Management Round the Island Race compared with this time last year.



**RAT SHIP** This month's biggest scare story came from papers running the "Ghost ship carrying cannibal rats... heading for Britain" story, as *The Times* put it. The ship, which broke its tow-line early last year is drifting in the Atlantic so could be a problem for yachtsmen. As to the 'cannibal' rats, we wouldn't worry.



**BOUNTY BLAME** The official report into the sinking of the Tall Ship *Bounty* in October 2012 has focused on the ineptitude of her captain, Robin Walbridge. The US National Transportation Safety Board also cited the ship's poor condition.

## GOING DOWN



# Bumper Bavaria 'boot' boost

**GERMAN YACHT AND** powerboat manufacturing giant, Bavaria has reported a staggering 102 boats sold at the Dusseldorf boat show (simply called 'boot').

The news has been greeted with delight by industry figures and is not only being viewed as a sign that the new boat market is starting an upturn but also as confirmation that Dusseldorf is increasingly the 'must attend' European show for boat sales and launches.

"Already during the autumn boatshows in Europe we have seen a positive tendency towards our products at

Bavaria," commented the company's CEO, Constantin von Bulow. "However, with 102 clear orders at 'boot' we

have surpassed our own expectations." Hopefully the record sales are a sign of things to come for the whole market.



## ST. LUCIA ARRESTS

Five arrests have been made following the murder of British man, Roger Pratt in St. Lucia.

As we reported last month, Pratt was killed after thieves came aboard his yacht during the night – an autopsy later found he had died from drowning. No official charges have yet been laid against the men.

Lorne Theophilus, the island's tourism minister, has reassured potential visitors amid fears the murder could affect the number of people wanting to visit the island for which tourism is such a significant part of the economy.

"I wish to assure you that St Lucia remains relatively safe for nationals and visitors alike. We are fully committed to seeing this investigation through to a final conclusion," he said.

# Mexico to release yachts

**LAST MONTH WE** reported on the impounding of 338 boats in Mexican harbours. Though still not entirely remedied, the issue is now well on the way to resolution.

In a statement made on the 25 January, Alejandro Santander Habif, the chief of Mexico's federal Tourism Board, apologised for the inconvenience felt by boaters

in Mexico. Santander said he expects the current precautionary embargo to be lifted in the next month.

Although it seems the team who performed the initial audit will be performing the same audit again annually, the Mexican government appears to have learned that a softly, softly approach in the future would be better. Santander

said "the aggressive manner used by the AGACE agents was very upsetting to the entire boating community, about which all the branches of Mexican government are very aware and upset."

Though the situation is ongoing and there remain rumblings from owners, the Mexican authorities at least seem more communicative.

## BOATING'S WORTH

Boating tourism contributed more to the UK economy in 2012/13 than the total tourism impact of the 2012 Olympic and Paralympic Games, a report from the British Marine Federation claims.

Boating tourism was worth an estimated £3.7 billion to the UK economy in 2012/13, figures from Deloitte show. The London Olympics brought in just £2bn of tourism, according to a report from Oxford Economics.

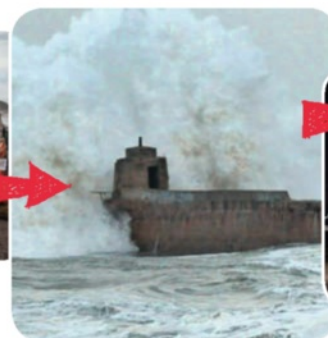
**STORMBOUND BRITAIN: ONE** of the windiest and wettest starts to the year in history has caused huge flooding problems and coastal damage



**PORTREATH PIER** was badly hit by the storms



**THE SEA WALL** and railway line in the small town of Dawlish disappeared into the sea. Prime Minister David Cameron surveyed the destruction



**WAVES BATTERED** much of the coastline as storm after storm hit in January and February



**AT BLAKENEY** the sailing barge *Juno* (far left) rides out the tidal surge

TOM GREEN





# Classic Regatta Club



*Join the Classic Regatta Club  
and enjoy the benefits !*

- ✓ **20% discount in all sisters marinas**
- ✓ **Let us negotiate a cheapest rate for your actual mooring**
- ✓ **Annual flat rate in your three favourites marinas worldwide**
- ✓ **Complimentary access to major yacht clubs all around the world**
- ✓ **Compare marinas, get the best price and book your journeys online**

**And so much more ...**

**Now available !** Grab points on your membership card when you spend in the sisters marinas\* and use your points to indulge yourself with free moorings, hotel nights and so much more !

**Join the community now !** The more we are, the less we pay !



**And receive a complimentary club burgee flag for every membership\* completed before 1st April 2014!**

**Call now 020 3011 0800 or visit [www.classicregattaclub.org](http://www.classicregattaclub.org)**

Monday to Friday, 9.00AM to 6.00PM. UK Time.

\* Elite et Premier membership only. T&C apply.



Kirkland House, First Floor  
11-15 Peterborough Road  
Harrow HA1 2AX  
United Kingdom

(+44) 020 3011 0800  
[www.classicregattaclub.org](http://www.classicregattaclub.org)  
[contact@yachtregatta.co.uk](mailto:contact@yachtregatta.co.uk)  
Part of the International Yacht Regatta Limited



# New boats

DESIGNS | LAUNCHES | PROJECTS

## Gunfleet 74 from £3.96m

Following on from the interest in the Tony Castro-designed Gunfleet 58, this relatively new UK boatyard, has introduced a new 74ft (22.6m) flagship. A design that looked top heavy at 43ft, now looks perfect at this length.

With much input from its chairman, former Olympic sailor and Oyster Yachts owner Richard Matthews, this bluewater cruiser promises excellent performance and luxury. The yacht has a practical element as well, though. With a shoal draft, centreboard and twin rudders she'll let you discover the shallower anchorages without fear of grounding. She has a huge cockpit with twin tables and twin helm stations.

► **Builder/UK dealer:** [www.gunfleetmarine.com](http://www.gunfleetmarine.com)



## UPCOMING LAUNCHES

**Dehler 46** — In July this year Dehler Yachts will be launching a big sister to its new Judel & Vrolijk-designed 38 and in the same style — fast, easy to sail and comfortable below for extended cruising.

**Dufour 560** — Later this year Dufour will be launching its new flagship, the Dufour 560. Another Felci design, she exhibits a balanced hull shape with powerful after sections, low wetted surface area and deep keel and rudder. A high ballast ratio supports a powerful sail plan without sacrificing cruising comfort or safety.



## Sedna 24 from c£23,050

Sedna Yachts of Poland doesn't yet have a UK dealer, but its English-speaking salesmen are easy to deal with. Its range of cruising yachts includes a 24, 26 and 30-footer, all built using the latest techniques and materials.

The brand-new Category C Sedna 24 seemed larger than 24ft (7.3m) LOA when I went on board. I expected a rudimentary interior, but the show boat was fitted with hand-crafted furniture made from solid wood.

With a ballasted swing keel and, weighing just 1,500kg and measuring 2.5m across her beam, she's towable.

► **Builder/UK dealer:** [www.sednayachts.pl](http://www.sednayachts.pl)



## Discovery 58 from £1.2m

Marchwood-based Discovery Yachts launched its new 57 in 2012, a new 55 MkII in 2013 and now a brand new 58 this year. The Ron Holland design features inboard twin-wheel helms, hydraulic in-mast furling, twin headsails and electric winches as standard.

Her luxury interior is designed by Ken Freivokh and offers a light, airy and luxurious living space. Available with two layout options, with three or four cabins, she will retain the marque's hallmark raised saloon and navigation station offering exceptional panoramic views.

► **Builder/UK dealer:** [www.discoveryyachts.com](http://www.discoveryyachts.com)





## Varianta 37

from £98,000

This latest launch in Hanse's new budget range debuted at the Dusseldorf Boat Show to great interest from those looking for a low-cost starter boat.

She has sleek underwater lines, a modern T-keel and deep spade rudder, but the most noticeable aspect on deck is the lack of twin wheels. Her deck gear is good quality, but below the fit-out is pretty stark-looking – the show model had bean bags in the saloon! She has good handholds and plenty of opening ports.

► **Builder:** [www.varianta.info](http://www.varianta.info)

► **UK dealer:** [www.inspirationmarine.co.uk](http://www.inspirationmarine.co.uk)



## Solaris One 58

from £1m

Solaris yachts are always very contemporary-looking and feature innovative solutions to everyday sailing problems. Plus, they're very powerful and, well... just downright gorgeous! This new 58-footer is no exception. She has low freeboard, but a seductive sheer with a coachroof that melts into the deck forward.

In order to maximise performance, particular attention has been paid to weight distribution, which, together with a reverse bow to decrease wave resistance, is designed to reduce pitching and offer a more sea kindly motion. Her hull chine has also been rounded at the stern to reduce drag, while increasing stability under sail.

► **Builder:** [www.solarisyachts.com](http://www.solarisyachts.com)

► **UK dealer:** [www.richardbaldwinyachts.com](http://www.richardbaldwinyachts.com)



## Saphire 27

£67,000 (Cruising)

Winner of the European Yacht of the Year Award in the sportsboat category was this trailerable, fast weekender called the Saphire 27. With lightweight carbon spars and lifting keel she can avoid hoist charges, while her interior is up to comfortable weekend sailing – even extended cruises if you don't mind 'camping-style' accommodation.

She is cleverly designed to take a self-stowing electric outboard through a well under the cockpit sole, although a standard petrol outboard could be mounted on the stern if preferred. She can be ordered with or without a marine loo, fridge, cooker, water tanks etc.

► **Builder:** [www.saphireboats.com](http://www.saphireboats.com)

► **UK dealer:** TBA



# Word of mouth

LETTERS | TWITTER | FACEBOOK | EMAIL

## COMMENT OF THE MONTH

### Have a winter stop

I live near the river Tamar and in the last few years have seen several boats part company from their moorings during the winter gales. Some have been lucky and ended up relatively undamaged on a mudbank, but others have been extensively damaged and/or damaged other boats.

I have been able to inspect most of these losses and all have been caused by chafe on the mooring strop or strops. None of the boats I saw had any protection against chafe and I wonder why insurance companies don't insist on it when boats are kept on moorings over winter?

It might also help reduce the insurance premiums that the rest of us have to pay to make up for those who do not prepare properly for bad weather! Can the insurance companies explain why they are not proactive in this matter?

A similar system could also be applied to the cradle or prop systems used for boats kept on land some of which are clearly not suitable for gale-force winds!

Jim Barnes, by email

### Christmas tree lights

I quite agree with Michael Brophy (Letters, ST203) regarding incorrect selection of navigation lights. When renewing my DC panel I fitted a rotary switch to control all navigation lights

including compass (deck flood light switch is next to engine panel in the cockpit). This means that I can ask anyone, even a guest who cannot be expected to know correct lights, to change from 'tricolour' to 'deck level'

#### PRIZE COMMENT

Our star letter wins a bottle of Old Pulteney Navigator, the genuine maritime malt distilled in the fishing town of Wick. [www.inverhouse.com](http://www.inverhouse.com)



when approaching confined waters or to 'steaming – normal' when motoring. I added "Steaming – Alternate" in case my stern nav light should fail or for when motorsailing with genoa still set.

I don't particularly like the label "Anchor" for the all round masthead white light (but it is a short label) as it is too high to be of value, rather like you should not use a tricolour when close to shore with the potential of it being lost amongst lights ashore. It is used only until I have had time to set my anchor ball and normal eye-level anchor light.

Michael Barnes, by email

### Keep cutting CO2

The climate change denials that are frequently produced are again reflected in Peter Stokes' letter in the March issue (ST203). His claim for the lack of hard evidence for climate change flies in the face of a huge body of scientific evidence. Such claims have focused on the plateau levels of temperature seen over the past 10 years.

Recent research in Amsterdam, far more rigorous than "talk to people [who] don't notice any change", actually shows that this is attributable to the reduction in CO2 production by the world's initial response to the phenomenon. Of course, it is not the only factor; increased ice melt removes heat and CO2 is also being absorbed by the world's oceans and seas.

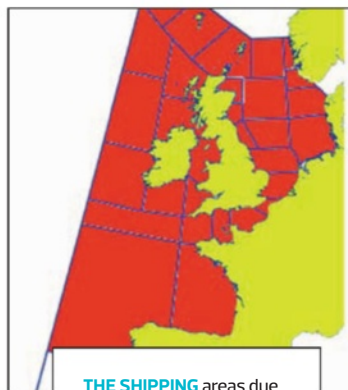
Unfortunately, the gains made are likely to be short-lived as the pressure from rapidly increasing population and affluence will soon swamp the measure achieved so far. We need to accelerate our moves towards sustainable

## YOUR PHOTOGRAPHS

SHANE GRANGER sent this in, saying "we see some amazing things at sea and this day was no exception with pilot whales with us for 3 hours"



THE SHIPPING areas due for Force 9 winds or higher are in red in this map sent to us during the storms



MARTIN THORNE sent in this image of the road connecting Portland and Weymouth





## Corrections

### Largs or Tarbert?

The photo of a marina on p17 of the February issue (ST202) incorrectly identifies the location as Largs. It is in fact Tarbert – the castle is apparently the give-away.



### Buys Ballot's baloney

On p70 of the March issue, we incorrectly stated that winds flow clockwise around areas of low pressure. As every day skipper candidate knows and many of our eagle-eyed readers pointed out, this would only be true in the Southern Hemisphere. Up here, winds blow anticlockwise round a low pressure and clockwise round a high.

transport, agriculture, population and consumption, away from our continued reliance on fossil fuels, so that we might all enjoy our future. It will only happen if we work together.

**Tim Woolmington, Somerset**

## How often do you update your charts?

In response to Colin Jarman's column (p74, ST203): There is a free Notices to Mariners service for anyone cruising the southeast coast of England. It is not just a repeat of UKHO notices (although they are shown), but the effect of the notice is discussed and illustrated on digital images that can be downloaded and printed by readers free, courtesy of Imray and Meridian Digital Chartware.

The service sets out permanent notices either in a chronological list or by one of seven areas so, for example, anyone who intends to sail from the Channel and cruise the north Kent coast

can quickly review relevant corrections (and there are some important ones, like the disappearance of the East Last route and new manmade rock berms). See [www.crossingthethamesestuary.com/page9.html](http://www.crossingthethamesestuary.com/page9.html)

**Roger Gaspar, by email**

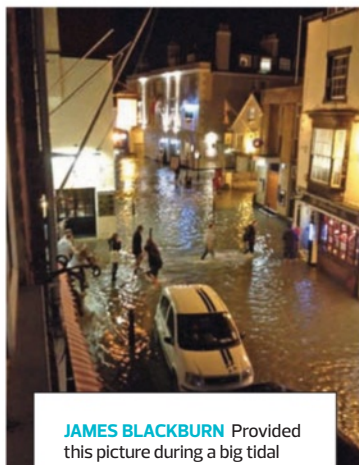
## Taxing topic

This may be a fruitless exercise, but I wonder if any readers who own small yachts on small budgets experience minimum charging discrimination in marinas?

In essence, it is a 'tax' on the very people marinas should be supporting: people with smaller boats who, likely as not, will have larger boats (greater than 8m) eventually.

It certainly maintains the rather inaccurate notion that sail cruising is for the well-off. Am I the only person who thinks this is a little unfair?

**Ian McCrae, by email**



**JAMES BLACKBURN** Provided this picture during a big tidal surge in Cowes High Street



**PORTISHEAD DELIVERED** a fabulous day between two storms for our visit this month. Congratulations to Ray Hammond for guessing the venue



## Retweet

**A few of the tweets and messages we received this month:**

### Praising prose

@SailingTodayMag Excerpt from my son's lit homework: "the sun was was like a golden coin in a bath of crimson blood" #inspiredbysailing  
**Chris Burton – Twitter**

### Happy with the kit

Just been reading @SailingTodayMag they have some superb gear from @hudsonwight. The ruck bag I won from them was great.  
**Alana Cowell – Twitter**

**Ray spotted where we were when we posted a pic from our visit to Portishead marina between storms (below right)**

@SailingTodayMag Portishead  
With a trusty Tarquin Trader ready to take on the Bristol Channel.  
**Ray Hammond – Twitter**

**Thankfully oilies were not needed for the visit as recommended before we left**

@SailingTodayMag Sounds like fun to me, not sure the weather will improve that much. Take oilskins with you!  
**Yeahbloodynice – Twitter**

**We posted our thoughts on the Tiwal inflatable which was getting plenty of interest at various boat shows**

@SailingTodayMag it looks like a blast! Not sure I can justify splashing out on one just yet though!  
**BoatshedEssex – Twitter**

## GET IN TOUCH

**Send your letters to:**  
**editor@sailingtoday.co.uk**

**Sailing Today,**  
Jubilee House, 2 Jubilee Place,  
London SW3 3TQ  
Tel: 020 7349 3700



[www.facebook.com/  
SailingToday](http://www.facebook.com/SailingToday)



[twitter.com/  
SailingTodayMag](https://twitter.com/SailingTodayMag)



[editor@sailingtoday.co.uk](mailto:editor@sailingtoday.co.uk)



# What's on

EVENTS | DIARY DATES | PLACES TO VISIT

## HMS HEAR MY STORY / FROM 3 APRIL

**Exhibition** in Portsmouth Historic Dockyard telling the stories of ordinary men and women who made the Navy's amazing history over the last 100 years



## BUSA TEAM RACING / 6-8 APRIL

The 60th annual university championships will be held at Strathclyde Loch



## FISH AND SHIPS / 11-13 APRIL

A new boat show in Portland's marina, combined with a seafood festival. How can you possibly go wrong?



## DON'T MISS OUR SISTER TITLES THIS MONTH

### Classic Boat

- Runa VI – one of seven Gerhard Peter Rønne boats now being restored
- Luke Powell's passion for Pilot Cutters
- Varnish test results



### Yachts and Yachting

- FREE 52-page RYA Suzuki Dinghy Show Guide
- WIN a Laser Pico dinghy
- Race of their lives – the lure of the Clipper



## NEXT MONTH IN SAILING TODAY

**SECRET SOUTHWEST** Dag Pike offers a handy guide to the hidden harbours of Cornwall and Devon

**CLOTHING GUIDE** We test the latest wet weather gear and deck shoes

**CRUISING ALBANIA** The Adriatic's emerging destination?

ON SALE 28 MARCH

**GULL'S EYE** Beautiful Dunstaffnage on Scotland's west coast

**SAARE 41** Finnish flyer on test



### Royal Southern Easter

**Rally** 19-21 April. A short rally, taking place in the Solent over the Easter weekend. Very popular family cruising event



### Sailing Rallies

#### Transatlantic Forum

5-6 April. We attended this forum in 2013 and can confirm it is hugely informative. A must for those considering a trip 'across the Pond'. Held at CA house, Limehouse Basin, London

### St George's Day Regatta

28-29 April. Weekend-long regatta open to traditional cutters and gaff-rigged craft. Always spectacular to watch



- **ONE COMPONENT**
- **EASY TO APPLY**
- **NO MIXING**
- **LARGE GLOSSY COLOUR RANGE**

- **DURABLE COATING FOR DECK AREAS**
- **CONTAINS FINE GRANULES FOR A NON-SLIP FINISH**
- **EASY TO APPLY STRAIGHT ONTO SUBSTRATE**



*Up to  
18 colours*





# Clipper cockpit instruments



Clipper Depth £155-00



Clipper BM-1 £105-00



Clipper Duet £208-00



Clipper Wind £230-00



Clipper Wind close haul £82-00



Clipper Log £155-00



Clipper Compass £205-00



Clipper Easylog £82-00



Clipper GPS repeater £120-00





# Broadside

IN A DOWNWIND CHASE AFTER AN ERRANT DINGHY, **ROSANNE HODIN** IS HORRIFIED BY A FELLOW YACHTSMAN'S REFUSAL TO HELP

All through our sailing life we have been alert to our own mistakes and hazards and to those we see others stumbling into. And surely it's our duty to help those in distress if we can?

This season alone we have watched a generous Turkish gulet pull a yacht off the mud bank that a hideous squall set him onto, seen help given with tangled lines, countless offers of assistance in coming ashore and we have offered help to a dismasted boat. And so it goes: as sailors we see what has gone wrong and how we can help. And mostly we do. It's the rule of the sea? Isn't it?

So I was more than shocked to be part of a rescue which triggered a key question: when is it safe to help?

This story takes place in 2013 in Turkey in what turned out to be a season of unusually persistent winds. We had hurtled past Simi and planned to find shelter from the day's increasing winds close by Bodrum at Bozburun. We imagined the sanctuary of a fjord, empty and serene. To our shock, the place was simply bursting with boats. We found a possible anchorage in a nearby bay in 10m, threw down 40m of chain, and lots more on a catenary line. *Ethel*, our 41ft (12.5m) Dufour Classic, started her wild swinging and lurching. We sorted some transit fixes ready to have cups of tea and hide in the cabin. At 28 knots, the gusts were big enough for us to take down the sprayhood.

A sea-going tinker passed; a one-armed fisherman selling his catch. At the next boat in the bay, crewed by a Turk, his French wife, their American daughter and her Spanish husband, serious purchases were made. Later, my husband Michael called from the cockpit. Our neighbour's dinghy had broken free and was drifting downwind. I gave a huge ululating cry and our Turk saw the problem. In an instant, the daughter dived in and seconds later her husband followed suit. The Turk and his wife stood watching.

The daughter was a fine, strong swimmer and it looked as if she was making on the dinghy, helped downwind by the gusts. Her husband was not doing so well. Then the ratio shifted and the dinghy was getting ahead. On the two yachts, we stood and watched. Ahead there seemed a solution: the dinghy was heading



C/O ROSANNE HODIN

*'the fit young man in the charter boat... looked down and shrugged. His harsh refusal fired her up'*

straight for a charter boat. We saw it nudge the bows and slide along the hull, a man standing in the cockpit.

Incomprehensibly, he neither moved nor reacted as far as we could see, and the dingy set off into the wider seaway. Several things were instantly clear: the American swimmer was not going to get to the dinghy; her husband appeared to be in difficulty; and furthermore, no one was going to swim back to the yachts in such strong winds.

Quickly, Michael uncovered and untied the outboard from our pushpit and threw it into our dinghy. We piled in, started up and set off in pursuit. It is only an old Mariner 2hp, but downwind she was going well. The Turk and his wife waved gratefully from their yacht and we bore down on the Spanish husband, grabbed him and pulled him on board. His wife shouted that she was OK and waved us after the dinghy.

We raced up to it and deposited the husband aboard. He revved up the much more powerful engine and

shot off to collect his wife. They had the courtesy to accompany us on the slow, dogged trip back towards the yachts, against the wind in drenching spray.

The afternoon was spent for each in some sort of recovery. Later the family invited us over for aperitifs. It was here that we heard an astonishing aspect of the tale: the wife had called to the fit young man in the charter boat for help and he had looked down and shrugged.

At this point she had been almost exhausted, but his harsh refusal had fired her up with adrenalin. We went over the details of the saga, their thanks, our admiration for her swimming strength; but unanswered lay the key questions in our minds. At what point do you shrug and recognise that it is unsafe to pursue your errant dinghy? At what point do you turn back?

We pondered the lesson learnt – how the Turks should have pulled up the anchor and chased the dinghy in their yacht. But what we could not reconcile was the shrugged refusal of help to a sailor in distress.

## YOUR VIEW

Have you ever helped a yacht in distress?



www.facebook.com/  
SailingToday



www.twitter.com/  
SailingTodayMag



editor@sailingtoday.  
co.uk

**ROSANNE & MICHAEL HODIN** have been sailing together for 40 years graduating from dinghies to a yacht in the Med.



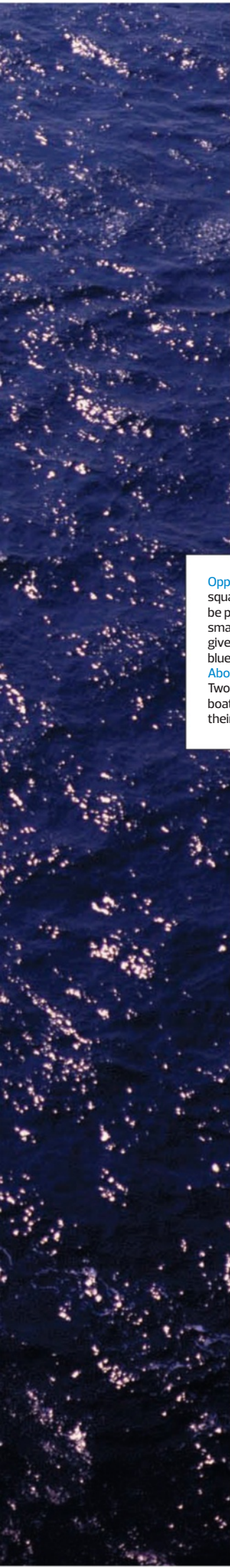


Bluewater

# BUYING BLUEWATER

In the first of a two-part series,  
*Toby Heppell* finds out what  
features to look for when buying a  
bluewater boat





**Opposite:** While a square rigger might be pushing it, lots of smaller sails can give multiple bluewater options  
**Above from left:** Two very different boats, both with their advantages



**T**here is probably no such thing as a 'bluewater cruiser'. Or to be more specific, there's no clear set of numbers, characteristics and equipment that absolutely defines a bluewater or ocean cruiser. Those planning high latitude cruising will want a boat for deep, shallow, frozen and obstructed waters. They will often select a deep-V hull for upwind comfort and long keel and skeg-hung rudder for directional stability and underwater collision safety.

Long-term liveaboards making the occasional ocean crossing may lean more heavily towards downwind comfort and righting moment, with a wider hull and more powerful fin keel and a spade rudder design. Both are suitable for the owners and both could be called bluewater cruisers.

If you look at the new boat Garcia Yachts is building for Jimmy Cornell (Explorer 45 – see last month's ST for details) he is going for an aluminium hull, lifting centreboard, water ballasted yacht for his final world-girdling cruise. This design will allow him freedom to sail in shallow waters and among the ice, in exchange for some righting moment.

That is not to say, however, there is anything wrong with a more run-of-the-mill GRP boat, as you can see from Bob Shepton's story on sailing the Northwest Passage in a Westerly Discus (pp24-33).

## Multi or mono?

How many hulls is a choice many will have made almost before they consider the question. Multihulls are typically not as close-winded as many monohulls, and the wave noise and motion can be uncomfortable in a big sea. They are harder to slow, running before a storm and, if you are in a marina, are costlier to berth. Then there is the issue that scares monohull sailors the most: cats don't self-right after a capsize.

However, multihulls can make sense as a bluewater cruiser for a number of reasons: without keels, most draw very little, allowing them

*Although a STIX number is useful, it has its flaws'*

all the benefits of a centreboard or lift-keel boat but retaining righting moment thanks to their width and twin hulls. And they're quick, reducing passage times.

## Buying by numbers?

There are a host of different ways to measure the seaworthiness of a boat, but the STIX (Stability Index) figure is often regarded as the most telling. A STIX of anything over 50 generally makes for a good bluewater cruiser. However, the European CE mark only requires a STIX number of 32 or greater for its most ocean-worthy

### PAPERWORK

To prove your legal purchase of a yacht you need:

Legal Title  
 Builder's Certificate  
 Bill of Sale  
 Ship's Registry  
 Court Ruling of Ownership





## Terminology

### STIX (STability IndeX)

A figure derived from a sum of several different parameters used by the Recreational Craft Directive (RCD) inspectors to indicate the stability of a vessel. The larger the figure, the more stable she purportedly is. This is perhaps the best numbered marker for stability. Boats are graded between 1 and 100.

### AVS (Angle of Vanishing Stability)

The angle of heel at which a vessel loses its righting moment. A useful number but variations in testing can bring in discrepancies.

### CE Mark

The EU's Recreational Craft Directive CE-mark shows basic information about the design of the boat, the category for which it was designed and the number of people/additional weight it may carry. There are four categories (A – D), where A is a rating for oceans and D inshore, sheltered waters.

Category A – though many other factors are considered.

Although a STIX number is a useful indicator, it has its flaws, arguably placing too much emphasis on length. In the end, it is just the product of a dumb algorithm. For example, the Contessa 32 is often extolled as a very stable, seaworthy boat with a solid Angle of Vanishing Stability (AVS) of 155°. But due to its length, it only manages a STIX number of 33, on the border of CE Mark 'A' and close enough that many might discount it for ocean sailing.

## Rig options

Just as a stability figure doesn't tell the whole story, it is hard to define the 'best' rig for bluewater cruising.

**Above:** With her ketch rig, high topsides and deck house, this 68-footer is what a 'bluewater cruiser' looks like for many

**Top right:** Jimmy Cornell's Explorer 45 is designed for ice and the Tropics

**Above right:** Cats are becoming more popular for cruisers

The sloop is most common and is the simplest to set-up, where ketch and cutter rigs split the sail plan into more easily managed areas and can provide a better balance under reduced sail. A ketch can sail under mizzen and headsail alone, while a cutter may use the inner forestay for a heavy weather sail, providing balance in a storm. A sloop, however, will be slightly closer winded.

Your rig choice will depend on your own preferences, taking into account the type of sailing you'll be doing and where, and how many crew you intend on having. A junk rig may look odd but has definite advantages for the singlehanded or short-handed sailor – easily reefed, with fewer control lines. Well-known



IAN BRITTON



## Duncan Kent's view

Sailing Today's boat tester-in-chief explains what he looks for in a bluewater cruiser:

- Deep V hull in the forward section
- Deep cockpit with high coamings
- Bridge deck to prevent water going below
- Deep fin keel with ballast bulb
- High-aspect, skeg-hung rudder
- Cutter, slutter (twin forestay) or ketch rig for multiple sail plan options



*'any boat out of the EU for three years or more has its VAT status reset'*

'simple sailor' Roger Taylor had a junk rig for his 21ft (6.3m) Coribee *Ming Ming*, which he sailed to all corners of the world. So much so that Roger has gone to considerable lengths to 'upgrade' his new *Ming Ming II* (a triple-keel Achilles 24) with a junk rig.

Most boats have furling headsails these days, but many long distance or adventure cruisers still like the option of flying a hanked on headsail if necessary – as a storm sail or if

**GET IN TOUCH** What are your 'must haves' for bluewater cruising?



facebook.com/sailingtoday



twitter.com/sailingtodaymag



editor@sailingtoday.co.uk

## New vs used

### NEW: Pros

- You can have the boat delivered to a chosen spec
- You will have a warranty
- You will benefit from the latest technology and design trends

### NEW: Cons

- You will suffer the initial depreciation of the boat
- Do you know what spec you need?
- You need to make time to fault-find and fix before heading off
- The design may not be proven

### USED: Pros

- You get more boat for your money
- The depreciation will be slower
- You benefit from a proven design
- You can take immediate possession and therefore reduced financial risk

### USED: Cons

- Your boat will invariably be showing signs of wear and tear
- You will incur the extra costs of getting the boat up to your spec
- You need to be careful with VAT, title and RCD status

something goes wrong with the furling gear. A cutter rig is a natural choice for this.

The babystay on a sloop is inevitably too far aft to be any use here. With this in mind, some sloop owners fit an occasional second forestay, which is permanently fixed to the mast and attached to a strong point on deck when required – the so-called 'slutter' rig. This also provides a stable cutter set-up to fly twin headsails downwind.

For the mainsail, in-mast or in-boom furling has become increasingly popular, but these systems add to the cost and can go wrong. In-mast furling also adds weight aloft and increased windage. Slab reefing is the simple and effective alternative and can still offer the same control from the cockpit. Old-style round-boom reefing is not recommended offshore.

## Finance

A boat loan or marine mortgage usually covers up to 80 per cent of the value of the boat and money is usually lent over a maximum of 15 years. Details vary from company to company, so shop around and don't forget that, unlike a house, this will be a depreciating asset.

Beyond the initial price of a new boat, option packs can add anywhere up to 20 per cent on top for what you consider to be essentials. Figures for second-hand boats are naturally less set in stone, but it is not unknown to pay up to half the purchase price again for refits and upgrades.

## VAT

VAT and RCD liability can be a minefield for yacht buyers, and key reason to appoint a yacht broker. If you're planning to head outside the EU permanently, VAT may not be payable, saving a handy 20 per cent. But it is levied when the boat returns to EU waters, often at full cost price.

Otherwise, the evidence of VAT having been paid on the vessel will be in the form of the original VAT invoice, from when the boat was either first sold within the EU or when it was imported from outside the EU.

Boats built before 1985 are deemed VAT-paid if they were in the EU on December 31, 1992, providing there's paperwork to support the dates – this could be a marine survey, Part 1 registration, insurance documents or a builder's certificate, while receipts for mooring or winter storage would satisfy the location requirement.

If you are unable to provide the normal documentation, you should carry a Bill of Sale while cruising EU waters. Although this is not conclusive proof that VAT has been paid, it indicates that the tax status is the responsibility of UK authorities.

Any boat outside the EU for three years or more officially has its VAT status reset. This has never been enforced, but with blogs making it easy to follow boats' movements, it would be easy to do so.

**NEXT MONTH:** Part II looks at cruising options, including deck gear, interiors and insurance



A large, dark blue iceberg floats in the ocean. The iceberg has a jagged, rocky top with patches of snow and ice. The water is a deep blue, and the sky is a clear, light blue.

Cruising

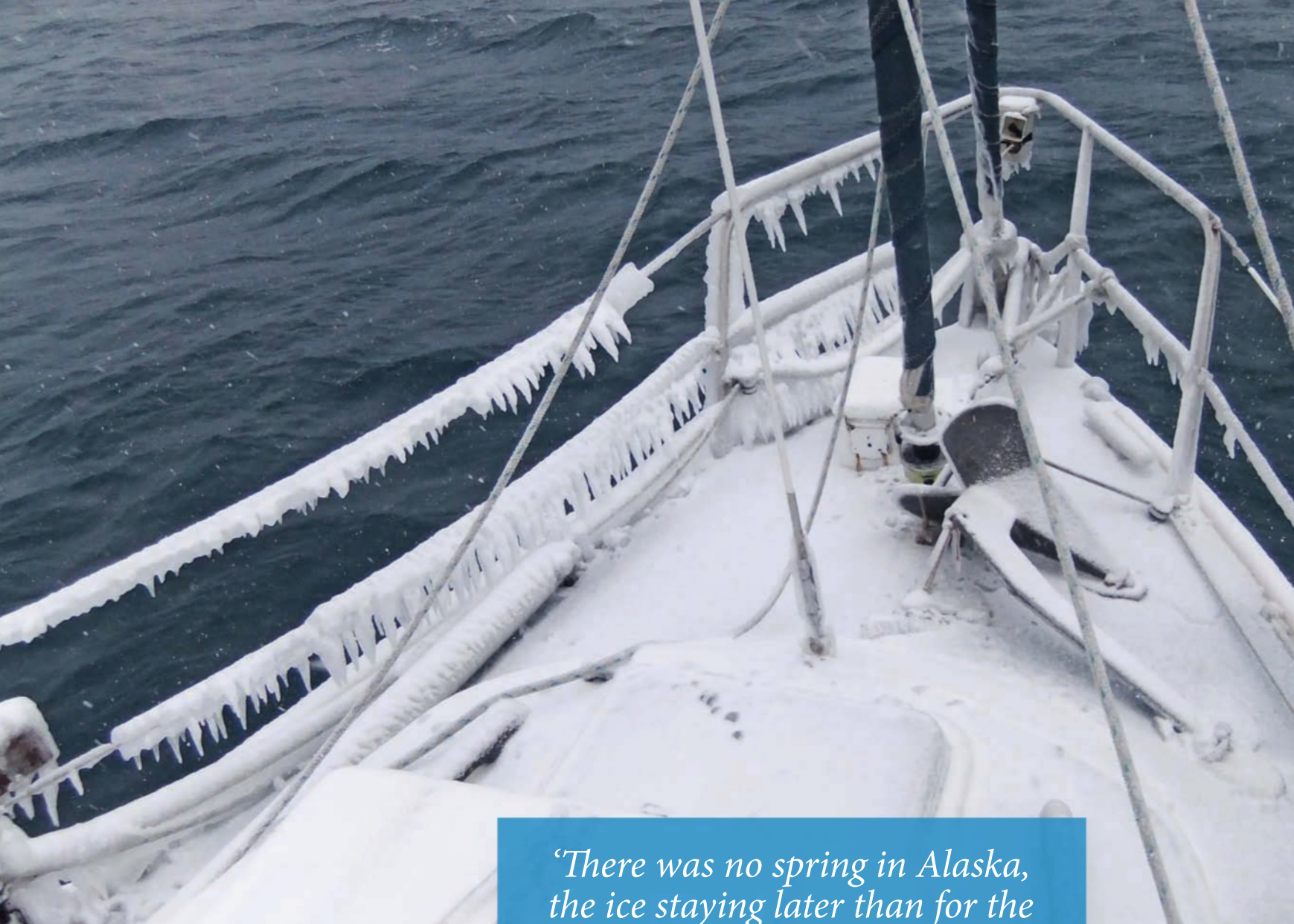
# IN AMUNDSEN'S FOOTSTEPS

YJA Yachtsman of the Year, *Bob Shepton*,  
may be the first man to sail the Northwest  
Passage in both directions in a GRP yacht









*‘There was no spring in Alaska,  
the ice staying later than for the  
previous 96 years’*



**Previous spread:**  
Calling at Ingia Fjord,  
Greenland at the end  
of our transit

**Left:** Ancient no.6  
gold dredger at  
Nome, Alaska

**Right:** Crewmate  
Richard could hardly  
believe what the  
boat passed through





a steep learning curve, having never sailed beyond the Norfolk Broads.

Setting sail from Nome early 30 July, we made our way towards the Bering Strait. At one point the engine stopped, but Rich immediately applied his technical skills, cleaning the air filter. The RYA instructor was heard to ask the skipper: "You do clean your air filter every time you winterise the engine, don't you?" The skipper remained silent, for obvious reasons.

Steph, who was on watch as we passed through the Bering Strait, was enchanted to see America to starboard and Russia to port. We made our way the 200nm up towards Point Hope, sometimes motoring and sometimes sailing, helped by a strong north-going current. Then, with strong winds forecast, we tucked in to the curve of the coastline by Point Hope for shelter.

### Hunkering down

At first we anchored close in, but we had to abandon this at 2am when a strong southeasterly threatened to drive us ashore. We went out to sea and hove-to for the rest of the night and into the next day before it moderated somewhat and we could make our way back. This time we went further east along the coast to an area charted as 4m deep, where we could anchor further from the shore.

We were forced to remain here for nine days by continuous strong northerlies that whipped the shallow Chukchi Sea into short, big seas. It was frustrating but not dangerous; the ice had cleared from these parts some time ago. When at last the wind relented, we put out early in the morning for the long haul past Cape Lisburn and up towards Point Barrow in the far north. We enjoyed a day's

### DEALING WITH THE COLD

Some form of heating below is a great asset. Diesel stoves such as Reflek or Dickens seem popular. Otherwise, the principle is layering clothing. Pay special attention to extremities: winter climbing mitts proved popular. And for feet, seaboots are useless; some form of fur-lined or extra insulated boots are important (mine were £26 from the factory seconds shop – fine).

**Warm hats** – Steph added a caribou fur to her hood in 2013; great idea

**Outer clothing** – a good set of Goretex climbing trousers and jacket probably work better than the heavier and more expensive sailing equivalents.

**Sleeping bags** – a down sleeping bag was an asset in spite of the 'damp cold' environment

A mixture of fresh snow and frozen spray... and this was meant to be summer!

Whoever said to me last year "Oh, the Northwest Passage, it's easy nowadays" should have come this year! The Canadian Coastguard estimated there was 30 to 40 per cent more ice in the Arctic than in recent years, and the winds were contrary.

This was the expedition that nearly never was. There was no spring in Alaska, the ice staying later and the rivers frozen longer than for the previous 96 years. Then crewmember Richard had great trouble getting his US visa. He eventually joined us in Nome, Alaska, late in July.

Richard rapidly became our Mr Fixit, probably saving the engine and the expedition on several occasions. Then there was Karen, an experienced RYA instructor and Steph our busy bee, not averse to telling the skipper off. David was on

sailing with favourable winds, and towards Barrow we encountered fields of scattered ice floes and growlers, which was a good introduction for the crew. We used the radar but, really, eyeball navigation was more effective.

Though we had tried to calibrate the autohelm at Point Hope, we hadn't got it working properly. Point Barrow was ice free and we put into the lagoon with 1m under the keel to try and fix the problem. Last year, we'd entered through the gap in the chain of islands to the southeast and we tried to exit this way. But when we began to work northeast over the sand banks, making for a point marked as 2.7m deep on the chartplotter, we promptly ran aground. Frantic spinning of the wheel and revving of the engine to get off; we turned round and retraced our steps.

We now settled into a long haul, motoring against the wind, but at least it was in open water, the ice having receded northwards. We continued on past Prudoe Bay and Cape Haklett until we received a strong wind

Below left: Nome was first settled by gold diggers

Below right: We had help stocking up with diesel in Nome







## Case study

Westerly Oceanlord 41

Boat name Maalesh

Location Inverclyde

Treatment Coppercoat™ anti-foul applied 1996

Photo October 2013 with owner

**Verdict** The original treatment has now lasted 17 years and Maalesh is scheduled to be treated with Coppercoat™ anti-foul for a second time in Spring 2014.



## Award winning anti-fouling Multi-season protection

Coppercoat™ is the most durable and long lasting anti-foul coating currently available. Millions of boat owners world-wide are in the habit of lifting and re-painting their boats every year – Coppercoat™ puts an end to this costly and time consuming exercise.

**+44 (0)1258 861059**  
**info@coppercoat.com**  
**www.coppercoat.com**

# BUY **BRITISH**, BUY **QUALITY**, BUY **Jeckells** SAILS

We've been making sails since 1832, so nobody knows more about sail design and production. We offer exceptional quality and service at an affordable price.

ARE YOU  
READY FOR THE  
NEW SEASON?  
CALL US ON  
**01603  
782223**



T: +44(0)1603 782223 E: [sails@jeckells.co.uk](mailto:sails@jeckells.co.uk) W: [jeckells.co.uk](http://jeckells.co.uk)  
Jeckells of Wroxham Ltd, The Sail Loft, Station Road, Wroxham NR12 8UT

**Jeckells**   
THE SAILMAKERS



warning, still easterly, from the redoubtable Peter Semiotuk, who does so much to help those passing through these waters.

The problem with the north Alaskan coast is there are few places to hide and all I could see was Barter Island to the southeast. A barge skipper guided us to a very shallow spot, quite far from the shelter of the shore, so I decided to go five miles to the west side of the Island. It was still shallow, but we rode out the gale for two nights and a day here.

To Steph's disappointment, I decided not to visit Herschel Island when we turned east again, with its park ranger, old whaling station and sauna. More strong winds were forecast and I did not want to be in the shallow approach to Tuktoyaktuk in a lively sea. We stayed in deeper water until we came to the fairway buoy for Tuk, then we followed the line of buoys in – with some difficulty in the dusky night (we were well into August by now).

In Canada now, Tuk was a friendly and interesting place, but there were difficulties. Diesel was readily available, but there was no engine oil or propane gas for cooking. Locals apparently drove 80 miles down an ice road for oil, but in the end, the Mayor found a 5-gallon drum of synthetic oil for the princely sum of C\$175. Just as we left, Steph, who likes to talk to everyone, happened to find a man who would sell us an old propane bottle.



### DODO'S DELIGHT

Westerly Discus, 1980

**LOA:** 33ft 3in (10.1m)

**LWL:** 28ft 5in (8.7m)

**Beam:** 11ft 2in (3.4m)

**Draught:** 5ft 5in (1.7m)

**Weight:** 15,097lb (6,848kg)

**Engine:** Mercedes 42hp



### First sight of ice

Motoring the 100nM east to Cape Bathurst, the next key for getting through the Passage, we encountered a long tongue of ice coming down from the north. We came up to it at night and hove-to, drifting until daylight. The old adage that you cannot tell what ice is really like till you get up close still holds true, and we probably followed its edge further south than we really needed to.

On the other hand, I saw a gap that seemed to lead through a thin section and Karen took us through. It lead to open water and saved us a long trek south, allowing us to make for the shallow Snowgoose Passage. Another big band of 2/10ths ice stretched south, but 2/10ths is not difficult to weave through in calm conditions, and we moved steadily towards Summer Harbour on Booth Island.

Ships small and large anchor here and we spent the night half-waiting for David Cowper in *Polar Bound*, with whom we'd been in contact, but he was delayed by thicker ice. We had another long haul in Amundsen Gulf, making good progress in calm conditions. We kept well offshore round Lady Franklin Point (we had hit a rock here last year) and so into Coronation Gulf. Then we closed the shore on a fine day to film

the seabed as part of a project for a marine biologist friend interested in Arctic flora.

Heading northeast, now, we got into the channel system for Cambridge Bay (there are so many British names in the Arctic). The leading marks are

## High latitudes

### Preparing a GRP boat

Old Westerlys like mine were strongly built and, in dealing with some osmosis, two layers of epoxy resin were added. My son had made me a solid fibreglass cuddy instead of a sprayhood (a great boon), and an aft gantry carried a solar panel, radar antenna, with a wind generator alongside (very useful). Other useful gear:

- Plenty of anchors
- A tuk (ice pole), preferably two
- Lots of fuel filters
- A laptop and satphone for receiving ice reports





*‘The odd growler began to appear in the dark water. We took the risk and continued’*

hard to pick up and there are a lot of them for different local destinations. On the final approach, we passed a smart little sailing boat and at the jetty, there was also an ocean-going rowing boat with an Irish crew. Both had been attempting the Passage, but it was not the year for a novel transit and they had sensibly both decided to give up.

Cambridge Bay is the hub of a vast wheel, and most things were available, including propane and engine oil. Here we met up at last with David and had a tour of his specially-designed *Polar Bound*. We restocked – ‘retail therapy’ Karen and Steph termed it. The settlement is about halfway, psychologically if not in terms of distance. We had already done almost 2,000 miles, but worse was to come.

Word reached me that Victoria Strait was open and I started to hassle the crew to leave quickly. It would save us many miles to cut through there, and spare us threading the shallow, tricky passages around Gjoa Haven. We got away that evening, though some of the crew were still catching their breath, and made it through the Strait by way of



Top: Tay Bay looking benign; it was not always so  
Above: Note the warm hood and the gloves

Above right: Vast icebergs off east Baffin Island



Icebreaker Channel, which must be exceptional. We enjoyed pleasant motoring in calm, sunny conditions, but that night rather concentrated the mind, as the odd growler began to appear in the dark water. We took the risk and continued, under sail by now.

We spent a pleasant night anchored in a cove on the western side of the Tasmania Islands, though we struggled to disentangle our tripping line from a big floe that kept going back and forth across our bows – at one stage Rich leapt on to the floe to disentangle it. Next morning Karen dropped our tuk (ice pole) into the water trying to push a floe away and had to take her gloves off to fish it out. Her wet hands froze and took a long time to recover.

Passing the infamous Magpie Rock at the west end of the Bellot Strait, a

fair tide swept us through; the previous year we were doing six knots and standing still over the ground. Round the corner at Fort Ross, we caught up with *Polar Bound* again, and our Swedish friends in *Anna*, at last.

## Ice-locked

Now things began to get critical. A friend at home was compressing the Canadian ice charts and emailing them via satphone. But these showed a lot of ice coming down Prince Regent Inlet and we could not get out. We had to wait, and time and season were getting on.

There was a gale one night; the Swedes re-anchored but we fled south to shelter in a cove and had a trying time getting our anchor to hold – kelp is a terrible thing. “This is Arctic

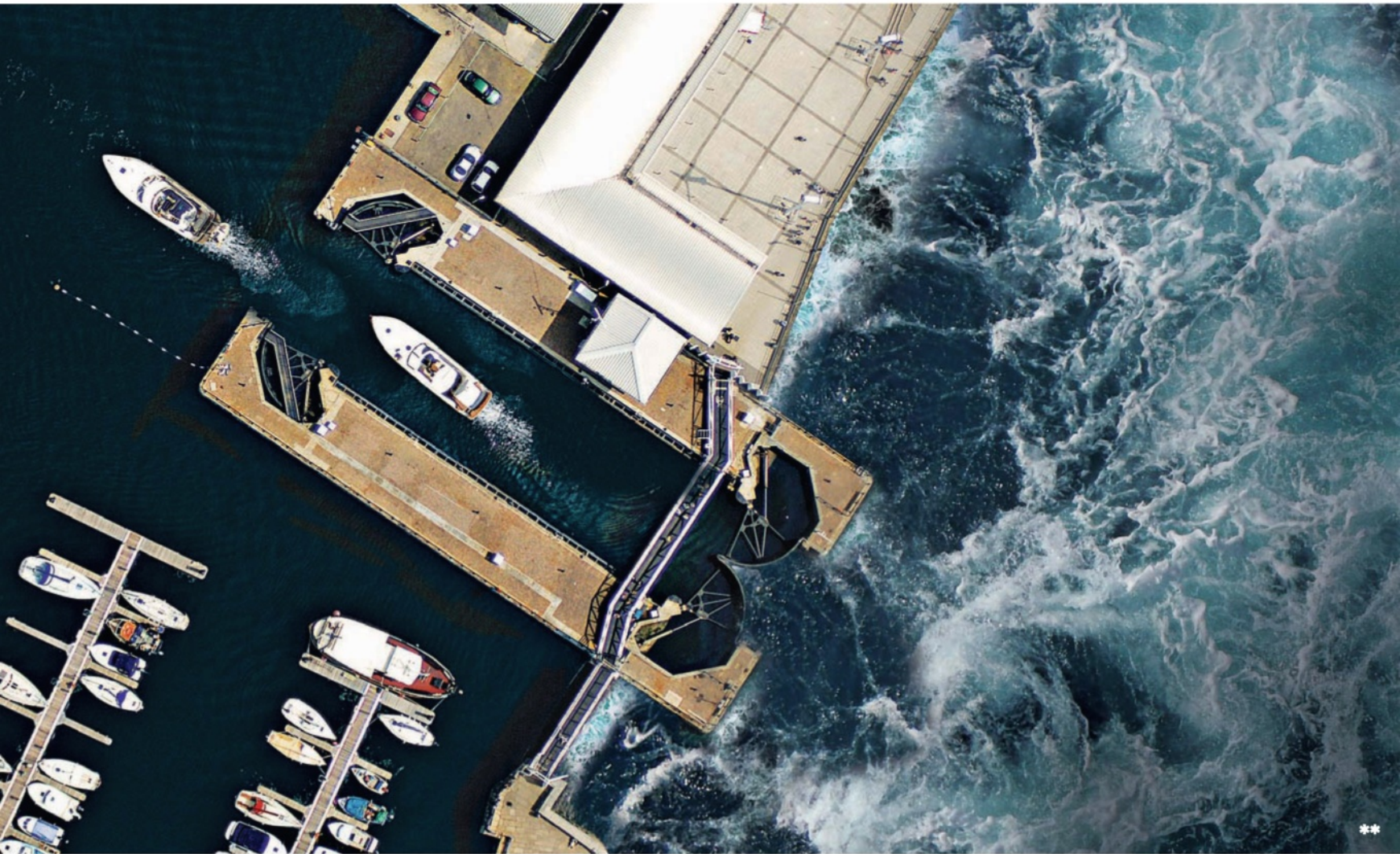


# PROTECTION FROM THE ELEMENTS



SUTTON  
HARBOUR  
MARINA

GET PEACE OF MIND BERTHING AT SUTTON HARBOUR



Rates start at **£388\*** per metre per year

WITH TOP CLASS FACILITIES AND SERVICE, SUTTON HARBOUR MARINA, PLYMOUTH, IS THE PERFECT CHOICE.

*The Marina benefits from a sheltered environment behind protective lock gates, as well as a prime location at the heart of Plymouth's historic waterfront. Lying adjacent to the vibrant quayside, berth holders can take full advantage of the wide range of cosmopolitan waterfront bars, restaurants, cafés and shops.*

*Thanks to its unbeatable location, 5 Gold Anchor-rated facilities and service, you couldn't find a better or more protected place to berth your boat.*

Please visit [www.suttonharbourmarina.com](http://www.suttonharbourmarina.com) for full details, call us on 01752 204702. Like us on Facebook at [www.facebook.com/sutton.harbourmarina](https://www.facebook.com/sutton.harbourmarina)



\*Terms and conditions apply, see website

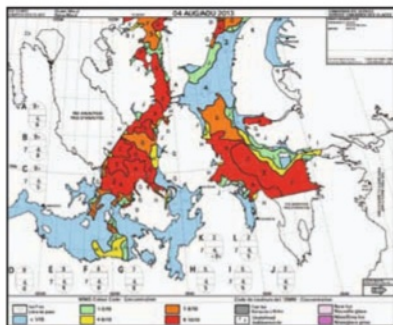
\*\*Artist's impression



sailing,” David assured us later aboard the lovely, warm *Polar Bound* – our heating was inadequate for the cold we were experiencing this year.

After eight days, the weather calmed and the sun came out. The ice chart showed a long dagger of ice stretching down Prince Regent Inlet, but it might have been possible to reach more open water through it at one point. We set sail across along the 72nd parallel, weaving through 10 miles of 2/10ths ice. Strong winds kept us penned in Fitzgerald Bay for two nights and a day, but they cleared more ice away, so we could make our way north in open water.

It was difficult to know what to do on these very dark nights and I chose to heave-to and drift. Poor Steph on her watch thought the white line ahead was sky; it turned out to be an ice floe. Panic, a quick starting of the



## Reading an ice chart

Ice charts are available online from Environment Canada at [ec.gc.ca](http://ec.gc.ca) with egg symbols providing key detail about ice characteristics.

The top figure shows the concentration of ice in a given area in tenths – 2/10ths covered, 3/10ths and so forth. The second figure refers to the stage of ice development, from ice rind (1) to thick first-year ice (4). The last number refers to the forms of ice, from pancake ice (0) to vast floes (6) or icebergs (9). Useful, once you've learned how to interpret it.

Four to 5/10ths would be pushing it in a small boat, especially a glassfibre boat such as ours. It depends on whether the ice is new (comparatively thin) or old ice (can be metres thick).



Above left: How the Inuit used to live



Above right: Inuit children await us in Arctic Bay

engine and full throttle in reverse. The radar was not very helpful, so we just turned round and motored for a while, before settling down to drift again.

The next day Karen did a splendid job of negotiating the huge field of brash and growlers in heavy swell, and we continued up the Brodeur coast on the east side. Next morning we were surprised to find ourselves suddenly pushing through fields of pancake ice. This can be the first sign of the sea freezing over, but I kept my concerns to myself. With the forecasting turning bad again, we motored 50nM south to Arctic Bay settlement for the weekend. Whilst it raged in Lancaster Sound, we had fine weather and calm conditions to refurbish the boat – and ourselves.

Gales were forecast again for Bylot Island and Baffin Bay when we emerged. More decisions! We started down Navy Board Inlet in a lively northerly and sought shelter in Tay Bay, despite its sandbanks and shallows. When we came out two days later, I had never seen Navy Board Inlet looking so beautiful. Fresh snow covered the hills almost down to sea level, with clear skies and sunshine. We could have been in the Alps except for the water. We goose-winged down the channel, then broad-reached where it turns east. Gradually the wind died away until the motor went on – all the way over to Pond Inlet.

I had not intended to stop here. It is an open roadstead and all supplies must be carried out in the dinghy. But we needed both water and fuel for a long motor down the east coast of Baffin, passing shelves of ice, which had calved off the huge Peterman glacier in the far north. We called at Clyde River to refuel, then motored east to Aasiaat in Greenland.

## Sting in the tail

Coming into Aasiaat, the engine died, and as we coasted in, a metal arm sticking out from a fishing boat swept our wind generator into the sea. Once again Rich showed his technical skills. He and Pele from *Anna*, fished it from 6m down. He stripped it down, the local boatyard straightened the pole, and it is up and running again as before.

It is possible looking back to be left with a slight sense of anti-climax: we never got into any pressing danger. But a pleasing aspect of this must be that for once we made the right calls. I cannot claim that it has always been so, and in places, as the Duke of Wellington said of Waterloo, 'it was a damn close-run thing.' Prince Regent Inlet iced up soon after we were through, as did Admiralty Inlet, and we managed to duck the worst winds.

Only three yachts completed the west-to-east crossing this year. Records? It is just possible *Dodo's Delight* is the only GRP boat to have passed both ways through the Northwest Passage, and in consecutive years. Who knows, and come to that, who cares? *We survived!*

**GET IN TOUCH** Do you dream of high latitude cruising?

- [facebook.com/sailingtoday](https://facebook.com/sailingtoday)
- [twitter.com/sailingtodaymag](https://twitter.com/sailingtodaymag)
- [editor@sailingtoday.co.uk](mailto:editor@sailingtoday.co.uk)

## ABOUT THE AUTHOR



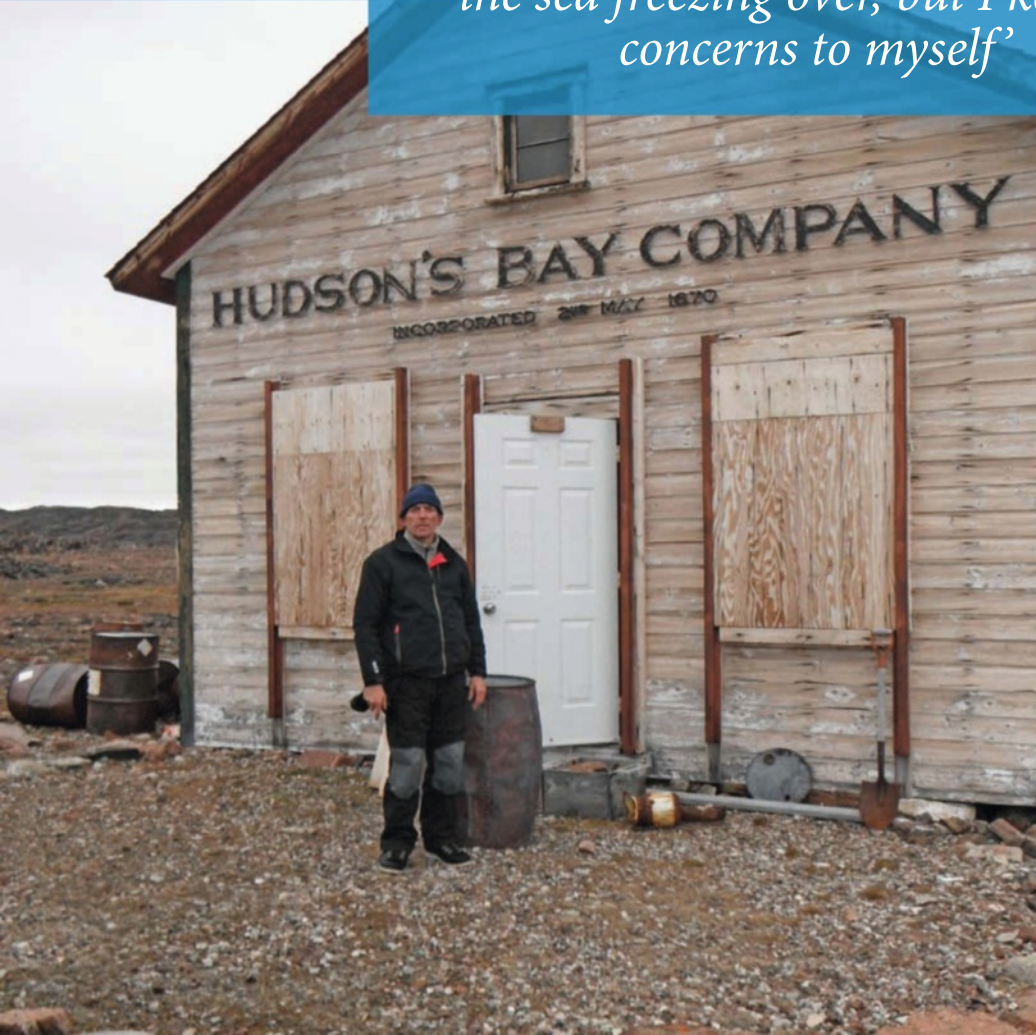
**Bob Shepton** was a youth leader in London and chaplain to two schools, and now cruises extensively in the Arctic on his 33ft Westerly, *Dodo's Delight*. Bob was awarded the prestigious Yachting Journalists' Association

Yachtsman of the Year Award during this year's London Boat Show for sailing both ways through the Northwest Passage.



Clockwise from top:  
Dodo's Delight  
approaches an ice  
wall; the famous  
boat *Vagabond* in  
Clyde River; Steph  
at work on a  
freshly-caught  
salmon for another  
delicious meal; Rich  
by Hudson Bay hut in  
Fort Ross

*'Pancake ice... can be the first sign of  
the sea freezing over, but I kept my  
concerns to myself'*







## GULL'S EYE PORTISHEAD

### Toby Heppell takes a look around the constantly evolving Portishead Quay Marina

**S**ituated a decent stretch up the Bristol Channel, Portishead Marina is not the kind of spot one would briefly nip into during a British circumnavigation. However, the channel itself offers some fantastic cruising with any number of hidden anchorages. With Bristol a short hop upriver and Cardiff very nearby it also makes for the perfect location for city visits.

Portishead itself is not particularly big, but the buildings and restaurants

surrounding this marina give it the air of a much larger city site. These buildings provide comprehensive cover so the marina is very well protected from the wind. The marina's lock keeps the aggressive tidal surges of the Bristol Channel at bay. There are a number of restaurants on site and even a supermarket that will deliver to your boat. In short, the area provides city berthing at its best with all the convenience, hustle and bustle that implies – it is just slightly odd that it is not in a city.

**Main:** The marina is surrounded by large, new apartments and houses



## Local berth holder

**Damian Carroll – Westerly Fulmar**



**"There is plenty of** cruising to be done around here and some

truly stunning anchorages. People get worried about the tide but it really isn't a problem, you just head down on the tide and then find a spot to anchor as it turns. One of the finest cruises here is to take a few days and head down to beautiful Lundy Island.

"The trick is to remember there are a few decent spots for anchorage. There is one obvious one on the southeast of the island but I have seen so many people having a terrible time, when they could have been really comfortable just round the corner."

### RUN ASHORE

Portishead high street and town centre are only five to 10 minutes on foot. However, with several decent restaurants on site, a

Waitrose and a Morrisons minimarket, there is little need to leave the confines of the marina. The Portishead Cruising Club is actually not located near the marina, so many sailors use the bar above Hall & Woodhouse for their post-race drink. Although this looks very modern from the outside, the interior is cozy and pub-like with a nice range of beers and ales.

There is plenty of walking around the marina, once you get beyond the buildings, and it is well worth heading to Battery Point, where oceangoing vessels pass closer to land than any other part of the UK's coastline.



ALL PHOTOS: TOBY HEPELL



**Brighton:** 14:30 Tuesday 20th August 2013  
**Wind:** Force 3-4 variable west to south west  
**Weather:** Clear, very good visibility  
**Boat:** Jeanneau 32i - "POPPY"  
**Location:** Off the coast of Brighton

**Julie Grover**, Haven Knox-Johnston's Accounts Manager is at the helm enjoying a day's sailing with husband Ian just off Brighton Marina.



**Together we've got it covered**

Call now on 01732 223 650 or visit [www.boatinsure.co.uk](http://www.boatinsure.co.uk)



**SPECIALIST BOAT INSURANCE**



IN ASSOCIATION WITH



WWW.BOATINSURE.CO.UK | THE BOAT INSURANCE SPECIALIST



PR  
The  
ter  
bu  
re  
no

### Regeneration

Since this photo was taken there has been wholesale transformation this side of the marina. Work is ongoing but will finish soon



GULL'S EYE

# PORTISHEAD QUAY MARINA

51° 29' .56N, 002° 45' .41W



SCAN HERE OR SEE OUR WEBSITE  
FOR A PORTISHEAD VIDEO GUIDE



## Plans

There are some very long term plans to expand and build more pontoons in this remaining space. However, a date has been set

## Battery Point

Oceangoing vessels make their closest approach to land of anywhere in the UK here. A popular spot to view the ocean behemoths

## Entrance

Care should be taken here as gusts have been known to set boats against the wall

## FACTFILE PORTISHEAD QUAY MARINA

**Contact:** +44 (0)1275 841941  
[www.quaymarinas.com](http://www.quaymarinas.com)

**Berths:** 250

**Facilities:** Wi-Fi, fuel, 35t hoist, new toilet/shower block, laundry facilities, chandlery, water / electric, slipway

**Tides:** Dover -0405

**VHF:** Channel 12

**Costs:** £2.50/m per day



# Passage planning

PORTISHEAD QUAY MARINA: 51° 29' .56N, 002° 45' .41W

As most sailors will be aware, the Bristol Channel experiences huge tides – the second highest in the world (up to 15m), with corresponding significant tidal flow.

There are numerous sandbanks and shoals, which dry at low water, but shift around due to the strong tides. Not only do these constitute

navigational hazards, but also restrict the width of the channels through which the tide passes. There are also a number of islands and submerged

*‘The rule of thumb here is avoid fighting a foul tide at all costs’*

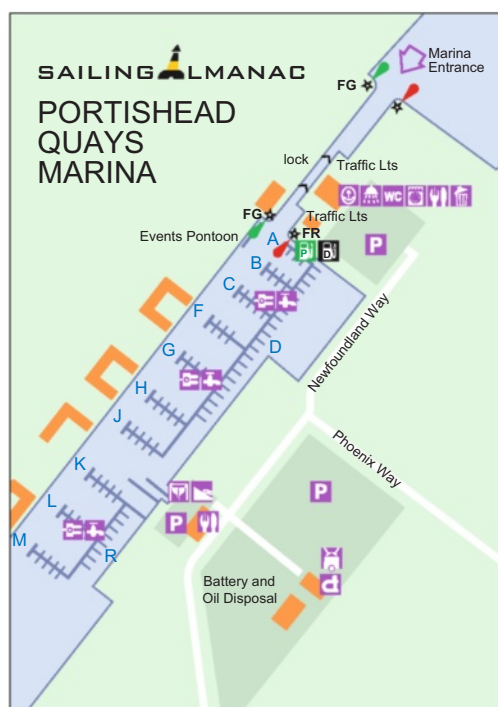
rocks, which are hazardous to navigation. The tidal streams can limit your speed over the ground, and there are few places to shelter particularly at low water.

It would be blasé to say that the tidal race in the channel does not cause problems, however, with careful planning these tides can be used as a significant benefit, doubling

passage speed. The rule of thumb here is to avoid fighting a foul tide at all costs, particularly during the three hours it is at its strongest.

Approaching Portishead marina from either up or down-channel, it is generally preferable to sail along the southern coast and inside the ‘Bristol Deep’ shipping channel. Commercial vessels will often pass within 200m of Portishead Point and Battery Point, so that ‘inshore route’ should be well inshore to allow these vessels sufficient sea room.

Those making the approach along the northern edge of the channel need to consider the best point to cross from north to south. There aren’t huge numbers of commercial ships making their way along the channel, but it is worth noting that



**Above:**  
Entrance to Portishead Quay Marina is well sheltered

## Reader offer

SAVE 10% on IMRAY charts and pilots

- **Admiralty:** 1267, 148, 31
  - **Imray:** C10, C6, 2400
  - **Bristol Channel and River Severn Cruising Guide – Peter Cumberlidge**
  - **Price:** £29.50
- [www.imray.com](http://www.imray.com)





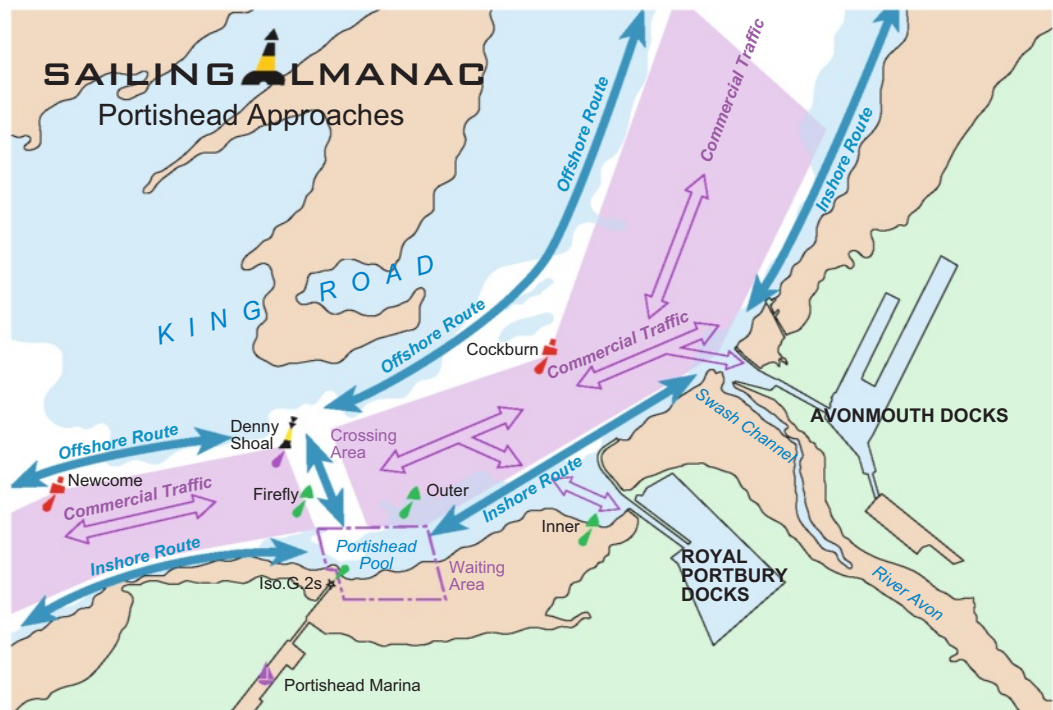
## CRUISING GROUNDS

For short day or weekend trips there are a few options available to the cruising sailor. Cardiff is only 18nM away and Bristol City docks just 7nM up the River Avon. Local cruiser Damian strongly recommended Slime Road as a good place to anchor (despite the name). An annual race / cruise put on by Portishead Cruising Club is the Holms race, this route – towards Flat Holm Island and Steep Holm Island on a falling tide before coming back again after it has turned – is also popular.

Longer trips of a few days are required to get the best out of the location. As mentioned in the introduction, Lundy Island makes for a lovely spot to anchor and is viewed by many at the prime cruising destination in the channel. If heading to Lundy it would be a shame to miss stopping at Ilfracombe 57nM west from Portishead on the south side of Lantern Hill and hidden from the sea. There is an inner and outer harbour here, though the inner dries and so is only suitable for those able to take the ground.

thanks to the commercial shipping channels being extremely narrow, they have very little room to manoeuvre and so should be given plenty of space.

Again, the tide can be a challenge here, so boats crossing the channel



need to constantly keep in mind the additional drift they will experience. A large commercial vessel that looks to be well clear can quickly become an issue.

Avoid the area around King Road which is used to swing large ships accessing Portbury or Avonmouth Docks – when the tide is coming in the ships may need to turn through 180° to allow them to stem the tide. After passing Battery Point stay south of the shipping channel.

As you approach the marina entrance from the northeast, you will see the pier on your starboard side. If your approach is in darkness, you will be able to see the green light at the end of the pier. At the entrance to the lock, two vertical fixed port and starboard lights are displayed.

The marina has a relatively high percentage of fishing craft among

their berthholders – in keeping with Portishead's history as a fishing town. However, most of those now resident in Portishead are amateur fishers, so traffic in and out of the marina is not greatly increased. With the fairly low number of commercial ventures, and no significant peaks in visitor traffic, leaving and entering through the lock rarely requires a long wait.

Standard traffic-light rules apply for the lock system – three reds keep clear; flashing red do not proceed; green-white-green proceed on instruction from the harbour master. The lock operates a free-flow system at roughly HW  $\pm$  3½hrs, though check for specific times.

During periods of restricted visibility craft should call Bristol VTS (VHF Ch12) to obtain shipping movement information prior to making way.

**Below:** Flats are springing up around the marina; access is via a lock which runs free-flow at HW  $\pm$  3½hrs



## Costs

### VISITOR BERTHING CHARGES

Mooring	Price /m
Daily	£2.50
Weekly	£16.50
Monthly	£49.50
Annual (12 months inc. 8 weeks ashore)	£277.50







# GIANT SLAYER

THE PASSION FOR COMPETITIVE SAILING STILL RUNS THROUGH JOHN BERTRAND, 30 YEARS AFTER HIS TEAM WON THE AMERICA'S CUP. **TOBY HEPPELL** MET HIM

**T**he word legend is often overused in the context of celebrities and sportspeople. However, just occasionally someone comes along and does such deeds they truly deserve the title. For me, John Bertrand has truly earned this prefix.

In 1983, Bertrand and his team aboard *Australia II* wrested the America's Cup from the grasp of the Americans ending the longest winning streak in sporting history – the USA had defended the trophy for 132 years. This alone was enough to propel Bertrand into the highest echelons of sporting heroes. Upon crossing the finish line in Newport, Rhode Island – early Monday morning in Australia – then Australian Prime Minister, Bob Hawke declared on television that, “any boss who sacks anyone for not turning up today is a bum...” Quite.

Since that time, the Aussie has devoted himself to helping others achieve similar success, as the patron of a number of charities, one of several people behind the Australian Sailing Team's recent Olympic success (they were the top nation in 2012, knocking Britain of the top spot for the first time in four cycles) and most recently taking up the challenge as the head of the bruised, nay, broken, Aussie swimming team.

Meeting Bertrand, I am keen to know exactly where his loyalties lay during last year's America's Cup, what with the Americans long being the enemy but an American boat helmed by an Australian against Team New Zealand in the America's Cup final.

“I know guys on both teams and really was just excited to see the racing in these amazing new boats,” he says diplomatically. No prizes for guessing who he'll be supporting next time around, though, as Australia will be the official challenger of record for the next Cup, whenever that might be. Although Bertrand is not officially part of the challenge, he is clearly excited and will “do anything I can to help them”.

As might be clear from his enthusiasm, Bertrand is not one of those who feels changing to a high performance catamaran has been detrimental to the event. “I think the event is really exciting at the moment. If I were younger I would be desperate to get behind the wheel of one of these boats. More than the racing though, I think Larry's [Ellison, owner of Oracle, current America's Cup holders] real legacy has been the television package. With the graphics and everything now in place the event is more watchable than it

has ever been. That legacy will stay with the AC for a long time and it's a truly great thing. Our sport has to compete for young people's attention and I think the AC does now; in this format.”

Despite the demands of his new job, Bertrand is still able to find the time to compete in the sport that has been such a major part of his life – he currently races an Etchells – a three-man keelboat. “I don't get that much time to be out on the water at the moment, just the [Etchells] Nationals and Worlds really,” he comments. In spite of this, his skills have clearly not diminished – he and regular crewmembers Grant Simmer and Andrew Palfrey won the Nationals in late 2013 and are hotly tipped to win the next world championship being held in Newport.

It is of little surprise Bertrand is targeting this event, taking place on the waters upon which he won the America's Cup some 30 years ago. “It would be great to win in the old hunting ground. It will be a bit like

returning to Vietnam for us, because we went there and got hammered three times before winning it. So those rivers run deep in the memory. Good and bad.”

It is in moments like this, when we discuss sailing, that Bertrand is most animated and his passion for the sport shines bright: “I just love the team environment when sailing; when things just happen. When it's right, it is like being in an orchestra, or the conductor of an orchestra, and between you, you are all playing such beautiful music; it's just a joy to be involved. That is what sailing is all about, for me. It is beautiful, the aim for perfection.”

It can feel difficult to understand why a man, who speaks with such eloquence about the sport, would take a role that seems to leave him destined to so rarely take part. But this is the core of Bertrand. For all that he has experienced those moments where he and a team of sailors are in perfect unison with each other and nature, creating their ‘beautiful music’ he wants to give others a shot at that experience too.

I do wonder if this self-sacrifice, this dedication to others becomes wearing. “I truly enjoy the creation and building of organisations. Failure is something that to be honest does not concern me, but where we are going excites me, and helping people achieve their goals does too. With swimming we want to be back at the top of the world as soon as possible. And what a journey it will be getting there.”

*‘I love the team environment when sailing: it is like being in an orchestra’*



# OVER THE HORIZON

*Richard Lawn ventures out of sight of land for the first time when he takes his Twister from Wales to Ireland*

It wasn't a very rational concern, my being worried about sailing out of sight of land. I had sailed something or other almost every year since I was 10 and we had brought our kids up on the Malacca Straits sailing an old Hobie Cat. In the past few years I had skippered half a dozen bareboat charters in the Med. Neither sails nor the sea induced anxiety, and, after a working life that started in Mobutu's Zaire, nor did a new environment.

Nevertheless, when the sea gently peeped up through *Hegri's* cockpit drains as she heeled, or when I looked



down into the cabin and noticed just how much of it was below sea level, the sight of Snowdon in the distance was somehow a comfort! Perhaps that is why I decided to start our first cruise overseas, to Ireland and back, with a shorter hop. Instead of sailing from Holyhead to Dublin across the Irish Sea, we made a 45-mile leg from Moelfre on Anglesey to Port Erin on the Isle of Man, with a view to crossing at a narrower point.

*Hegri* is our Twister, bought a year earlier and she is our first non-dinghy. Miles Hordern, who sailed his Twister





ALL PHOTOS: RICHARD LAMN

solo across the Pacific and back wrote of his boat: "I had never seen something so simple that could do so much". *Hegri* sails as if she has her own little slot in the waves, and she reacts simply and predictably to the tiller and the wind – no surprises, just in obvious balance with the forces acting on her.

One day I will do some serious cruising, but the plan for now is to get better at sailing and maintaining a proper boat. Before this cruise, the sailing part of this equation had included a few trips round Anglesey, a passage to Liverpool and back and

#### TO DO LIST

*Hegri* didn't need much preparation for this trip, but I have a few things on the list before any more major voyages:

1. Detachable forestay. I have already had this fitted to the mast, just have to fit the deck end and get a storm jib.
2. Improved anchor locker... to reduce chain jamming, and the smell of mud in the front cabin!
3. Heater... probably diesel as *Hegri* has only a spirit stove... it isn't so much the cold and condensation when sleeping but when waiting for tide gates in daylight...



Main: Approaching Port Erin, having dropped the sails to pass through Calf Sound  
Above: Howth coastal path

assorted daysails. So when our son Jon suggested "sailing to Ireland or something", I was keen.

We started from *Hegri*'s swinging mooring on the River Conwy near Llandudno. My wife Di and I spent Thursday night on board, then moved into the marina for Friday when Jon turned up – showers, a good pub, and less rowing decided that move. The proper start was at high water on Saturday with a gentle sail across to Moelfre, often with dolphins in attendance. It's a safe anchorage in 2-3m of water only open to the northeast. After dinner at the Kimmel Arms, Di returned to Conwy by road and we rowed back out to *Hegri*.

### Out of sight of land

Next morning, the weather was very obliging for my first trip out of sight of land. The southwesterly Force 2/3 meant a perfect reach the whole way, with not a touch of motor until the narrow Calf Sound, which separates Man from the Calf of Man. Midway, I filmed a video of the horizon – absolutely empty in every direction. There were no ill effects from being out of sight of land, other than a small fogbank. We have passive AIS and an active radar reflector, and we hadn't seen any other vessels at all, but the possibility of small boats coming south worried me, so we sounded our handheld foghorn every few minutes.

Calf Sound seemed to me rather like the Swellies: no doubt a challenge at the wrong time, but with the tide, good transits and a chartplotter as backup, it is apparently quite simple. Port Erin was delightful. The visitor moorings are a good row out from the beach and say 'use at own risk', but they look new and well kept. The town itself was like old postcards of seaside holidays, with a choice of pubs and at least one good restaurant; Titan's.

The couple at the next table had arrived with the gentleman giving his wife a piggyback through the receding shallows from their beached trimaran – apparently she didn't mind sleeping on the boat but got bored when the newspapers ran out. He had sailed over solo from Ireland whilst she had flown – a household where views on sailing the UK coast diverged even more than my own (Di prefers bigger boats in warmer waters).

With more south in the wind next day, and up to Force 4, we were again on a reach all the way to Ardglass, only with less sun and more rain, and a few fishing boats to dodge. Ardglass marina is small and very friendly, though our chosen restaurant was shut so we walked a well-worth-it mile out to Curran's bar. Jon thinks the best way to pick where I should buy dinner is to take the top recommendation on Tripadvisor, which means great meals but not cheap ones!





We saw a couple of the marina's resident seals on the way out into a gusty Force 4-5 southerly (dead on the bow) the next day. I am still a cautious sailor and although *Hegri* has shown every time that she can take a great deal more wind than I can, we tacked down the coast under only the full genoa plus occasional motor. I like the idea I can furl the sail from the cockpit, though I realise this doesn't give us the best performance or keep the tiller pilot happy – a reefed main too is gradually being adopted.

Proper cleating for the furler would also be good – when a sudden rain

squall brought a large wind shift and 37 knots at the masthead, the sail I had just part-furled let itself out again! But the squall soon passed and then we were into Carlingford Lough for a beautiful sunset. I had expected at least a few formalities, as we had just changed countries. But the only difference appeared to be the currency – we were now paying in Euros.

South to Dublin

With plenty of time in hand when we set out from Carlingford – Jon only had to be back in London by Monday evening – we were undecided whether to make south for the Skerries, Malahide or even Howth. A combination of Force 4/5 from dead ahead and a lot more rain meant that, when we picked up a mooring in the outer part of Skerries Bay for a rest and a sandwich, we decided to stay.

The yacht club manager was wonderfully helpful throughout our two days there, allowing free use of all the facilities and even offering to find us jerry cans and a lift the next morning to buy diesel up the road. Plus he recommended the seafood at Stoop Your Head, and he was right!

The next day we had a quick trip outside the bay to check on conditions



Clockwise from top left: Port Erin to Ardglass was another good reach; Moelfre's shallow bay at LW means a good row in; I bought *Hegri* in Poole – she travelled to north Wales by truck

**HEGRI**  
Twister 28, 1973

---

**LOA:** 28ft 3in (8.6m)

---

**Beam:** 8ft 1in (2.5m)

---

**Draught:** 5ft (1.5m)

---

**Displacement:** 4,521kg (9,968lb)

---

**Sails:** fully battened main, 140 per cent genoa, jib, spinnaker

---

**Engine:** 16hp Beta

---

**Designer:** Kim Holman

(forecast was Force 6 and choppy). The choice was to motor directly into the wind or tack out to sea with Lambay Island getting in the way. We could have made it, but from the forecast it seemed the wind direction might change the next day, so we decided this was a good opportunity for tourism. Dublin was close by, so we took the train in to the Guinness brewery and other sights.

The mooted wind shift hadn't really happened next morning and the waves were, if anything, bigger. By now we really needed to get to Howth, so we put more revs on the engine and got used to the pitching. After a couple of hours the wind did shift, and we were able to get some sail up to make the motion more pleasant. We could even douse the engine and sail the last bit into the shelter of Howth Marina. The worst-case scenario now was to leave *Hegri* in Howth and catch a ferry to Holyhead, with me returning with another crew at a later date.

GET IN TOUCH do you still remember your first trip out of sight of land?

- facebook.com/sailingtoday
- twitter.com/sailingtodaymag
- editor@sailingtoday.co.uk





*'the squall passed and we were into  
Carlingford Lough for a beautiful sunset'*

Forecasts and chat in the yacht club bar suggested that the weather on Saturday might be alright with Sunday looking better. So, although we woke up very early on Saturday to check conditions, we decided to go back to sleep. It was the right call – there was at least one awful squall at midday, and we had a great walk round the Howth Peninsula, then dined in O'Connells pub whilst watching Dublin play Cork at Gaelic football.


We really needed Sunday to be better and happily it was – we motored out into a near calm at 0600hrs, set the tiller pilot east and put the motor on full, again with the genoa giving comfort and a fraction of extra speed. Even the sun was shining once again, and all this unexpected ease led to perhaps the most concerning moment of the trip. More than halfway over, Jon was down below and I was reading

in the cockpit when Jon asked somewhat abruptly: "What's that?"

Behind me, a largish oil tanker was crossing our wake going due south! Probably 200 yards off – further away than she looked - she had not altered course or speed at all as far as we could tell. But the fact remained that I had not "at all times maintained a proper lookout". Strict note to self about reading techniques in the cockpit.

Somewhat chastened but still making good time, the possibility was opening up of going straight to Conwy – we would arrive off Anglesey's own Skerries in time to pass the tidal gate and then get a boost along the coast. Tides had not affected the rest of the trip, being weak or cancelling out on the longer legs, but they certainly matter in our home waters, and the speed over the ground touched eight knots for the next few hours.

Unfortunately, all the forecast weather arrived just as we approached Anglesey – winds gusting above 25 knots and heavy rain. It was calmer once past Puffin Island, though, and we arrived with almost perfect timing at the river mouth, two hours before HW as it was getting dark.

So, our first sea crossing completed. I have always known that time pressures would mean that learning to sail such a boat around the UK would be slower than I would wish, but that can't be helped. I wanted to start now and *Hegri* has many years in her yet! And on the Dublin to Holyhead leg we were out of sight of land for most of a day and I hardly noticed... 



**ABOUT THE AUTHOR**

**Richard Lawn**, 56, has spent time in over 50 countries so far, but never before arrived in any of them by boat



# Best boats



JOE MCCARTHY

1<sup>st</sup>



2<sup>nd</sup>



DAVID HARDING

3<sup>rd</sup>



BAZ STRUTH

4<sup>th</sup>



NICK DAY

4<sup>th</sup>



4<sup>th</sup>

# TOP 6

**VOTED BY YOU**

At the end of last year, we asked our readers to vote for their favourite from all the new boats we've tested since *Sailing Today* was launched in 1997. Here are the results

JOE MCCARTHY

Contessa 32's are still being built by Jeremy Rogers in Lymington and make a strong showing at Cowes Week

## 1. CONTESSA 32

**IF YOU ATTEND** any yacht design course, the example given of a desirable oceangoing GZ curve and an admirably high angle of vanishing stability is often still the Contessa 32. Ever since the RYA's official report into the Fastnet disaster of 1979, it has been the go-to small boat for those sailors with a serious wanderlust.

Launched in 1970, the design is still going strong today, and still manufactured by Jeremy Rogers Limited in Lymington, Hampshire. One of the last ones to pop out of her mould was Corrie McQueen's *Tehani*, launched in 2011. But what would cause somebody to part with a fairly





19%  
OF VOTE

healthy wedge of money for a boat designed almost 45 years ago?

*Tehani* is her first boat, but Corrie has done a lot of sailing in the last decade, including the Northwest Passage in a 33-footer and several Fastnets and Sydney Hobarts. The cult around these boats is a very real thing, and of course is a contributing factor to her being voted our readers' top cruiser. Corrie found it all to be deserved though, as *Tehani* performed well in a rough Eddystone Race and an even windier two-handed Fastnet.

*'It's all about getting exactly the boat you want'*

There are plenty of good used Co32s available, so we wondered why Corrie opted for a new build. "It's all about getting exactly the boat you want", she explained. "I've had many a long night watch to think through all the ideas I'd like to incorporate into it, and every boat I've ever sailed has had aspects I'd have done differently.

"The Contessa was a great starting point for me as it's such a seaworthy design. A friendly, family-run boatbuilding firm like Jeremy Rogers ensured that my questions were answered and my custom tweaks were worked through and incorporated. You just don't get that when your boat comes off a production line in Europe".



## THE SPEC CONTESSA 32

**LOA:** 32ft (9.8m)

**LWL:** 24ft (7.3m)

**Beam:** 9ft 6in (2.9m)

**Draught:** 5ft 6in (1.7m)

**Displacement:** 4,309kg (9,500lb)





## 2. GEMINI 105MC

**WE WEREN'T EXPECTING** any multihulls at the top of the list, for no other reason than we haven't tested many over the years. So it came as a surprise to tally the votes and find the Tony Smith-designed Gemini in clear second place. Glance at the comments from readers, though, and the same points come up time and again. It is clear this affordable little cat delivers everything owners want.

There are three models of the Gemini: the classic (1981-1990), the 3200 and 3400 (1990-1996) and the most popular, the 105M and 105MC (1996-2012).

*'I get the interior space of a 45ft monohull and fit into a single slip'*

Little has changed in the basic design of the boat over the years, with updates focusing on appendages, materials or accommodation. And though these modifications do make for a slightly different boat, it is clear that the points most often flagged up as the true benefits of the design are the same through all models.

Centreboards, unusual in pure cruising cats, improve windward

The American-built Gemini measures just 14ft (4.3m) across the beam

performance, while their kick-up feature – along with the rudders – makes grounding safer. The Gemini has a relatively narrow beam for a cat – just 14ft (4.3m), so most have found they fit in a regular-sized berth, without being charged extra.

This width hinders performance compared to wider cats and the boat is probably more suited to coastal cruising than ocean crossings – though some have gone round the world. However, they still average faster passage times than monohulls of a similar length and, thanks to the centreboards, are more close-winded than many other cruising cats.

One voter succinctly summed up the Gemini's appeal: "I get the interior space of a 45ft monohull and fit into a single slip - where I only pay for 34ft (I get lots of angry stares on this one). My wife and I can physically handle all ropes and systems on board simply because they are smaller (and cheaper to replace when the time comes)."

### THE SPEC

**LOA:** 33ft 6in (10.2m)

**LWL:** 31ft 9in (9.7m)

**Beam:** 14ft (4.3m)

**Draught (min – max):** 1ft 6in – 5ft (0.5m – 1.4m)

## 3. TWISTER

**CONCEIVED BY 'KIM'** Holman in 1963, the original *Twister of Mersea* was designed to optimise the rating rules of the time. Based on his experience with the *Stella*, he designed the *Twister* to have more draught, carry more sail and yet 'rate' the same – and he got it right!

In her first season, *Twister of Mersea* won every race she entered, an achievement she was to repeat for several years. So it wasn't long before other owners commissioned *Twisters* in order to get in on the act.

About 30 wooden *Twisters* were built by a variety of builders. But with GRP in its infancy, it soon became apparent that there would be a market for series production of the *Twister* as a GRP cruiser/racer. In 1964, the design was modified slightly to suit the moulding process at Tylers: the bows were made fuller, her length increased by 6in (15cm) and the draught reduced by 3in (8cm). Only the cockpit and coachroof were of traditional timber construction. The first all-GRP model was built in 1969, and production by Tylers ran right through until the late 90s

By today's standards she is a heavy yacht, with a large wetted area and a relatively small sail area – one you might expect only to go well in a blow.







DAVID HARDING

*'Her heavy, long-keel design, along with her renowned good manners, made it safe'*

Surprisingly the Twister still outperforms many much lighter 'modern' designs in light airs too and always with impeccable manners and a finger-light helm.

Though probably best suited to coastal cruising, Twisters have made it across the Atlantic, round the Horn and even as far as New Zealand. They notionally have five berths, and most offer proper heads, a gas stove and cool box for long-distance cruising.

Early Twisters were wooden, while others combine a wooden coachroof with a glassfibre hull

Hundreds were built and there is an active owners' association.

One voter told ST how he fell in love with his Twister on his 'first date'; another described his boat's stability off Ireland's west coast: "Her heavy, long-keel design, along with her renowned good manners, made it safe and reassuring to be out in the Atlantic swell. She powered through the water when the wind was brisk."

#### THE SPEC

**LOA:** 28ft 3in (8.6m)

**LWL:** 21ft 6in (6.6m)

**Beam:** 8ft 1in (2.5m)

**Draught:** 5ft (1.5m)

## 4= ACHILLES 24

**OLIVER LEE REMAINS** one of the unsung heroes of small-boat design in our view. So many of this former model yacht designer's boats have stood the test of time, from the popular Squib keelboat to the Anderson 22 – decades ahead of her time with a stunningly effective bulbed lifting keel.

His Achilles 24, though, is more of a surprise success. When you take a look at one out of the water, especially the unconventional looking triple-keel variant, her pedestrian looks belie her excellent

performance and sweet sailing balance. About 600 were built between 1968 and 1985, by Butler Mouldings in South Wales, some factory finished, some DIY.

She's a seaworthy boat with a ballast ratio of 50 per cent that still makes a handy club racer to this day. Her moment of glory came in the 1976 OSTAR when, at the hands of Rodney Kendall, she was the smallest boat to complete the course.

#### THE SPEC

**LOA:** 23ft 9in (7.2m)

**LWL:** 19ft 6in (5.9m)

**Beam:** 7ft 1in (2.2m)

**Draught:** Fin– 3ft 9in (1.1m)

Triple– 3ft 3in (1m)



BAZ STRUTH

The Achilles 24 has a pleasing turn of speed and still makes a fine club racer



## 4= HR 29

**HALLBERG-RASSY WAS A** little known marque in the UK when the 29 was launched in 1982. She enjoyed a long production run and followed HR's tried and tested design formulae with a fairly full keel, skeg-hung rudder and relatively narrow beam. The hulls were moulded in port and starboard halves then bonded together down the middle.

#### THE SPEC

**LOA:** 29ft 2in (8.9m)

**LWL:** 25ft 5in (7.7m)

**Beam:** 9ft 3in (2.8m)

**Draught:** 5ft 3in (1.6m)



## 4= W FULMAR

**ED DUBOIS RECENTLY** confided to us that the Westerly Fulmar was the production yacht design that he was proudest of. Her fractional rig kept the ex-dinghy sailors happy without alienating the sedate cruisers. Her layout with a big single quarterberth was attractive and 435 were built.

#### THE SPEC

**LOA:** 31ft 10in (9.7m)

**LWL:** 26ft (7.9m)

**Beam:** 10ft 11in (3.3m)

**Draught:** (fin keel) 5ft 3in (1.6m)



On test





# Sporty but nice!



This latest 320 from Elan is the smallest twin-wheeled, twin-ruddered yacht produced in Europe. **Duncan Kent** reports

**E**lan yachts have been available in the UK for many years now, although they've not been particularly aggressively marketed for the last few years. The boatyard produces two primary ranges – a fast cruiser series called the Elan Impression and a sportier model, which strangely doesn't have a brand name, other than they currently all appear to end in a zero.

The 320 is one of the latter and supersedes the older 310, following on style-wise from the recently debuted Elan 400. These performance Elans can also be ordered in 'S' guise, which is an even lighter and sportier version thanks to vacuum infusion moulding, optional carbon rig and lightweight, foam-filled bulkheads and furniture.

This new model is one of the only 32-footers available with twin helms and rudders. Don't be fooled by her comparatively low ballast ratio – in giving her a deep-ballasted, T-bulb keel, designer Rob Humphreys, has created her sleek but shallow hull lines to ensure minimal drag, whilst

incorporating discreet chines on her quarters to increase her overall resistance to heel.

## High-aspect rig

She is 7/8ths fractionally rigged with a generous, high-aspect sail plan thanks to her tall, twin-spreader mast. The shrouds are swept back 30° and taken out to the toerail for maximum support, while her backstay is bifurcated a metre above deck level with a tackle adjuster concealed below the cockpit sole.

Deck gear layout is minimalist, which is preferable to my mind for this type of yacht. The two-speed mainsheet is on a track across the sole between the helms. Both this and the headsail winches are positioned to be within reach of either helmsman or crew, while the other less frequently used control lines for gas-sprung kicker, reefing lines and halyards are led through Spinlock clutches to self-tailing winches on the coachroof.

Unusually, her jib sheets are led through rings on a barberhauler each



## Easy handling

The primary winches are positioned for single-handling or sailing with a crew



### Helm station

Even when heeled, it feels quite secure sitting at the helm and the view forward is excellent. Adjustable foot blocks also stop you sliding across the cockpit sole under way

side, with tension lines led back to the coachroof winches. This allows the jib to be sheeted on the primaries as usual, but the sheet angle to be fine-trimmed at the halyard winch, offering a very tight sheeting angle for better pointing, or a slacker one when on a more open reach.

A narrow transom board/seat is optional, but in my opinion fairly pointless in a sports boat like this. Were it a box with stowage capabilities for cruising it might be a different story.

At the stem she has a below-deck Furlex headsail furler with a telescopic bowsprit for an asymmetric chute. While she does have an anchor locker, a bow roller and even an optional windlass, they are clearly of secondary importance as the deck isn't designed to carry a self-stowing anchor.

### Plenty of power

The Elan 320's 18hp saildrive power unit provides plenty of grunt to push her light weight up to hull speed (we logged 8.8 knots max, 7.6 knots at cruising rpm). She can be spun around and reversed into marina berths quite deftly, although the lack of prop wash steering due to her twin rudders might cause some with awkward tide-strewn berths to consider a bow-thruster. Without such a thruster we found taking her in stern first to be the easiest solution to the problem.

The cockpit feels roomy with everything to hand, although the layout is primarily for two-up, rather than single-handed sailing. Yes, the helmsman can reach the primary winches, but only at a stretch, unless he or she straddles the wheel. The mainsheet comes easily to hand, though, as does the traveller and backstay adjuster, and she almost has the feel of a large dinghy under way.



### Mainsheet

Having the mainsheet track directly below the boom end eliminates the typical friction from a coachroof traveller. It's also within reach of the helm

This is by no means a criticism – far from it. What I mean is she's the sort of boat that keeps you in touch with what's going on at all times. Every action returns enough feedback for you to absorb a little more about the way she likes to be sailed, so you very soon learn how to get the best out of her at all angles of sail.

### Under sail

We set out on a perfect sailing day with a pleasant Force 4-5 breeze blowing. She picked up speed the instant we hoisted the mainsail, and we were soon slicing through the short chop at 7 knots.

With her 109 per cent genoa, she quickly fell into a steady gait, resting confidently on her chine whilst we beat upwind at a comfortable 5.8

*'She's a sprightly performer under sail, but still offers above average cruising comforts below'*

knots, pointing around 32° to the apparent wind. She tacked sprightly and cleanly through 72-74° and came back up to speed on her new course in seconds.

Relaxing off the wind to 38-40° apparent, the log instantly popped over the 6-knot notch, and by the time we'd borne away onto a close reach we were creaming along at an exhilarating 7.8 to 8.2 knots with 18 knots of wind across the deck. Her beamy stern means you're



For video of the test, scan the QR code with a smartphone or see [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk)





### Twin rudders

Twin rudders means one is always vertical in the water – even when severely heeled over. The chines also aid stability

3



### Sheeting angles

Close-hauled, the Elan points well thanks in part to tight sheeting angles. Her headsail sheets are led through barberhaulers each side that allow the sheeting angle to be adjusted, so she also flies downwind

quite high up when she's sitting on her chine, but the outboard helm seat and adjustable foot blocks keep you well supported and the view forward is superb.

It was great to have the mainsheet nearby when the autumn afternoon brought persistent 22-knot gusts up on us and its two-speed tackle proved particularly useful for fine trimming and spilling wind when over-pushed.

Despite the frequent gusts over 20 knots she stuck doggedly on course, with her twin rudders ensuring one was always in the water at the right angle and working effectively. This, combined with the chines, means she tracks dead straight with her deep ballast keeping her stiff and responsive even when stretched to the limits.

In all, she's an exciting but undramatic sail, which is exactly what a performance cruiser should be. She's not quite in the league of the top racing breeds (although in 'S' guise with the full performance kit including a carbon rig, she would give most thoroughbred racers a

close run for their money), but then she offers a good deal more in the way of comfort below than most high-performance yachts.

### Cruising in comfort

From the outside you might well have expected a yacht of this pedigree to have a bare-essentials interior. Not so. Elan has realised that the current market for performance cruising boats requires fulfilment of both the performance and comfort demands of the modern yacht owner. Of course, there will always be compromise involved when a single vessel is expected to accomplish two wholly different tasks with equal aplomb, but I admit I was surprised at just how well appointed she was down below.

She comes with two cabins only, which means you not only get a sensibly-sized, deep cockpit locker to take all your cruising gear and sails, but you also get a decent-sized heads with a drained wet locker to boot. Furthermore, the aft cabin double mattress goes a half-metre further across the centreline, making it a really roomy 2.1m by 1.6m (6ft 10in x 5ft) berth. Three opening ports keep it airy and



### Pointing high

She points well to windward thanks to a tight sheeting angle and especially with the upgraded sail option that our test boat had. She tacks easily through 72–74° T





### Sea berths

Long and straight seats make for excellent sea berths with the addition of lee cloths. They also allow up to eight people to sit around the table, although six is better if you like to move your elbows when eating

### Navigation

These days it's a rare treat to find a reasonably sized navigation area with a forward-facing chart table and its own seat – especially in a 10m performance yacht. A nice grab rail too!

bright, whilst headroom is 1.8m (5ft 10in), as it is in the heads. In the galley and saloon it's more generous at 1.84m (6ft).

Her L-shaped galley is as you'd expect for a 31ft (9.5m) boat – necessarily compact. Saying that, it still has all you'd need for a week's cruise for four, including a full cooker with oven, fridge and good stowage. She also has a proper chart table, facing forward with its own seat and enough room alongside for a decent array of instruments as well as the smart switch panel supplied.

*'Her interior is practical, but also very comfortable'*

The straight seats would make excellent sea berths (with the addition of lee cloths), as well as being comfortable enough for lounging on during a cruise, or for seating six at mealtimes. I liked the light maple wood finish on our test boat and the white moulded deckhead, which combined made it bright and cheerful below.

Her forecabin isn't bad either, for a sub-10m boat. The V-berth is generous at 2.1m x 1.8m max (6ft 9in x 5ft 10in) with the infill in place, and there's enough standing room to dress with it removed. There's also plenty of stowage in lockers and on well-fiddled shelves.



### Galley

Not a great deal of preparation area in this galley, but it is well equipped with full cooker, fridge and adequate stowage for pots and pans. Being L-shaped it's ideal for cooking under way





## DUNCAN'S VERDICT

I expected her to be a quick boat, but I hadn't expected her to be so well behaved and easy to handle when pushed hard.

Furthermore, we were all pleasantly surprised at how nicely fitted out she was down below. In the past the interiors of the sports range had always been a little rudimentary and stark, whereas this boat could have been designed just as a cruiser if you judge her from below decks.

On the water she's a spirited performer and damned good fun to sail, although she goes best if you keep her on her chines and don't over-canvas her.

She's not unreasonably priced, but you need to study the inventory carefully and factor in the necessary extras that are offered in myriad optional packs. My only negative thought is that her tankage is a little limited for longer term cruising.

**SAILING ABILITY:** ★★★★★

**COMFORT:** ★★★★★

**BLUEWATER:** ★★★★★

## THE SPEC

**FROM £86,940**

**SAILAWAY PRICE FROM £96,650** (see [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk) for details)

**LOA:** 31ft 4in (9.6m)

**LWL:** 30ft 4in (9.3m)

**Beam:** 10ft 6in (3.2m)

**Draught std/shoal:**  
7ft/6ft 2in (2.2m/1.9m)

**Displacement:** 3,960kg (8,267lb)

**Sail Area (main + jib):** 578sqft (53.6m<sup>2</sup>)

**Fuel:** 45lt (10gal)

**Water:** 140lt (30gal)

**Berths:** 6 including saloon

**Engine:** 18hp Volvo D-120

**Designer:** Humphreys Design

**Builder:** Elan Yachts, Slovenia  
[www.elan-yachts.com](http://www.elan-yachts.com)

**UK agent:** See [www.elan-yachts.com](http://www.elan-yachts.com)

## PERFORMANCE

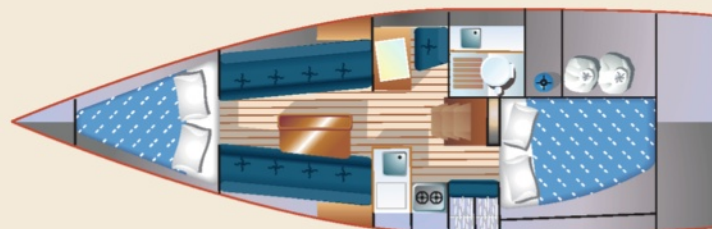
**Displ/LWL ratio:** 132

**Sail area/Displ ratio:** 22.6

**AVS:** 129°



For a fuller explanation of stability and performance figures see [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk)



IF THE ELAN 320'S NOT RIGHT FOR YOU...



### JEANNEAU SUN FAST 3200

**FROM £77,850**

One of Jeanneau's sport models, the Sun Fast 3200 features a wide cockpit with tiller steering as standard. Below, she has two double aft cabins, a good galley, chart table and a roomy heads in the forepeak, which doubles up as a sail locker when racing. Jeanneau Yachts. See [www.jeanneau.com](http://www.jeanneau.com) for your nearest UK dealer



### J-BOATS J/97

**FROM £106,800**

From the renowned US yard, the tiller-steered J/97 is undoubtedly more racer than ocean cruiser. Nevertheless, she has over 6ft (1.8m) headroom below and a comfortable two-cabin/six-berth layout with a sizeable galley and heads that are more than adequate for family cruising. Key Yachting, +44 (0)23 8045 5669 [www.keyyachting.com](http://www.keyyachting.com)



### X-YACHTS XP33

**FROM £150,000**

One of the latest range of performance boats from this renowned Danish builder, the Xp33 has a deep T-keel, tiller steering and a plethora of optional, bolt-on racing kit, while retaining a luxurious but practical interior for cruising — complete with removable forecabin berths. X-Yachts GB, +44 (0)23 8045 3377 [www.xyachtsgb.com](http://www.xyachtsgb.com)





### Quick HRC Windlass Remote Switch

2 Switch  
£39.95  
2 Switch/  
Light  
£59.95  
8 Switch  
£139.95

**WORKS WITH  
MOST WINDLASS**

**FROM  
£39.95**

### International VC Offshore Antifouling

2 litres



**£99.95**

### Hempel Hard Racing

Black, Red, True Blue, White,  
Dark Blue  
2.5 litres

**£74.95**

### International Micron Extra

2.5 litres



**£84.95**

### Hempel Tiger XTRA Antifoul

2.5 litres

**£54.95**



### International Cruiser Uno

3 litres



**£64.95**

### CU55 Box Kits

CU-55 with VD01 £369.95  
CU-55 with VD07 £369.95



**£369.95**

### Lofrans Royal Windlass

8mm or 10mm  
RRP £569.95



**£479.95**

### Lewmar Pro Series Windlass 1000

8mm  
RRP  
£971.68



**£799.95**

### Harken Radial Winches

20STA 1-speed £349.95  
35.2STA 2-speed £499.95  
40.2STA 2-speed £599.99  
20STC 1-speed £399.95  
35.2STC 2-speed £549.95  
40.2STC 2-speed £679.95



**FROM  
£349.95**

### Lewmar Evo Self Tailing Winches

15 chrome £349.95  
30 chrome £549.95  
40 chrome £699.95  
45 chrome £849.95  
15 alu black £299.95  
30 alu black £499.95  
40 alu black £599.95  
45 alu black £749.95



**FROM  
£299.95**



# marinesuperstore.com

## UK'S LARGEST CHANDLERY STORE

## Order Hotline: 023 9221 9433

**NOW  
ALSO AT  
CHICHESTER  
MARINA**

### Quick Nautic Calorifiers



15 Litre £249.95  
20 Litre £279.95  
25/30 Litre £299.95  
30 Litre 500W  
£299.95

**FROM  
£249.95**

### Jabsco Lite Flush Toilet

With Foot  
switch £349.95  
With Panel  
switch £389.95



**FROM  
£349.95**

### Smev Moonlight 3 Burner Oven & Grill

RRP  
£499.95



**£399.95**

### Ocean Safety Charter ISO Liferafts

4 Man Valise £849.95  
4 Man Canister £899.95  
6 Man Valise £899.95  
6 Man Canister £999.95



**FROM  
£849.95**

### Kannad Safelink + GPS EPIRB

RRP  
£499.95



**£429.95**

### McMurdo FastFind 220 GPS PLB

RRP  
£270.00



**£189.95**

### McMurdo Smartfind G5 GPS EPIRB

RRP  
£599.95



**£399.95**

### Spinlock Deckvest 5D Lifejackets

170N Auto  
£199.95  
170N  
Hammar  
£219.95  
275N Hammar  
£249.95



**FROM  
£199.95**



### Crewsaver ErgoFit Lifejackets

Coastal 190N/Auto+ £119.95  
Coastal 190N/Hammar £139.95  
Offshore 190N/Auto £169.95  
Offshore 190N/Hammar £179.95  
Ocean 290N/Auto £209.95  
Ocean 290N/Hammar £219.95

**FROM  
£119.95**

**ALL COME WITH  
SPRAYHOOD AND LIGHT**



**Musto MPX GORE-TEX  
Offshore  
Suit 2013**

RRP  
£750.00

**LIMITED  
STOCK**



**£549.95**

**Musto BR1  
Channel  
Suit  
2013**



**£249.95**

**Musto BR1 Inshore  
Jacket 2014**

**NEW**

Black, Navy,  
Red, Surf,  
Steel,  
White  
RRP  
£165.00



**£149.95**

**Musto BR1 Channel  
Jacket 2014**

**NEW**

Navy, Red  
RRP £200.00



**£179.95**

**Helly  
Hansen  
Skagen  
Suit**

RRP  
£430.00

**NEW**



**£299.95**

**Henri Lloyd  
Offshore Elite  
Suit**

Morning  
Cloud Blue,  
Carbon, Red  
RRP  
£825.00

**NEW**



**£749.95**

**Musto MPX  
Offshore  
Jacket  
2014**

**NEW**

Black,  
Platinum,  
Red, Navy  
RRP  
£450.00



**£399.95**

**Musto BR2 Suit  
Special NEW  
2014 Jacket  
with 2013  
Trousers**

RRP  
£460.00



**£349.95**



**Port Solent Opening hours:**

Mon-Wed, Sat 0800-1800 • Thur & Fri 0800-2000 • Sun 0900-1700

**Chichester Marina Opening hours:**

Mon-Sat: 0900-1730hrs • Sun: 0900-1700hrs

Tel: 01243 514755

**HALF PRICE  
SIMRAD NSS8 + 3G  
RADAR  
BUNDLE**

RRP £3,231

**NOW £1,599.95**



**Garmin EchoMap  
50S**

**NEW**



**£449.95**

**Garmin EchoMap 70S**

RRP £999.95



**£859.95**

**Icom  
M91D  
VHF/DSC  
Handheld  
Radio**

RRP £299.95



**£219.95**

**Icom  
M73 Euro  
Handheld**

Euro  
£179.95  
Euro Plus  
£219.95



**FROM  
£179.95**

**Standard  
Horizon  
HX300E  
Handheld  
VHF**

RRP  
£139.95



**£119.95**

**Raymarine E7 Chartplotter**

RRP £1,194.00



**£949.95**

**B&G Zeus Touch 7 GPS  
Chartplotter T7**

RRP  
£789.60



**£649.95**

**Standard Horizon  
GX2100 Matrix  
AIS VHF Radio**

RRP £339.95



**£269.95**

**NASA Clipper  
Wind System**



**£199.95**

**Raymarine AIS  
650 Transponder**

RRP £834.00



**£599.95**



facebook.com/MarineSuperStore



twitter.com/MSS\_PortSolent

**FREE CARRIAGE on all ONLINE orders over £100!**

Standard delivery, UK mainland. Standard 5 day delivery £5.95. Next working day £6.95





**Main:** Swan 44  
Sarabande is up  
for sale with  
Vicsail Sydney

**Opposite:**  
Trademark  
blister deck and  
quality fit out

# Finnish to perfection

Sparkman & Stephens' designs for Nautor's Swan yard were ocean racers that also made seaworthy and quick cruisers. **Jake Frith** looks at the Swan 44

Not many years had passed since Ted Heath famously equated ocean racing to “standing under a cold shower tearing up five pound notes” when S&S penned the lines of the Swan 44. In 1972 ‘series’ yacht builders had not long moved into the sphere of ocean racing. Even when yachts were built to the high standards that Nautor employed, the results ended up better value, and more importantly, much more likely to perform to expectations than the expensive one-offs that had led to the PM’s waterlogged outburst.

Before there was even a prototype for the 44, eight of them had been ordered, so fine were the reputations of both her builder and designers and so ready was the market for

LEAD PIC: VICSAIL

## SWAN 44 SPEC

**LOA:** 44ft 3in (13.5m)

**LWL:** 33ft 11in (10.3m)

**Beam:** 12ft 7in (3.8m)

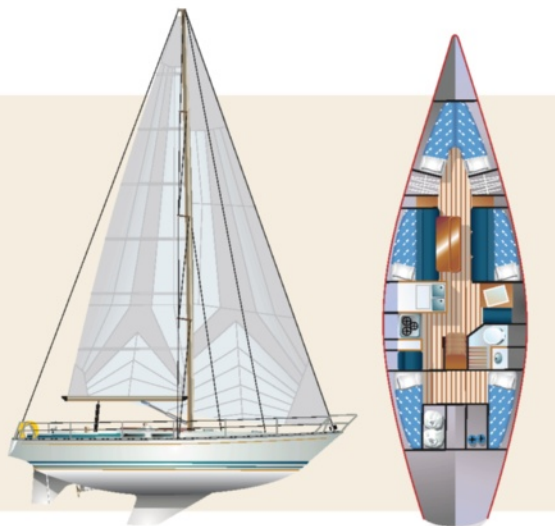
**Draught:** 7ft 7in (2.3m)

**Displacement:** 12,700kg (28,000lb)

**Windward sail area:** 1,131sqft (105m<sup>2</sup>)

**Designer:** Sparkman & Stephens

**No built:** 76





# The Designers

## Sparkman & Stephens


CB ARCHIVE

**The 44 was the** eighth S&S design for Oy Nautor Ab in Finland, and something of a baby version of the Swan 48

that S&S had drawn the year before. Both showcased the new and distinctive 'blister deck' or 'bubble house' look, which allows their teak-laid decks to sweep gently up from the foredeck to the coamings. It is an elegant device that other production yachts soon followed. Both the 48 and 44 displayed a

significant bustle (an increase of the waterline volume around and above the rudder). Stephens first introduced this to reduce quarter-wave drag, but it was then developed as a way to play the IOR rating by divorcing measured counter from the waterline length, and therefore speed potential.

have the traveller across the bridgedeck too. It's also a feature that owners get used to.

The other main factor, both for and against an S&S Swan, is their clear quality of build; they are very much a luxury product. This is a double-edged sword, as they hold their value very well and can withstand hard sailing, but are expensive to buy for their age, size and type. They are also costly to work on and known by yards all over the world to be a 'prestige marque' with prices allegedly cranked up accordingly. Yet, if you get a well-looked-after one it could need very little work for a few years, beyond general upkeep.

*Sarabande* (opposite) was the Swan show boat at Hamburg 1974 and several decades and several ocean passages later, she's up for sale in Sydney; long-legged indeed.

Closer to home, we took a look over *White Heather* (below), currently for sale with Ancasta. She's Lionel and Janet Miller's pride and joy and a belle of the Solent racing circuit, featuring on the cover of the 2012 Reeds Channel Almanac. Her previous owners bought her in the USA adding further credence to the theory that the marketplace for boats of this sort of pedigree is now well and truly global. Like all Swans, this is a boat that exudes quality, especially in the joinery below. Here is a 42-year old boat that still shines, even in comparison with some boats a quarter of her age.

Like any well travelled Swan 44 she has had a re-deck along with a new engine and lots of rig work. ♦

## THE SURVEYOR

### Nick Vass, Omega Yacht Services

**These yachts need** to be considered as a classics, but like all classics, you might stumble upon one requiring complete restoration. Never forget that these are powerful yachts that require large and expensive kit.

Consider carefully the condition of all the big-ticket items: the engine, mast, rig, sails, winches etc. It is also fairly likely that the teak-laid decks will have to be replaced if this work has not already been done. This job can unmask further work as worn decks can lead to water penetration into the deck's core material.

Try to buy the very best that you possibly can and this will no doubt save you money in the long-run.

► **Contact:** [www.omega-yachtservices.co.uk](http://www.omega-yachtservices.co.uk)

## THE BROKER

### Ross Farncombe, Sunbird Yachts

**You will need** to keep your passport and chequebook to hand and be prepared to travel the world to get your hands on the right boat.

You will not find a "cheap" Swan 44; if the price is low then it will most certainly need work to bring it up to scratch. 1970s boats are regularly asking well in excess of £100,000 and in many instances are achieving these six-figure sale prices.

Should you find the right boat abroad then I would seriously consider checking with a broker or your surveyor with regard to any tax implications if you are considering importing the boat into the UK. An unexpected bill for VAT will make a big dent in a Swan 44-sized budget.

► **Contact:** [www.sunbirdyachts.eu](http://www.sunbirdyachts.eu)

off-the-peg GRP ocean racers. She also looked, on paper at least, to be a contender for the Admiral's Cup.

It may seem odd to be talking about IOR ocean racers in the pages of a cruising magazine, but the design considerations of the day mean that these boats boast a ballast ratio and seakindliness that still places them on the wish list of many a circumnavigator today.

However, other safety features can divide opinion, and the big question mark for many potential buyers of the S&S Swans is the through-deck mainhatch. It's a benefit in its clear reduction of the danger of downflooding and increased torsional deck strength, but when cruising, climbing over a bridgedeck and down steep access steps to fetch every cup of tea could begin to grate. It's not the most obtrusive of the type, as others


GUYFOAN



## STAYING IN CHARGE

TO HELP KEEP YOUR ON BOARD APPLIANCES RUNNING, **DUNCAN KENT** TESTS A RANGE OF MODERN 2KW INVERTER-CHARGERS

**C**ombi inverter/chargers are both a battery charger and an inverter in one box, allowing you to run mains kit when away from shore power.

All units have an AC input for connecting to the grid or a generator and at least one AC output for running mains outlets on board. Some even have two AC output circuits – the second for running high power-consuming devices such as washing machines, immersion heaters and air-con, that you would only want to use when connected to shore power.

The majority of modern inverters now provide a pure sine-wave AC output similar (sometimes better) to that found on the domestic grid, to ensure they are compatible with all common household appliances including TVs and computers.

### Uninterruptable power

Combi inverter-chargers all operate as uninterruptable power supplies (UPS) by being able to switch from external AC to inverter AC very quickly, typically in the region of 10-30 milliseconds. This allows sensitive devices such as PCs to continue operating smoothly without powering down.

In charger/shore power mode combis provide AC for the outlets at the same time as powering the battery charger. Some of the more sophisticated models automatically adjust the DC charger rate to suit the AC demand, reducing it when more is needed at the outlets, others simply offer a fixed or pre-programmable

maximum charge rate instead.

For those without access to shore power all of the devices we tested are designed to accept AC power from a generator through a common input. Some insist on the supply having a clean and relatively constant waveform, while the smarter combis can actually adjust the incoming power to compensate.

None, however, permit both generator and grid to be connected and running simultaneously. Though possible in theory, it would require their waveforms to be precisely synchronised using some very complex circuitry.

### VA or W?

The power output of an AC circuit can sometimes be stated in volt-amps (VA) rather than the more commonly used watts (W). Although by quoting Ohm's Law these two figures should be identical ( $V \times A = W$ ), the difference is caused by the varying degrees of electrical efficiency within the device, which is called its power factor (PF).

Wattage, therefore, is a more realistic figure as it reflects the current and voltage actually supplied, after correcting for this PF. It also allows you to calculate the size of device you will need more easily, although you still need to allow for appliances that require extra power at start-up, so study the surge rating as well.

### Saving power

Although inverters consume a certain amount of power to run, both operating and when idle, many



**Main:** In larger boats, like this Hallberg-Rassy 54, it makes sense to have an inverter-charger that can also deal with input from a generator

**Top right:** In a more advanced inverter-charger, the ability to switch between mains power and battery may be automatic

incorporate a power-save function that regularly checks the output for any load – leaving the device in standby if none is detected. It creates a very short pause between plugging your load in and it sensing it and powering up, but usually this is worth it for the energy savings offered.

Typical power drain in power saving mode is under 0.5A and it usually takes a load of around 30W to trigger the inverter. If you wish to run very small loads, such as phone chargers, you will need to override the PS mode manually or only use it



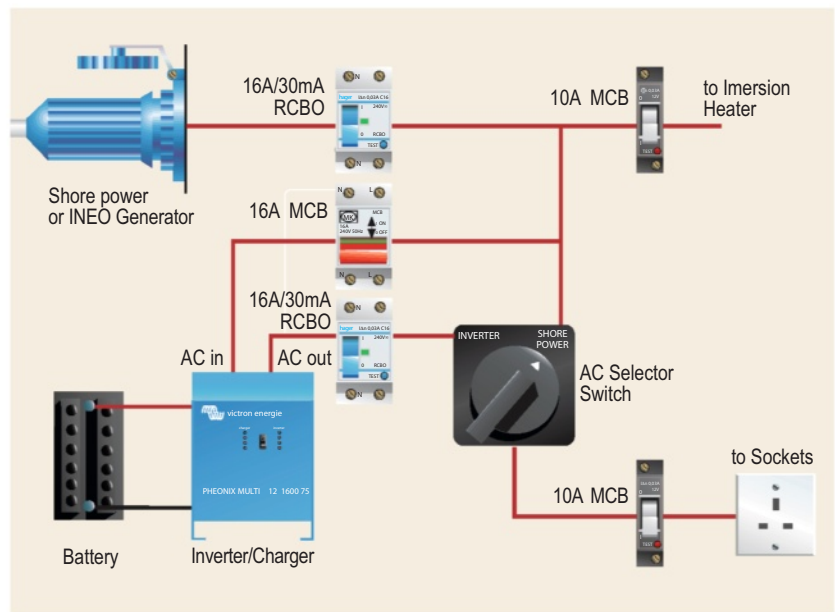


when the inverter is running another, larger load.

If you're leaving the boat for any length of time make sure you put the combi into charger-only mode, or the standby power drain could flatten your batteries if the shore power goes off or is not connected.

When operating, the inverter can often draw between 4A-5A itself, which must be added to any consumption calculations made at the system planning stage.

All modern combis monitor the voltage of the batteries and



automatically disconnect them from the inverter in the event their voltage becomes damagingly low. This is usually set to a default of around 10.5V under load, but can usually be adjusted in setup mode.

### Boost/assist

This function allows for the AC output current to be boosted by the inverter if there is not enough current available at the shore power/generator connection. The point at which this kicks in can be fixed in

the setup mode and adjusted to suit your specific generator or shore power supply. This is particularly useful when running a device from the generator that needs a boost to get going – a fridge or heavy power tools for instance.

Some of the more advanced combis can be linked together in a chain to give more available power. Special digital circuitry is required to ensure their outputs stay accurately synchronised, so only devices offering this feature are compatible.

## Wiring matters

### AC/DC

**AC** – Combi inverters are designed to be your primary connection to shore power and, though they contain circuit breakers to protect the device itself, their AC output must still be fed through a proper AC consumer distribution box with suitable breakers (30A RCD/Bs) to protect the end user – exactly as a domestic supply would be.

**DC** – Inverters consume a great deal of battery power when operating. As a rough guide to current draw, take the AC wattage rating of the device and divide it by 12 – thus a 1kW device would draw around 83A. Actually it will be slightly more due to inefficiencies, heat, voltage drop and so on, but it gives you an idea of just how much energy these things consume. So, talking approximately, a 1kW appliance can take a 250Ah battery bank down to its critical level in less than two hours!

Also, with these levels of DC current flow you must ensure the wiring to the battery is the correct size (70mm<sup>2</sup> minimum for a 2kW combi), as short as possible (preferably <1.5m) and fused with the recommended fuse (usually between 250A-400A) mounted as close to the positive battery terminal as possible.





# ROLLY TASKER SAILS

## INTERNATIONAL SAILMAKERS

**Your Sailmaker since 1949**

- Premium sail-cloths from the world's leading manufacturers
- Every sail individually designed and constructed
- 2.2 million sails delivered globally
- Fast delivery times worldwide
- 5 year cruising sail guarantee

**Contact us now for a quote**

**E [uk@rollytasker.com](mailto:uk@rollytasker.com)**

**T +44 2380 381 985**

## GORI FOLDING PROPELLERS

**SAIL FASTER • SAVE FUEL • STOP QUICKER**

**The ONLY folding propeller with "OVERDRIVE"**



### GORI

Folding Propellers are recognised as highly effective in optimising performance by reducing drag under sail.

The UNIQUE Gori "OVERDRIVE" Provides:

- Considerably improved sailing performance
- Up to 20% better fuel efficiency under power
- Superior "Stopping" distances in port
- Improved manoeuvring in astern
- Less prop walk

We also stock a comprehensive range of fixed propellers, shafts, shaft seals & sterntubes. Workshop services.

**OVER 2,000  
PROPELLERS  
IN STOCK**

**SILLETTE** MARINE PROPULSION

**sales@sillette.co.uk www.sillette.co.uk**  
**020 8337 7543**

**DEACONS**  
BOATYARD

**BERTHS  
AVAILABLE**

### NEW MARINA

New modern marina with individual finger berths and hammerheads to accommodate both sailing and motor boats. Fully serviced berths, with secure access.



In recent years Deacons Boatyard has been greatly modernized and now offers every major marine service the boat owner is likely to need on-site, whether it be a keel removal, copper coating, engine service, repair to spray hood, new rigging etc.

### LOCATION

Located just 5 minutes from the M27 and close to Bursledon rail station.

Deacons Boatyard, Bursledon Bridge, Southampton, Hants, SO31 8AZ  
Tel: 02380 402253 Email: [info@deaconsboatyard.co.uk](mailto:info@deaconsboatyard.co.uk)

**[www.deaconsboatyard.co.uk](http://www.deaconsboatyard.co.uk)**





### Waeco CombiPower MCI 2012 £1,499

This is a compact unit with all the connections at one end behind a protection plate.

The installation manual is good and connecting up is fairly straightforward via screw terminals and Cat 5 sockets for monitoring and remote control.

It has an AC input and output for shore power, and another AC output from the inverter.

Setting up the initial parameters for battery types and inverter/charger operation

is done using simple dip switches and other functions can be adjusted using the remote monitor supplied.

The monitor has a small two-line LCD showing charge current, battery voltage and temperature and a bar chart to indicate charge mode (bulk, absorb, maintain).

A well featured and solidly engineered device.

► **Verdict:** ★★★★★  
► [www.waeco.com](http://www.waeco.com)



### Whispergen WP-Combi 12/2000-80 £1,085

Made in Holland, but not such good engineering quality as the Victron or Mastervolt. This model produces 2kW with very little fuss and when loaded to 3kW simply bleeped and continued for 30 seconds before cutting out. Battery capacity is set by dip switch and a rotary control knob on the front allows you to vary it from 15–100 per cent.

The WP-Combi has a dip switch-selected generator

mode that accepts variation in the AC input. If the voltage drops significantly, it limits the battery charge current.

The remote panel supplied is just a replica of that on the front panel and has LED indicators but no LCD.

Not a bad piece of kit, but certainly not best or most highly featured.

► **Verdict:** ★★★★★  
► [www.whisperpower.com](http://www.whisperpower.com)



### Kisae AbSo 2000 £695

This is a more basic, lower cost and lighter unit with limited features. However, it performed exactly as stated on the tin, running a 2kW load with no problems other than the horrendously noisy fan.

The terminations are basic choc-bar style and there's a useful AC socket on the front. It has a USB socket for charging, but only up to 750mA, so it won't charge most tablet PCs.

The small control panel attached to the unit can be

remotely mounted using the 7.5m cable supplied. The LCD displays volts, AC watts and the current mode. There's a switch for toggling between functions, as well as an on/off button.

It doesn't have a separate engine battery charge output, so you'll probably need a simple car charger for that to avoid overcharging. Good value for money – if it lasts!

► **Verdict:** ★★★★★  
► [www.merlinequipment.com](http://www.merlinequipment.com)



### Sterling ProCombi S2500 £1,250

Sterling gear is usually solidly built and frills-free, as is this device. It has one AC input and one output, the latter providing power from either the grid when the shore power lead is connected, or the inverter when it isn't.

It has a powerful 80A, four-stage charger and a control panel that detaches for mounting remotely using the lead provided. Annoyingly, only three LEDs (charger on, inverter on and alarm) are on the panel

– the rest are on the case front, so you have to go back to the box to find out what alarm has triggered or to check what mode the charger is in.

The unit has few other features other than the ability to select different battery types. But this isn't necessarily a bad thing – simple is good in my book, especially when cruising offshore.

► **Verdict:** ★★★★★  
► [www.sterling-power.com](http://www.sterling-power.com)





**TOP FOR PERFORMANCE**

## Victron MultiPlus 12/3000/120 £1,519

A heavy piece of kit built to withstand anything. Dutch manufacturer, Victron, is well known in the marine market for its steadfastly-built electrical kit and the MultiPlus combi is no exception. This baby needs serious bolting to a bulkhead and at 19kg all-in you don't want to drop it on your foot!

This combi has all the features you could possibly want from an inverter-charger, including the ability to link two more in parallel for increased power output. Connections are solid and cable distribution excellent. The front panel has all possible alarm indicators as well as others showing mode and status. A remote control panel is simply plugged into the V-net bus socket, which not only repeats the alarms and on/off controls, but also has a variable

incoming AC adjuster knob for setting the maximum AC input power available.

The reason we chose the 3000 is that it actually has a peak rating of around 2.6kW, whereas the 2000 model comes out at around 1.6kW max. We ran a 3kW load, which gave an overload alarm, but continued running for 30 seconds before switching off.

We also connected up the remote 4½in colour monitor (£65), which allows you to set nearly all the parameters remotely, plus it has a neat graphic display showing exactly what is going where and why.

If you want all the gizmos and money is no object, this is the one for you!

► **Verdict:** ★★★★★

► [www.barden-uk.com](http://www.barden-uk.com)



## Mastervolt Mass Combi 12/2000-100 £2,274

A well-built device with clearly labelled terminals and sockets. It has a single AC input and two AC outputs – one supplies up to 50A directly from the grid or generator, the other is a 25A max inverter output that can be set to switch in automatically should the grid fail.

The four-step charger can provide up to 100A if needed, but can be set to different increments depending on your batteries' requirements. A second, engine battery charge output gives a fixed 5A trickle charge at 14.25V.

There's a front panel with on/off switch and LED indicators. It doesn't have an LCD, although the LEDs do display the charge level and mode. A remote panel, which is pretty much a replica, can be

supplied with a long cable. Alternatively, you can buy the Masterview touchscreen remote monitor for £285, which also connects via a single Cat 5 lead.

The numerous functions can be pre-set using two banks of dip switches inside the wiring cover and the operation is simple enough if you read the manual carefully and understand the available features you require.

Its output seemed pretty bulletproof, as did its build, but it hummed quite loudly under heavy load. It's also pretty expensive, so make sure you actually need the extra functions that it offers.

► **Verdict:** ★★★★★

► [www.mastervolt.com](http://www.mastervolt.com)

## RESULTS AND SPECS

### Results

MAKE	MODEL	WEIGHT	CP*	SURGE	STANDBY	EFFIC	CHG 1*	CHG 2	BOOST	MONITOR	AC2*
MASTERVOLT	Mass Combi 12/2000-100	11.0kg	2.0kW	4kW	0.4A	90%	100A/3-step	5A	Yes	£285	50A
MERLIN	AbSo Combi IC122055	6.5kg	2.0kW	4kW	1.5A	88%	55A/4-step	No	No	No	30A
STERLING	ProCombi S 2500	20.0kg	2.5kW	5kW	1.6A	88%	80A/4-step	No	No	No	32A
VICTRON	MultiPlus 12/3000/120	19.0kg	2.6kW	6kW	0.8A	93%	120A/4-step	4A	Yes	£240	50A
WAECO	CombiPower MCI 2012	16.5kg	2.0kW	3kW	1.5A	88%	100A/3-step	2.5/5A	Yes	No	30A
WHISPER	WP Combi 12/2000-80	23.5kg	2.0kW	3kW	0.4A	88%	80A/3-step	3A	Yes	No	30A

\*CP – Continuous power rating; STANDBY – Current draw in stand-by mode; CHG1/2 – Battery charger output 1/2; AC2 – High power AC output





**Power.** *When You Need It*



We also stock a wide range of **Batteries, Solar Panels, Wind Turbines And Accessories.**

**Visit our sales counter open to retail and trade customers, or shop online.**

T. +44 (0)1489 570770 [www.barden-uk.com](http://www.barden-uk.com) 5 Little Park Farm Road, Segensworth West, Fareham, Hampshire, PO15 5SJ

#### MultiPlus 800VA - 5kVA



- Multi-Functional
- Unique PowerAssist Feature
- Uninterrupted AC Power (UPS Function)



#### Skylla-i 24 Volt



- A Modern, Powerful Battery Charger
- Withstands Heat, Humidity & Salt Air.
- Competitively Priced



#### BMV-700 Battery Monitor



- Battery 'fuel gauge'
- Time-to-go Indicator
- Easy to install & Program



BY



E C Smith announce their appointment as UK distributors for a range of manual and electric windlasses plus anchoring accessory products by Italwinch. This is a new line of equipment developed from the technology and experience of ORVEA, a company that has been designing and manufacturing products since 1947. Italwinch has a reputation for stringent quality control built over many years, which has resulted in safe and innovative products for both commercial and pleasure craft

THUNDER



OBI



DEVON



E C Smith & Sons Ltd Tel: 01582 729721 - Email: [enquiries@ecsmith.com](mailto:enquiries@ecsmith.com)  
Web: [www.ecsmith.com](http://www.ecsmith.com)



# TEST TANK

JAKE FRITH, GUY FOAN AND SAM FORTESCUE PUT THE LATEST GEAR THROUGH ITS PACES

## Garmin VIRB Elite action camera £349.99

Garmin may strive to lead the way with chartplotters, radar and satnavs but the action camera market is very much in the hands of leaders GoPro. So how does the VIRB perform?

Out of the box it's sleek and fits comfortably in the hand with large function buttons that make operating easy even through the warmest of winter apparel. It may be heavier than the GoPro with its larger Li-ion battery and 1.4in colour display, but the added bonus of being able to view the setup/preview/playback and adjust menu settings in situ are worth the cost of an extra ounce or two. Let's not forget the VIRB is waterproof to IPX7 so unlike the GoPro, a waterproof housing isn't necessary unless you're planning to go diving. There are two versions of the VIRB on the market, the standard edition and the Elite, the latter of which we had for review. The Elite includes built-in GPS, altimeter and accelerometer, plus Wi-Fi for connecting to other remote devices.

We tried it out on this month's small boat test, the Varianta 18 (pp76-78) and found that the best place to capture the day's events was clamped in either corner of the pushpit. The wide-angle lens not only framed the entire cockpit but also the wake along the side. There are a huge selection of mounts available from Garmin as extras. Two adhesive mounts and fixings are included, one providing a flat surface and the other concave, so it will adhere more securely to a helmet. I also tried out the head strap which feels secure and comfortable, but a fixing to the boat was preferable for quality footage.

The screen is not backlit, so it consumes far less power than a regular LCD helping the VIRB achieve its near 3hr running time. The main downside is that it's almost impossible to see in the dark, but it was good outside.



SEE OUR VIDEO AT [SAILINGTODAY.CO.UK](http://SAILINGTODAY.CO.UK)



In the above stills taken from our test video, the VIRB Elite captured a wide-angle view proving it ideal for pushpit mounting on a yacht

Downloaded to the computer you really see how good the HD video is capturing up to 1080p and 30 frames per second. A serious contender! *GF*

**VERDICT:** ★★★★★

[www.garmin.com/en-GB](http://www.garmin.com/en-GB)

## Gill Spinnaker jacket

£145

We've been testing this jacket on and off over the winter – by sea and by land. The jacket's light, synthetic padding is adequate for a chilly day and would be ideal for a spring or autumn evening with a nip in the air.

Waterproofing is provided by a two-layer laminated fabric – not as waterproof or breathable as 3-layer garments, but perfectly adequate here and much lighter and more flexible to wear. The jacket will stand up to light rain and spray and keeps you from overheating under strain. It features fully-taped seams and the padding is quick drying.

There's a comfy, high collar, a useful internal breast pocket and two zippered outside pockets with soft fabric lining. The waist also has drawstring adjustment. In short, this



The Spinnaker is ideal for lightweight sailing duties but one could also get away with it as street wear

is a well-designed jacket that provides good protection when heavier wet weather gear seems like overkill. *SF*

**VERDICT:** ★★★★★

[www.gillmarine.com](http://www.gillmarine.com)



## Wichard MXL soft block

£32

The various options of anodised aluminium blocks and thimbles with no moving parts have been all the rage for some time aboard racing yachts. Consider this one; it weighs in at a third of the weight of its equivalent sized sheaved block, performs most of the functions as well and some even better. In scenarios where it will be thwacking around the mast or toerail it would be much less damaging.

What really appealed to me was the fact that it is U-shaped and hence open on one side, so it can be used as a snatchblock. It can be quickly fitted mid-line, such as for a barber hauler or a reaching block.

What I didn't reckon on, as it is not stated in the specs, was that

**Below:** As a reaching block this performs well, but if you are looking at it as a snatch block, consider sizing carefully



the MXLs have a narrow jaw opening which means they can only be used as snatchblocks on much smaller lines than they can carry when the line is threaded through. So please, Wichard, publish details of maximum line size when using as a snatchblock.

They mount either inline or perpendicular to the running line, but the dyneema loops that they come with are rather short, which makes them fiddly to set up. Fear not, as next month, part two of our splicing article will cover making your own dyneema continuous loops of any size.

While they clearly do not have quite the same low friction as a sheaved block, they are surprisingly slippery and will take up to 180° of rope turn. They are also very strong; these 10mm ones have a breaking load of 2,800kg and the 14mm size will take 4,800kg. *JF*

**VERDICT:** ★★★★★

[www.proboat.co.uk](http://www.proboat.co.uk) for your local stockist



## PSP Marine chafe tapes from £17

The Clear Anti-Chafe Tape comes in a blue backed 50mm wide roll in two thicknesses and it's designed to protect flat or slightly curved surfaces. We found it ideal for preventing chafe from our topping lift, which passes over the back of the coachroof to a cleat on the bulkhead. It is also great for the front side of the mast to help ease genoa sheets past when tacking. As well as protecting the boat in these areas, the friction is also dramatically reduced.



PSP has also introduced a thinner, stretchier version they call Rig Wrap. This PTFE tape is again clear plastic, but is much more suitable for wrapping around the more complicated interfaces of stanchions and lifelines or shrouds and spreaders. It can be stretched to twice its length off the roll.

This stuff was apparently formerly known as 'Millionaires Tape' as it was only available in expensive industrial sized rolls and typically only bought for high end racing yachts. At around £25 for a 5m roll, it's still far from cheap, but it is very handy stuff. I was going to buy a couple of those white spoked wheels to help me skirt the genoa, but they can stick into the sail and interrupt the shape of the foot once the sail has come inside the lifelines. This stuff wrapped around areas like the end of the first stanchion works very well to help my genoa skirt itself. *JF*

**VERDICT:** ★★★★★

[www.admiralpsp.co.uk](http://www.admiralpsp.co.uk)

## Barton removable mainsheet traveller from £304

We first looked at this handy piece of kit back in the May 2013 issue (ST193). We reported on its fitting and usefulness in port; principally that when not sailing it can be fully removed and placed in a locker below where it cannot bark people's shins. However, we didn't sail with it and promised an update.

After a season of hard use I can report that the anodising is showing no signs whatsoever of deterioration in the salt air (is it just me or is anodising often now not as durable as it used to be)? It also remains a fabulously smooth operator under load; my boat is of a size where her traveller needs constant attention in a blow. There are many options for setting up the traveller control lines, such as 2:1 or 4:1 with the lines exiting outboard or

**Below:** An upgrade to Barton's standard traveller track, these quick release end fittings allow a removable track that's every bit as solid as a fixed one



3:1 as I opted for with the control lines exiting inboard at the car. The Barton 4:1 mainsheet tackle that I fitted with it is also proving to be a smooth performer, and the whole setup has not complained even with some deliberately testing crash gybes. *JF*

**VERDICT:** ★★★★★

[www.bartonmarine.com](http://www.bartonmarine.com)







### Victron battery monitors

This is Victron's latest generation of battery monitors. A wide range of improvements has been made – perhaps most importantly, the retention of history data, invert function and simpler interface. Pricing has been held at that of the 600 range.

- Contact: [www.victronenergy.com](http://www.victronenergy.com)
- Price: £TBC

### GPS 1008 connector

This GPS connector (for new iPhone 5s or iPad 4s) is the first third party plug-in accessory approved by Apple for use with the new lightning connector. It has been upgraded from the original BE-GPS-1000 to handle GLONASS and GPS satellites. All this means you can quickly acquire satellite lock without cell tower assistance. Handy.

- Contact: [www.gps.co.uk](http://www.gps.co.uk)
- Price: £102



## NEW GEAR

TOBY HEPPELL BROWSES THE BOATING MARKET FOR THE LATEST GOODIES



### Karver jammer

The New Karver jammer is based on a similar principle to a drill chuck, gripping the rope between three jaws moving inside an alloy cone. This design slashes rope wear and prevents the need for sleeving the rope at the clutch point. Available in five sizes, for ropes from 6 to 32mm and loads of up to 10 tonnes.

- Contact: [www.allspars.co.uk](http://www.allspars.co.uk)
- From £234



### Musto Volvo jacket

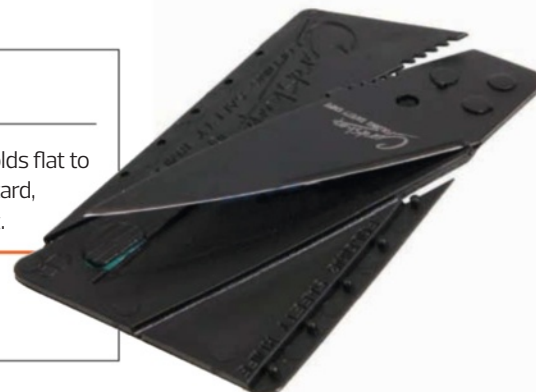
This range of kit from Musto has been produced in celebration of the new round the world racing class, the Volvo 60. As such, some of the higher end gear is on the pricey side. However, we love some of the casual wear such as the T-shirt range and this ladies Alicante J acket.

- Contact: [www.musto.com](http://www.musto.com)
- Jacket £130

### Cardsharp

This CNC-milled, aluminium knife folds flat to the dimensions of a normal credit card, fitting neatly into an ordinary wallet.

- Contact: [www.iainsinclair.com](http://www.iainsinclair.com)
- From £55





## Peli Headtorch

This features gesture-activation, meaning the user can switch the device on and off without touching the light. Also features variable intensity, 4x magnification and a red SOS beacon for emergency situations

- **Contact:** [www.peli.com](http://www.peli.com)
- **Price:** £60



## Touchscreen VHF radio

ICOM has announced the new ID-5100 dual band D-STAR mobile radio. This model adds a touch screen LCD, Bluetooth and can be controlled through an Android device.

- **Contact:** [www.icomuk.co.uk](http://www.icomuk.co.uk)
- **Price:** £999



## Rubber Radio

Perfect for when the wind and sea is up and the boat is pitching wildly, this rubberised radio should be able to knock about happily down below and still let you keep up with the *Shipping Forecast* (or maybe the *Archers*)...

- **Contact:** [www.madeindesign.co.uk](http://www.madeindesign.co.uk)
- **Price:** £48.80



## Ocean Safety Mk 3 ODEO flare

This new version of Ocean Safety's non-pyrotechnic flare uses an LED instead of laser for more intensity and a longer battery life of six hours, according to the manufacturer.

- **Contact:** [www.oceansafety.com](http://www.oceansafety.com)
- **Price:** £120



## SOS Rehydrate

Those behind SOS Rehydrate claim it's as effective at rehydrating as a saline drip. A potentially dubious claim, were it not for the endless scientists, who tested the rehydration, and support from stars such as Ben Ainslie – so impressed he bought a stake in the company.

- **Contact:** [www.sosrehydrate.com](http://www.sosrehydrate.com)
- **Price:** c£5.50 (for 5 sachets)



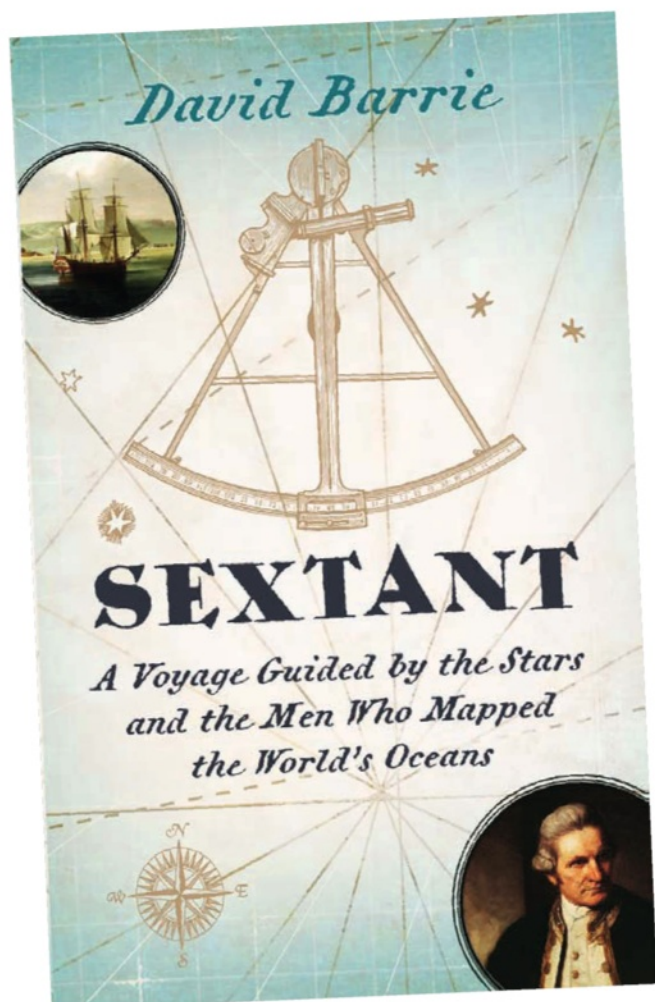
## Optimum Time Series 16

This manufacturer of sailing watches previously aimed at the racing and dinghy markets but has now brought out a new range aimed squarely at yachties. Features include leather and silicone straps, with sailing functions like massive digits in the last minute of countdown.

- **Contact:** [www.optimumtime.co.uk](http://www.optimumtime.co.uk)
- **Price:** £134.65







## Sextant

Three hundred years ago, Parliament passed the Longitude Act pledging, amongst other things, a prize for the invention of a method to determine a boat's position at sea. The sextant predates this by many centuries, but it is as good a hook as any for publishing this beautifully-written "elegy" to a vital navigational instrument.

Although there is a brief discussion of how a sextant works, this is in no way a manual – technical matters are related through anecdote and personal experience. Through its pages we meet some of the most celebrated seafarers in history, from Captain Cook and William Bligh to Joshua Slocum and the crew of the *Beagle*.

Author David Barrie is a well-known sailor himself, often navigating on long voyages without GPS. A lifetime's experience shines through his evident fascination with the sextant, making a wonderfully readable book. *SF*

**Our favourite bit:** "Maybe his [Captain Bligh of the *Bounty*] explosive temper reflected some kind of social insecurity."

**Verdict:** Part-history, part-anecdote, this is a great read for anyone with an interest in sailing and navigation.

- **Publisher:** William Collins Books
- **Author:** David Barrie
- **Price:** £16.99

### Course to Steer app

If your Day Skipper had you scratching your head over course to steer, this app could be for you. The idea is simple: plug in the desired ground track, the set and rate of tide and any leeway, and out comes your CTS. For an accurate estimate, you'll need the magnetic variation and deviation as well. And for me, this is the weakness: if you can't be bothered to plot three simple lines on a chart, you won't accurately enter this data. *SF*

► **£1.49 on iTunes (£1.22 on Google Play)**

# TIME OUT

OUR PICKS OF THE BEST NEW BUNKSIDE READING, FILM AND SMARTPHONE APPS

## THE ILLUSTRATED BOAT DICTIONARY

There was some discussion over this book at ST Towers. Younger staff felt that this sort of information would be better represented via a smartphone app. But I think it's a useful addition to a cruising library for hardy bluewater souls. Either way, it'll have you crying: "Sacré bleu! Il y'a une fuite dans les coutures!"\* in no time.

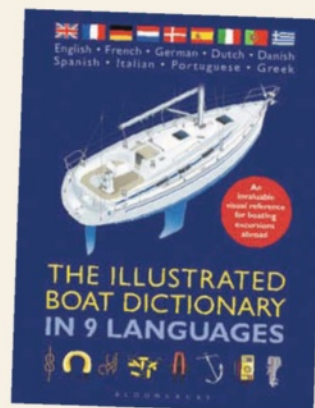
Remembering my own difficulty in communicating 'drive belt' in Portuguese (*correia*) and 'lower shroud' to a rigger in Martinique (*bas hauban*), I found myself leafing fondly through the large, clear illustrations of different parts of the boat. Each is then translated into French, Danish, Dutch, German, Spanish, Italian, Portuguese and Greek, although you'll need to read Greek script to have a hope of pronouncing this last.

Luckily, the book is designed for easy pointing, saving you the embarrassment of mangling a touchy local's mother tongue. Covers everything, including deck fittings, rig types, soft furnishings, engine parts, tools, buoyage and even parts of a wooden boat. *SF*

\*Blimey! There's a leak in the seams!

**Verdict:** Useful addition to the long-term cruiser's library. Bring on the app!

► **Publisher:** Adlard Coles Nautical ► **Author:** Vanessa Bird ► **Price:** £18.99





# seateach.com

emsworth, UK | 01243 375774



## PLASTIMO

### HEADSAIL ROLLER REEFING

- The **No. 1** choice for cruising yachts
- Fit without removing your forestay
- Fantastic value

**406**  
FROM £249

**609**  
FROM £409

**811**  
FROM £619



## seateach SAILS

### ROLLER REEFING GENOAS

- Made in the UK by one of our oldest and longest established sailmakers
- Manufactured from the highest quality white Dacron fabrics
- Fits most popular small to medium sized cruising yachts
- 2 year manufacturers guarantee
- Usually available ex stock

**10% OFF**  
any roller reefing genoa  
when bought with a Plastimo  
headsail roller reefing system



## STERLING

### ULTRA CHARGERS

Efficient four stage charging with power to charge up to three batteries simultaneously.



**FROM £189**



## ICOM M91D

### HANDHELD VHF / DSC

Icom's first marine handheld VHF radio with integrated DSC and GPS. IPX7 submersible protection with Float 'n' Flash.



**ONLY £249**



## QUICK

### WINDLASSES

Vertical windlasses for all craft from 5m - 20m with Aisi 316 stainless steel bases, gypsies and drums. Watertight motor and gear housing to IP67.



Grab yourself a bargain on our **ebay** store.

stores.ebay.co.uk/SeaTeachLtd  
or search for 'SeaTeachLtd eBay'



## LE 300

### WIND CHARGER

The Leading Edge 300 wind charger can produce exceptionally high power outputs in all wind conditions.



**ONLY £749**



## QUICK

### LED CABIN LIGHTS

A range of high quality, low energy and attractive LED cabin lights from Italy. Various LED colour options and housing finishes available. Spike protected.



## AQUA SIGNAL

### LED NAVIGATION LIGHTS

Aqua Signal LED 34 Series Navigation Lights are power saving and very long lasting whilst still being affordable.

- Voltage from 12V to 24V | Wattage 5W (Tricolour), 1.5W (Anchor)
- Mounting deck-mount, pre-wired with 200 mm cable
- Electric inverse polarity protection
- Quick-fit for ease of retro-fitting
- Visibility 2 nm

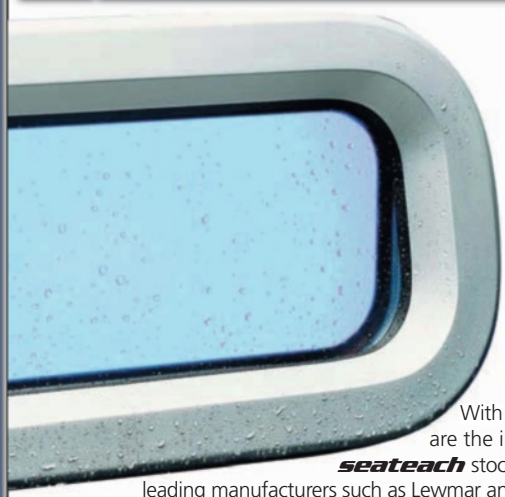


**FROM £125**



## HATCHES AND PORTLIGHTS

FROM seateach: THE UK'S NO. 1 FOR STOCK, SPARES AND SERVICE



**gebo**  
**FIXED LIGHT SIZE '0'**  
**305mm x 155mm cutout**  
**ONLY £89.95**

**gebo**  
**STANDARD HATCH FLATBASE**  
**502mm x 502mm cutout**  
**ONLY £349.95**

With over 30 years experience, the team at **seateach** are the industry experts in all things hatches and portlights. **seateach** stocks an extensive range of hatches and portlights, from leading manufacturers such as Lewmar and Gebo. View our full range at **seateach.com**



## SPARES & EXTRAS

FOR HATCHES AND PORTLIGHTS

**seateach** carries an extensive range of spare parts for Lewmar, Gebo and other leading manufacturers.

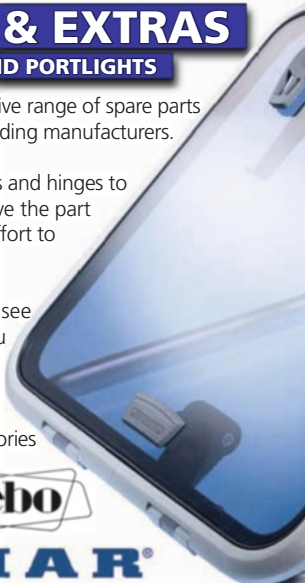
From replacement seals, handles and hinges to Lewmar acrylics. If we don't have the part you need, we will make every effort to get hold of it for you.

Call us, email us or come and see us and see how we can help you with your hatch & portlight requirements.

We also stock a range of accessories for hatches and portlights.



**LEWMAR**



**info@seateach.com | sails & chandlery since 1981**

seateach limited, emsworth, PO10 7PW | mon-sat 9am - 5pm | info@seateach.com | all prices inc. VAT@20%





## Neat cleats

A soft eye spliced in three-strand nylon can make a neat and durable permanent dock line for a marina berth

## ESSENTIAL SPLICING

IN THE FIRST OF A TWO-PART SERIES, **JAKE FRITH** PROVIDES STEP-BY-STEP GUIDES TO THE SIX 'MUST KNOW' SPLICES FOR ANY CRUISING SAILOR

**B**eing able to make an eye splice is not just about keeping lines aboard your boat looking neat and seamanlike. There have been numerous destructive tests conducted, and results differ, but a common fixed-eye knot like a bowline can take away over 40 per cent of a rope's breaking load. In comparison, properly made splices can take away as little as 5 per cent of the rope's breaking load.

Splices are also always less bulky than an equivalent knot. This is a key consideration for scenarios such as

dock lines, where a bowline loop can catch unintentionally under a neighbouring cleat while attempting to cast off, whereas a soft-eye splice only usually catches on cleats that you deliberately hook it over.

With practice and a couple of cheap tools it is perfectly possible to do all of these simple splices yourself. Having the knowledge and tools will not only make the cruising kitty go further but also aid your self sufficiency, and therefore safety, when cruising remote locations.

This month we're grouping together the eye splices in the three most commonly spliced rope types.



## RIGGER'S TIP

**"We usually return** a three strand eye splice back up the line a few tucks when making up a hard eye. Once you have made your tucks return back up the line toward the eye, tucking under one strand round from last time. Each extra tuck introduces extra bulk to the splice tightening the thimble"

**GET IN TOUCH**  
Do you do your splices differently?

 [facebook.com/SailingToday](https://facebook.com/SailingToday)

 [twitter.com/SailingTodayMag](https://twitter.com/SailingTodayMag)

 [editor@sailingtoday.co.uk](mailto:editor@sailingtoday.co.uk)

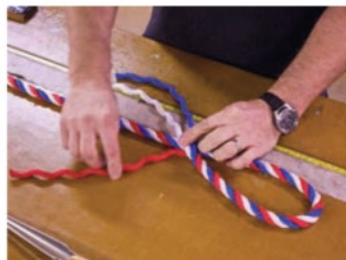
The reasons for splicing an eye at the end of a rope are as many as there are boats, but if you need a fixed loop permanently installed at the end of any line, you should always consider eye splicing it before knotting it.





## Three-strand eye splice

Three-strand ropes are more stretchy than their doublebraid equivalents, so are ideal for absorbing snubbing loads in mooring lines. This splice therefore is well suited for making up at the ends of your permanent marina dock lines. We are using some instructional three-colour rope here. Differentiating the tails with three different colours of tape can also help when getting started



**Step 1** Cut the end off the rope if melted or whipped and unwrap the three strands. About six spirals worth is enough



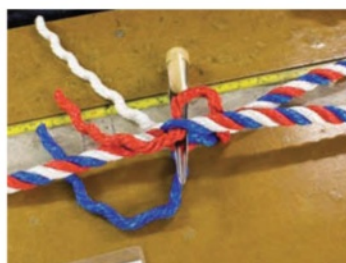
**Step 2** At the root of the eye size you want to finish with, use a Swedish fid to tease out one of the strands of the standing rope



**Step 3** In the direction away from the eye pass any one of your freed ends under the lifted strand in the standing rope



**Step 4** Rotate the whole splice and use the fid again to pass the next strand under the next standing strand round



**Step 5** Rotate the splice again and pass the final free strand under the third standing strand, then pull the loop up snug



**Step 6** If you are using a steel or nylon thimble to make a hard eye, this would be the point to insert it and pull it in tight



**Step 7** Now take the free ends in turn alternately over and under the standing rope strands, pulling tight as you go



**Step 8** Separate each strand roughly in half and tuck one half of each strand once. Cut and melt the leftover strands

## Doublebraid eye splice



Doublebraid lines with a polyester core are commonly used for a variety of low stretch running rigging roles such as halyards, reefing and control lines

This splice is a real money saver as there are potentially a lot of these splices within a yacht's running rigging. Don't try your first time on used rope. New rope is more slippery and hasn't yet been stretched and compacted between core and cover, so is much easier to work and splice. Also thicker rope is less fiddly to work, with more space between core and cover, so try your first splice on 12mm diameter or larger.



**Step 1** Hitch the line to something solid two or three metres back to stop the core and cover slipping beyond this point



**Step 2** Cut off melted end and using a marker pen, mark rope, (A), 25 times the rope's diameter from its end.





**Step 3** Mark (B) two and a half times the rope's diameter from mark (A) towards the end. (B) marks one side of the eye's neck



**Step 4** Lay the loop the size you want and make mark (C), where you want the other side of the splice's neck, opposite (B)



**Step 5** Using the end of a fid, tease out the core of the rope at point (C). Mark the core, (D) at the point it came out



**Step 6** Pull the core out at (C) from the end of the rope. Align (D) with (B) and mark the core, (E), level with (A)



**Step 7** Insert a pulling fid about 3in (80mm) up the cover between (C) and the hitch. Tease it carefully down the rope between the core and cover, exiting the rope at (B)



**Step 8** Thread core and cover through any hardware you wish to include in the eye now, such as a snap shackle, then insert half of the core's end into the fid eye



**Step 9** Carefully pull the fid back through, unhook the core from the fid eye and pull the core further through until D aligns with A and E aligns with B



**Step 10** Now insert the fid into the core 400mm from the rope end and exit at (E). Halve the cover, insert it into the fid eye and pull fid back through core



**Step 11** Cut the end of the cover at an angle. Scissors are easier than a knife. A nice long taper leaves a neater splice



**Step 12** Milk the core back over the cover so the tapered end of the cover pops back inside the core. It should look like this



**Step 13** Now pull hard on the eye and work the cover down and round the eye so there is no longer any core visible in the splice's neck



**Step 14** Pull the eye tight, then pull 30mm of the core out and cut with a taper. Then work the cover back to hide the end of the core

## MAKE YOUR OWN PULLING FID

Take a 50cm long single separated strand of straightened stainless rigging wire or monel shackle seizing wire. Fold it in half and squeeze with pliers at the fold to form a small eye. Wind the other ends together to form a loop. Place a loop of thicker rope or webbing through the wire loop so you have a softer handle to pull it with; this is perfect for pulling the core through in the doublebraid and D-12 eye splices







# D-12 eye splice

The enormous strength and stretch resistance of this 'naked' Dyneema line makes it ideal for a range of tasks aboard where in the past stainless steel wire of the same diameter would have been used



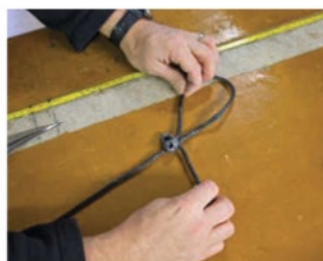
**Step 1** Measure about 400mm from the end and open up the line in its centre here



**Step 2** Take a bight of line from the standing part and pass it through this hole



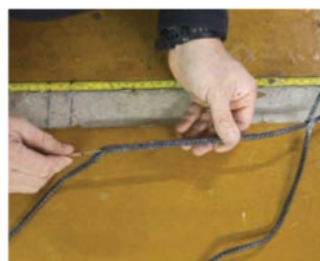
**Step 3** Pass the end of the line through this hole in the same direction



**Step 4** Pull on the end of the line and the loop to pull the bights of line through



**Step 5** The standing part is now going straight through a hole within itself with no twists



**Step 6** Insert a pulling fid into the centre of the standing line about 300mm further up



**Step 7** Decide on the size of the loop and exit the line with the fid close to the neck

*“This is the point at which you would place a thimble into the splice if required”*



**Step 8** Halve about 20mm of the end of the line and place one half into the fid eye



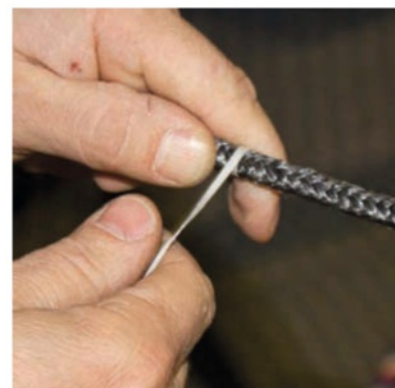
**Step 9** Slowly but surely pull the fid back through until it exits the line where you inserted it



**Step 10** Pull the splice tight and milk the cover part of the splice down towards the eye



**Step 11** Pull a bit of the inner line out, cut it off with a taper and milk the outer back over it



## RIGGER'S TIP

“When we splice an eye in D-12 or doublebraid, we normally reinforce and finish it with a tight needle and palm whipping at the neck. Flat waxed thread is best for whipping as it provides a low profile less likely to get snagged or jammed in mast sheaves or turning blocks”



## THANKS TO:

David Aldridge, rigging Manager at Aladdin's Cave Rigging who provided the ropes and tools backed up of course by several decades of yacht rigging know-how  
[www.aladdinscave.co.uk](http://www.aladdinscave.co.uk)

## NEXT MONTH:

In part two we'll be looking at the essential low profile anchor rope to chain splices that won't foul your bow roller and a clever continuous loop in D-12



## SELDÉN BLOCK

Founded by Per Seldén in 1960 in his hometown of Långedrag near Gothenburg, Seldén is now the world's largest manufacturer of spars, rigging hardware and deck gear. In the UK, the company was founded in 1997 from Kemp and Proctor Masts and still has a UK-based factory

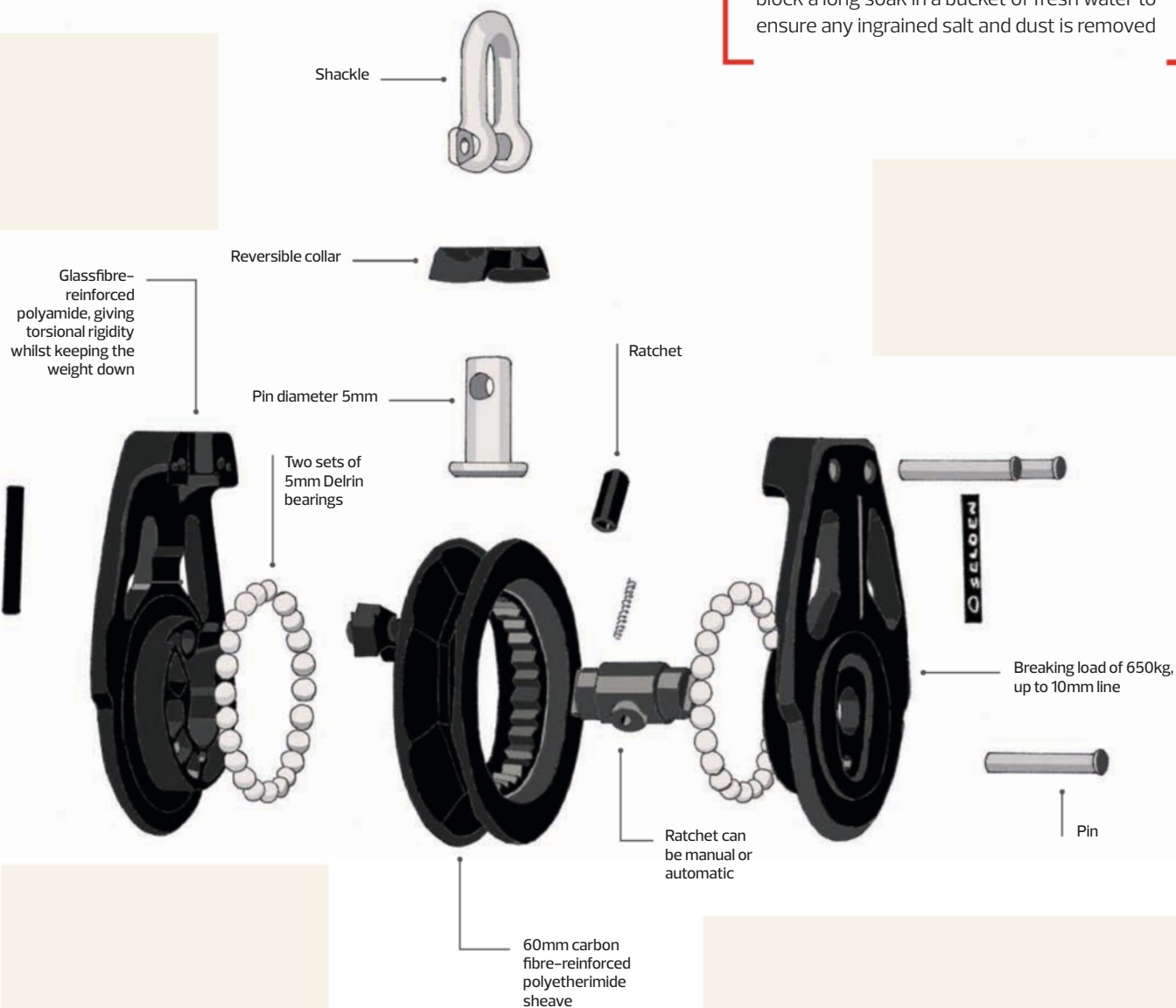
### Maintenance tips

#### For smoother running blocks

**Step 1** Regularly wash with fresh water – the greatest cause of wear in blocks is the build-up of abrasive dust and salt crystals

**Step 2** After rinsing use a single drop of high performance lubricant to improve performance and longevity

**Step 3** At the end of the season give your block a long soak in a bucket of fresh water to ensure any ingrained salt and dust is removed





**FREE  
PARKING**  
at all our  
stores

**VISIT  
OUR  
SHOPS:**

**Bristol**

BS1 6UT 0117 9268396  
Mon-Sat 8.30-5.30

**Bursledon**

SO31 8AW 02380 402182  
Mon-Sat 9.00-5.30  
Sun 9.00-4.00

**Cardiff**

CF11 8TU 02920 787190  
Mon-Sat 9.00-5.30  
(Mar-Aug) Sun 10.00-4.00

**Chichester**

PO20 7DU 01243 773788  
Mon-Sat 9.00-5.30  
Sun 9.00-4.00

**Hamble - Port Hamble**

SO31 4QD 02380 454858  
Mon-Sat 9.00-5.30  
Sun 9.00-4.00

**Hamble Point**

SO31 4NB 02380 455058  
Mon-Sat 9.00-5.30  
Sun 9.00-4.00

**Mercury Marina**

SO31 4HQ 02380 454849  
Mon-Sat 9.00-5.30  
Sun (Mar-Aug) 10.00-4.00

**Lymington**

SO41 3RU 01590 673698  
Mon-Sat 9.00-5.30  
Sun (Mar-Aug) 10.00-4.00

**Plymouth**

PL4 0LP 01752 548301  
Mon-Sat 9.00-5.30  
Sun 10.00-4.00

**Poole**

BH14 9HR 01202 723311  
Mon-Sat 9.00-5.30  
Sun (31st Mar-Aug) 10.00-4.00

**Southampton**

SO14 5QL 02380 632725  
Mon-Sat 9.00-5.30  
Sun Feb-Oct 10.00-4.00

**Swansea**

SA1 1UP 01792 465570  
Mon-Sat 9.00-5.30  
Sun Mar - Aug 10.00-4.00

**Clothing Flagship**

**Swanwick**  
SO31 1ZH 01489 881825  
Mon-Sat 9.00-5.30  
Sun 9.00-4.00

Call our friendly  
mail-order team:

**0845 1300 710**

to place an order - our  
technical team is on hand  
to answer all your queries.



Our riggers can travel all along  
the south coast to supply you  
with anything from a dockline  
to bespoke rigging:

**02380 407600**



Visit the one stop dinghy shop

in Swanwick: SO31 7EB

**01489 588 875**



# FORCE 4 CHANDLERY

The Right Choice at The Right Price

**www.force4.co.uk**

EST. 1977

## WINDWARD COASTAL SUIT



010101  
**ADULT ONLY**  
**£86.95**  
080118  
**JUNIOR ONLY**  
**£69.95**

## ACR RESQLINK PLB



+ FREE  
SAFETY KIT  
WORTH  
£75  
500056  
MRP £265.95  
**£199.95**  
SAVE £66

## ICOM M-71



200129  
+FREE 12V  
CHARGING  
CABLE!  
worth £9.95  
MRP £209.00  
**£169.95**  
SAVE £39

## SEAGO ANTIFOUL



3ltr 3ltr 3ltr  
CRUISING 3L 400500  
**£46.95** (£15.65/l)  
HIGH PERFORMANCE 3L 400700  
**£59.95** (£19.98/l)  
EXTRA STRENGTH 3L 400800  
**£69.95** (£23.32/l)

## WINDWARD OFFSHORE SUIT



010367  
SRP £299.95  
**£199.95**  
SAVE £100

## LOWRANCE LINK-5



200248  
RRP £163.20  
**£129.95**  
SAVE £33

## LOWRANCE ELITE-4 DSI



210157  
+FREE  
SUN  
COVER  
worth  
£21.60  
MRP £358.80  
WAS £299.95  
**£199.95**  
SAVE £158

## ANTIFOUL



FROM  
**£34.95**  
SAVE  
up to  
**£40**

## MUSTO BR1 CHANNEL SUIT



010393, 010394  
MRP £334.95  
**£269.95**  
SAVE £65

## RAYMARINE ST40



220152/220125  
RRP £234  
**£149.95**  
SAVE £84  
RRP £222  
**£149.95**  
SAVE £72  
BUY THE PAIR  
**£280.00**  
SAVE AN  
EXTRA  
**£20!**

## LOWRANCE ELITE 4x FISHFINDER



240038  
customer  
review!  
MRP £168.95  
**£99.95**  
SAVE £69

## POLISHERS



850339  
ONLY  
**£54.95**  
420011  
MRP £44.55  
**£27.95**  
SAVE £16

## MUSTO BR2 OFFSHORE SUIT



010380, 010381  
SRP £500.00  
**£379.95**  
SAVE £120

## SEAGUARD LIFEJACKET



550248/9  
MANUAL  
**£42.95**  
550250/1  
AUTO  
**£47.95**  
550269/70  
AUTO + HARN  
**£52.95**

## SPINFLO GRILL & HOB



800197  
RRP £171.60  
**£159.95**  
SAVE £11.65  
NELSON  
COOKER  
(inc gimbals) 800120  
RRP £594  
**£519.95**  
SAVE £74

## RUTLAND 913



120003  
MRP £550  
**£399.95**  
SAVE £150  
120039  
+ HRSi Controller  
+ Mounting Kit  
MRP £766.90  
**£599.95**  
SAVE £166.95

## MUSTO THERMALS



020262, 020263  
top or trousers  
MRP £44.95  
**£39.95**  
SAVE £5  
top and trouser set  
MRP £89.95  
**£69.95**  
BUY TWO  
SAVE £20

## GILL CROSSWIND

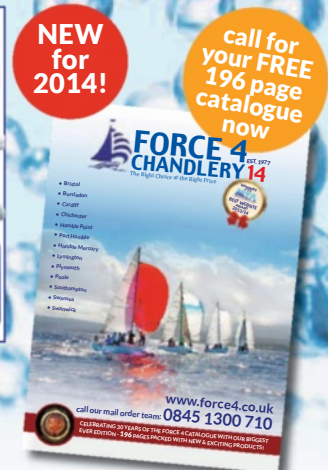


020313, 020314  
TROUSERS  
RRP £114.95  
**£89.95**  
SAVE £25  
JACKET  
RRP £114.95  
**£89.95**  
SAVE £25  
SAVE £60 ON SUIT!  
SRP £229.90  
**£169.90**

## FORCE 4 MARINE TOILETS



ELECTRIC  
830533  
ONLY  
**£199.95**  
MANUAL  
830531  
ONLY  
**£79.95**



**www.force4.co.uk**

PROMPT DESPATCH. Orders despatched within 48 hours, subject to availability. Postage and packing will be charged as follows: **Mainland UK:** Jiffy Bag up to 1.5kg - £3.95 Standard - £5.95 Next Day - £9.95. **Channel Islands:** Up to 2kg - £5.95; 2-20kg £13.50. **Highlands, Islands & Northern Ireland:** up to 2kg £5.95; over 2kg - £9.95. **Liferafts (UK Mainland only):** £14. **Flares & Dinghies (UK Mainland only):** £10.00. **Overseas:** charged at cost. Customers outside E.U.: Divide prices by 1.2. All prices correct at time of going to press but subject to alteration without prior notice. E. & O.E.



# Riding Light



SEEING QUIET SAILORS REWARDED WARMS THE HEART, THINKS COLIN JARMAN; AND HOW DOES ONE SAFELY NAVIGATE THE INCREASINGLY PREVALENT OFFSHORE WIND FARMS?

## Quietly rewarded

Few people would brave the world's oceans just to put themselves in the running for an award – yes, to win a racing trophy and yes, if there's prize money involved – but it's not for simple recognition that normal people undertake extraordinary voyages. Nonetheless, it is nice to see the quiet person's efforts rewarded.

Such awards and rewards come at varying levels, but some outshine the others. These include the Cruising Club of America's Blue Water Medal, the YJA Apollo Yachtsman of the Year and the Ocean Cruising Club's range of awards.

This year the imagination of the selection committees has been captured by the spirit, effort and achievement of Jeanne Socrates, who, at the age of 70 became the first woman to circumnavigate non-stop from and back to a North American port. She was awarded the CCA's Blue Water Medal for her voyage, came second in the YOTY listing and won the OCC's Barton Cup.

From amongst other top awards winners I would pick out two to mention: Laura Dekker and the Reverend Bob Shepton (see pp24-33 for the story of Shepton's award winning cruise).

Laura, winner of an OCC Award of Merit, is at the opposite end of the age range from Jeanne Socrates. She made her solo circumnavigation between the ages of 14 and 16. She only ever wanted to sail her 30 year old, 37ft (11m) Jeanneau *Guppy*, around the world, but her age landed her in court battles prior to being allowed to depart. She must have hated that notoriety and it was not surprising that, after completing her circumnavigation in St Maarten, in the Dutch Antilles, she slipped quietly away through the Panama Canal and headed to New Zealand, where she was born.

Shepton, voted YJA Yachtsman of the Year, is back at the upper age limit at 79. He had a career as a school chaplain before adopting a Westerly 33 as his vessel of choice for a circumnavigation via Antarctica and the South Pacific islands with a crew that included some 'disadvantaged lads'. Both a climber and a ski instructor, Bob then headed north to take young men climbing in the Arctic. He was voted Yachtsman of the Year for a double transit of the Northwest Passage in succeeding

years, which included stops for both mountaineering and underwater research photography.

## Seeing yellow

There is a rapidly increasing number of offshore wind farms around Britain, especially on the east coast out in the Thames Estuary. Within each farm the turbines themselves are huge. Indeed they are so big that judging your distance off by eye is difficult and, for me, a technique yet to be mastered. My brain simply can't accept these structures are still miles away when we seem to be about to tangle with them and by the time we are truly approaching them I have difficulty bending my head back far enough to see their tops. (No doubt new generations of sailors will find them quite normal and those with a bent for the old fashioned will extend their arm and measure the apparent height as a number of fingers and know it equates to being so many cables off.)

So stand off them, I hear you say. Good plan. Except that there is a particularly useful channel for anyone crossing the Thames Estuary that leads you through the fringe of the London Array wind farm. This requires a close approach to the monsters.

No worries, you might comment, the channel has plenty of space for sailing and you'd be right, but when approaching from south or southeast it helps to sight and identify a couple of cardinal buoys. These are painted yellow and black, as would be expected. The problem is that the base of each wind turbine is also painted yellow. Thus you can easily find yourself trying to spot yellow against yellow; and the relative size of the buoy in comparison to the turbine, makes it seem impossibly small until you are close to it, by which time the wind farm is looking intimidatingly big and you're wondering where the channel is. It's all going to take a lot of getting used to. It may even become a new branch of North Sea pilotage.

**COLIN JARMAN** helped launch *Sailing Today* in 1997 and lives and sails on the east coast. Read his *Riding Light* blog online at [www.sailingtoday.co.uk](http://www.sailingtoday.co.uk)



*Everyone needs warm underwear in winter*

## YOUR VIEW

Is wind farm pilotage a problem for you?



[www.facebook.com/SailingToday](http://www.facebook.com/SailingToday)



[www.twitter.com/SailingTodayMag](http://www.twitter.com/SailingTodayMag)



[editor@sailingtoday.co.uk](mailto:editor@sailingtoday.co.uk)



Beaulieu events

# Boatjumble

Sunday 27 April 2014

## Boatjumble

Up to 1000 stands of boating bits

## Boatmall

Marine equipment on our nautical high street

## Trunk Traders

For amateur jumbler

## Boatmart

Used craft from classics to nearly new

## FREE Shuttle Buses

Services running throughout the day

### Entry includes:

National Motor Museum,  
Palace House, Beaulieu Abbey  
& World of Top Gear

Supported by

Practical Boat Owner



**NEW**  
Walkabout  
Auction &  
Display  
Area

Much more than a Boatjumble!



[www.beaulieubojumble.co.uk](http://www.beaulieubojumble.co.uk) 01590 612888



# new design same quality



Look out for our bright new  
label design this coming season!

Our fresh looking labels fully reflect the 'high-tech' formulations that Seajet customers have come to expect.

For reliable fouling protection apply Seajet 031, 033, 034 or 039 this coming season.

Actual contents remain exactly the same as before.

For further information contact our UK distributor:

Marine & Industrial LLP

T +44 (0)1692 406 822

F +44 (0)1692 406 866

Email: [sales@marineindustrial.co.uk](mailto:sales@marineindustrial.co.uk)



[www.seajetpaint.com](http://www.seajetpaint.com)

Use Biocides Safely. Always read the label and product information before use.



## 24/7 MARINE BREAKDOWN ASSISTANCE

**JOIN  
TODAY**

- 90% OF BOATS REPAIRED ON SCENE
- DEDICATED MARINE ENGINEERS WITH OWN FLEET OF RIBS
- HOME BERTH START AND UNLIMITED CALL OUTS

**FREEPHONE 0800 88 55 00**

Email: [sales@seastart.co.uk](mailto:sales@seastart.co.uk) • Web: [www.seastart.co.uk](http://www.seastart.co.uk)



Pint sized







# Budget flyer

With an ex-works price of under £11,000, this sporty Varianta 18 is the kind of boat there should be more of, suggests **Jake Frith**

Many in the UK yachting press, including myself, have bemoaned the lack in recent years of decent entry-level small cruising boats with modern hulls and rigs and the performance to match. The UK small cruiser market, unlike those of most other countries, still seems overly focused on 'plastic gaffers'. Now, some of these heritage-inspired vessels sail very well indeed and even pretty quickly, as we have been finding out in this series. However, the thought remains, if what gets your juices flowing are small, fin-keel, bermudan-sloop cruiser-racers, you would have had an awful lot more to choose from in 1985 than you do today. It's a bit like wandering into your local Ford dealer in 2014 to be proudly shown a new, shiny, plastic Model T.

The boatbuilders' explanation of this is that many more small boats are sold in the UK to former big boat sailors getting on in years and downsizing, than are sold to new sailors making their way up. It is thought that what they want is an easily managed rig and pretty lines. I disagree with this and have done for years. If I'd spent my last decade blasting up and down the Channel in an Elan or a Sigma 38 I'd want the

closest thing I could get to a pocket version of one of these designs to keep some excitement in my dotage. Similarly, if I was recommending a great starter boat for somebody getting into keelboat sailing I'd suggest something with a bulb keel and asymmetric spinnaker, in short I'd advise them to try to find a mini version of a modern production cruiser/club-racer.

Sporty can mean tender, and despite the Varianta's cast iron T-keel, stepping onto her sidedecks she lurched over towards me, leading to a frantic grab at the shrouds. This was going to be small-boat sailing alright.

Her ballast ratio is 32 per cent, which is on the light side for UK coastal cruising, but that ballast is low down, she's quick, easily driven and fun because of it. Built in Greifswald alongside the larger Hanses and Dehlers, it's fairly safe to assume that her target market is the European lakes. She has a single deep reef in her main, and I'd estimate that you'd be needing it upwind in more than about 12 knots of wind. Once it gets to 25 knots or thereabouts in open water, it would be time to retire to the sailing club bar.

For our test sail, averaging out at about 10 knots of breeze in the Solent, she was perfect. She rounded up a little in the gusts upwind as expected, but it was progressive and

With her fully battened main and optional asymmetric the Varianta is a sporty little starter boat

ALL PICTURES: GUY FOAN





Top: No frills but plenty of thrills  
Above: Her interior is basic, even these berth cushions are an extra (at £525!)

she clearly benefits from a very deep rudder. She's very mainsail-driven, so a hand ready to dump the mainsheet was necessary in any sort of breeze. Her progress upwind would have been better had she been fitted with a main traveller, but you can't have everything for £10,950. Her rig is generally not a tweaker's delight, her fat-headed main and consequent lack of a backstay puts paid to much in the way of mast bending.

Downwind, under her (optional extra) asymmetric she picked her skirts up but was there was not

*'...lockers that a grown man in full winter sailing kit can climb into.'*

enough breeze to ask the 'will she – won't she?' question of planing.

Her manners were impeccable for what she is, her helm remaining light and well balanced throughout. Tacks were accomplished on a sixpence

round her relatively high-aspect keel. In short, she's impressive; an exciting, responsive and satisfying little boat to sail. There aren't many 18-footers that could put a smile on my face even in February in 4°C.

Out of journalistic experimentation I actually climbed into one of her cockpit lockers. If your 18ft (5.8m) boat only sleeps two adults yet has a pair of aft lockers that a grown man in full winter sailing kit can entirely climb into, you should question your use of the available volume.

## VARIANTA 18

**LOA:** 18ft 10in (5.8m)

**LWL:** 15ft 8in (4.8m)

**Beam:** 7ft 10in (2.4m)

**Draught:** 3ft 9in (1.2m)

**Weight:** 992lb (450kg)

**Sail area:** 231sqft (21.5m<sup>2</sup>)

**Price:** From £10,950

**Builder:** Hanse Yachts

**Contact:** [www.inspirationmarine.co.uk](http://www.inspirationmarine.co.uk)



So, how do they do all this for under £11k? Partly it's due to economies of scale and a pretty basic spec. The price is also ex-works in Germany, so reckon on two grand extra to get her delivered to the UK.

However, in other key areas where they could have skimped, they haven't: her hull is a tough layup, her sails are Elvstroms and well stitched together. Things that most buyers would want, like an outboard motor, lifting bracket, asymmetric and pole are extras, as you would expect, but she's extraordinary value. Other than the above, all I'd go for in the way of initial enhancements would be beefed-up washboards and main hatch. These are very lightweight plastic as standard and offer almost nothing in the way of security. ✨

## VERDICT

**For settled weather** and sheltered water, this would be a great boat to introduce new sailors to fast cruising and club racing. While there has clearly been a degree of scrimping, her basic ingredients of rig, hull and deck are excellent and she sails beautifully, so she's well worth buying to gradually upgrade her.

**PERFORMANCE:** ★★★★★

**ACCOMMODATION:** ★★★★★

**LOOKS:** ★★★★★



# FURL MAXX PLUS™ MAINSAIL

## A NEW GENERATION OF IN-MAST FURLING MAINSAILS



**CRUSADER SAILS'** fresh approach to the in-mast reefing mainsail combines a subtle blend of tried and tested high tech woven sailcloth, ultra lightweight carbon fibre sail battens and state of the art computer design to provide a smoothly rolling, high performance mainsail.

- Fully moulded sail shape
- Extra power from **MAXX** roach area
- **Vektron™** sailcloth by **CHALLENGE AILCLOTH**
- Ultra small and lightweight carbon fibre sail battens
- Greatly improved twist control
- Improved speed and pointing ability
- Low maintenance Kevlar reinforced batten pockets
- Unbreakable stainless steel end caps
- High quality ball bearing clew block
- Triple or quadruple sewn seams for durability
- Suitable for Selden, Z Spar and Sparcraft masts
- Easily delivered Worldwide
- Staggered batten ends top and bottom for easier reefing
- Sail automatically flattens when reefed
- Smooth furling
- Other cloth types available

DACRON

VEKTRON

LAMINATE

STRETCH

LOAD

Designed, cut and finished by craftsmen in our UK loft  
**PROVEN RELIABILITY AND PERFORMANCE**

**CRUSADER SAILS** The Sail Loft Hatch Pond Road Poole UK BH17 0JZ  
Tel: +44 (0) 1202 670580 E-mail: [info@crusadersails.com](mailto:info@crusadersails.com) Web: [www.crusadersails.com](http://www.crusadersails.com)







### *Familiar sight?*

Teamwork can make it easier to achieve a quality finish, but shouldn't come at the cost of safety considerations, like gloves and masks – see over

It is no secret among regular *ST* readers that I dislike antifouling so very much I bought a trailer sailer. I would rather live with the glacially slow passage times and the constant spectre of maritime disaster presented by an 18ft (5.5m) boat with a 25 per cent ballast ratio, than endure the misery of annually scraping and painting a larger hull.

However, this growing reluctance to antifoul my previous boats has made me an avid collector of various wheezes, tips and tricks to make this job more tolerable.

### **The job starts last year**

Tempting though it is when laying up to throw the sails in the car boot and drive away, work spent in the autumn can save relatively longer and harder

## ANTI- ANTI- FOULING

JAKE FRITH COLLECTS SOME TIPS FROM THE TRADE BEFORE PLUNGING INTO THIS INEVITABLE SPRINGTIME CHORE

work in the spring. If fouling or slime on the hull have been heavy, always pressure wash it off then and there while still wet. Everything adheres more strongly once it has dried on.

If you have bitten the bullet and decided that many years' worth of antifouling is getting too thick and cratered, you might be considering using a chemical antifouling remover over the layup season, so you can start afresh with a single layer of hull primer and antifouling on a clean hull. All these marine, GRP-friendly paint stripping products depend upon a chemical reaction, and a somewhat slow and muted one compared with the DIY store strippers made for metals. Chemical reactions slow with colder temperatures and we have found that all of these products



struggle below 15°C. They also often need leaving overnight so they have the time to dissolve multiple coats, but won't bake on in the sun. With all these variables in mind it should be pretty clear that in the UK, unless you have a heated shed, you are best using a chemical stripper over a warm summer's night for decent results. Outdoors in March you can leave it on the hull for weeks with little effect.

## *'Fouling species differ from location to location'*

Another useful tip when bringing the boat out of the water is to photograph the fouling at the end of the season. This can make it clear where extra coats may be required next season.

### Compatibility

Often, particularly when antifouling a recently bought used boat for the first time, you simply don't know the exact brand or type of antifoul that was used before. As some antifouls will react with previous coatings, it can be advisable to apply a binder coat. Otherwise you may have to remove all coatings and start afresh from a bare hull.

Many hull primers, such as Seajet's 011 also work as a binder coat. We have used this product and others like it successfully on many occasions to bridge between an unknown previous coating and a new antifoul. It also helps bind together any slightly loose flakes in the substrate, but this should never be considered a cure for large loose areas.

### Keep it local

Fouling species differ from location to location. So when buying antifoul, don't always buy whatever is on the best deal at the chandlers; seek advice at your sailing club and on online forums. Many locations in the UK will have found out a great product that performs best in their water.

## DOS AND DON'TS OF ANTIFOULING



Apply antifouling in the middle of the day, either late morning or early afternoon	Late in the evening, the temperature drop at night time can induce dew, ruining the job
Wear the correct safety attire (p82)	Never apply new antifoul over a loose or flaky surface or any sections of bare hull
Ensure compatibility of a new product over old or use a barrier coat	Dry sanding to remove old antifoul coatings creates dangerous dust
Apply an extra coat in the high-friction areas at the front of bow, keel and rudder	If you apply antifouling without fully stirring the tin, the active ingredient may settle on the bottom
Decant the product into a roller tray before application to prevent contamination	Never use a heat gun to attempt to speed up antifouling removal

## How rough?

the definitive answer

**According to Professor Lars Larsson, principal of the International School of Yacht Design, the underside of an efficient yacht need not be polished to a mirror finish**

"The surface of the hull is operating in the viscous sublayer, in which water molecules remain stationary with reference to the hull. However, this layer is very thin. Experiments for an average 30ft (9.1m) yacht suggest that to maximise efficiency the finish needs to feel equivalent to rubbing your hand over new 400 grit sandpaper.

Rougher than this and the peaks and troughs of the surface will increase skin drag. Smoother than this and you are just wasting effort with too much sanding as the passing water does not 'see' such small imperfections".

For the budding racers out there, the bad news is that a brush or roller finish using standard antifouling will not be smooth enough, so some sanding out of the brush or roller marks is needed afterwards.

For easier preparation or finishing sanding you can use an adjustable extending-pole ceiling sander. This one (right) is available from DIY stores for under £15 and uses standard-sized rectangular orbital sander sheets.





# Safety considerations

Despite the various bans on hazardous ingredients over the years, antifoul is still pretty nasty stuff. Dry sanding it is the biggest no-no. If you need to prepare an existing antifouled hull use wet-or-dry paper and plenty of water. A tungsten pull scraper can be much more effective than sanding thick build-ups, and is much safer as the flakes it releases are far too large to breathe in.

When either removing old or painting on new antifoul, the minimum safety wear is a dust mask, overalls, goggles, gloves and a hat. As you will be working principally overhead, gauntlets are the best gloves, but some will equally go for duck-taping shorter gloves to the sleeves of the overalls to keep the wrists protected



recommends stirring the tin and ensuring it is fully mixed and of even consistency every time a batch is poured into the roller tray. While some manufacturers recommend a flat wooden spatula for stirring, I've found that well settled product can be so thick at the bottom it can snap such a stirrer. For that reason I tend to use an L-shaped bent rod inserted into a drill. Go fairly slowly with it though so as not to whip air bubbles into the product.

## Storage solutions

Before application, keep your tins somewhere warm for a couple of days. If you take the product straight out of a cold shed to apply it, the higher viscosity makes it thick and heavy work, so pop it in the house for a couple of days. Keeping it in the boot of the car until the moment you need it on the day helps too.

## Reading the smallprint

As well as finding out such important facts as the area of hull a litre of the product will cover, so you know how much to buy, the datasheet that comes with all paint products will stipulate the length of window you have to launch. These figures vary but typically, an eroding antifoul product will recommend launching more than 24 hours but less than four months after application.

## Preparation

While racing yacht owners might like to see our 'how rough' boxout (p81), applying new antifoul onto an old, partially flaked off surface is often the norm for coastal cruisers.

However well the new coating adheres to the substrate, if the top layer of the substrate is flaking it will simply bring flakes of the new layer with it. It is this that defines the minimum amount of surface preparation we can get away with.

## Patch priming

After pressure washing, scraping and wet sanding, if areas of bare gelcoat can be seen through the remaining

coatings, these areas will need patch priming (see opposite).

Antifouling will stick to compatible older coatings or primers but will not stick directly to gelcoat.

## Stirring stuff

Antifoul products, whether hard racing/ powercraft type or eroding type, contain a number of active ingredients of various densities. The 'good stuff' is the heaviest of these and settles in transit. Popping the tin upside down for a couple of days prior to the job can help it distribute better in the tin, but you will also need to fully stir the product regularly. Seajet, for instance,

### GET IN TOUCH

What are your top tips for antifouling?

- facebook.com/SailingToday
- twitter.com/SailingTodayMag
- editor@sailingtoday.co.uk

## APPLICATION TECHNIQUE

Whether using brush or roller, it is important that full coverage is achieved with no small voids. These can be very difficult to see when wet, so a thorough and consistent painting method, plus a generous amount of coating applied, is the best way to minimise the risk. It is especially important to achieve a thick coating when using eroding antifoulings. If you are rolling the paint on, avoid foam rollers as they do not give a thick enough coating. Medium pile mohair rollers are better. Here is the brush or roller stroke recommended by many manufacturers



**A)** Paint each area of about half a square metre at a time starting with diagonal strokes...



**B)** ...Followed by diagonal strokes the other way...



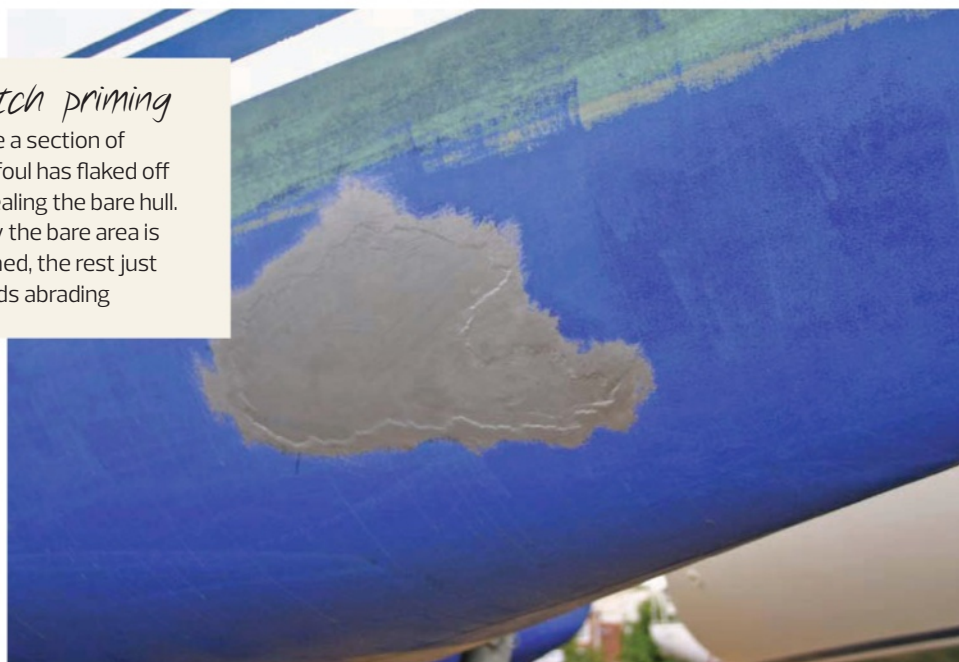
**C)** ...finishing with horizontal strokes to align any brush or roller marks with the water flow



Another key consideration is whether to opt for hard or soft (eroding) antifouling. The eroding product, as its name suggests, wears away gradually. This, however makes it susceptible to being wiped off. As Duncan Kent found out in issue 202, even drying out in a soft mud berth can severely reduce the effectiveness of an eroding antifoul.

### Patch priming

Here a section of antifoul has flaked off revealing the bare hull. Only the bare area is primed, the rest just needs abrading



## Don't scrimp on the tape

You will be masking the waterline, and you might be tempted to go for cheap masking tape. This is a false economy as it often lets antifoul under its edge. Go for the slightly more expensive blue '7-day' masking tape rather than the white '3-day' stuff. A damp-resistant plasticised masking tape is best of all.

## COPPERCOAT

Of course, traditional antifouling paint is only one option these days. There is a healthy array of copper-based epoxy paints on the market and they should last for more than 10 years, as long as they are correctly applied. The devil's in the detail, though, so consult our top tips and don't cut corners!

**1) Hull preparation** Copper-based epoxy antifoul, such as Coppercoat, must be applied to a clean, abraded and permanent substrate. Any remnants of conventional antifoul or single-pack paint must be removed with scraping or blasting. The exposed gel-coat must then be sanded to provide a good physical key. 120-grade discs on an orbital sander work well. Brush or wash off the resulting dust.

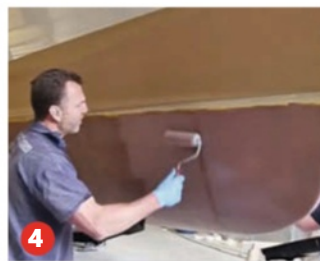


**2) Mixing** These paints generally come in three packs containing resin, hardener and copper powder. Mix only small batches at a time and stir together with a stick, not a mixing paddle on a drill, which can whip air into the coating. A little Iso-Pro epoxy thinner can be added after mixing if required.



**3/4) Application** Use a large, short-pile roller to apply the mix thinly and evenly. Progress steadily down the hull, keeping a wet edge. Coppercoat recommends working as a pair — one treating the starboard, the other the port side.

When returning to the bucket to refill the tray, give the paint a




quick stir to reincorporate any settled copper. On a typical spring day of 15°C, the first coat will have cured sufficiently after about an hour, ready for the second coat. Coppercoat changes colour as it cures, from light to dark brown, so it is easy to monitor progress. Four coats are required, and they must be applied wet-on-tacky in one

day to ensure a good chemical bond between coats. Avoid painting on a wet day and make sure the ambient temperature is above 10°C.

**COSTS:** Budget around £30 per metre LOA for the coating and £20 for rollers and trays. The big potential cost is stripping the hull back to the gelcoat, which can cost £1,000s if you shotblast it. However, with some applications lasting 20 years, the extra costs can still work out excellent value, especially if your hull resembles the dark side of the moon.



**SPEEDSEAL Life**  
Award winning Bearing Encased\*



**DOUBLE IMPELLER LIFE RUN-DRY SAFETY**

Upgrade kits available  
01372 451992  
www.speedseal.com

now on military, rescue & lifeboats

**Traction Made Beautiful...**  
The High-Performance Non-skid coating system.



**Vitesse**

Unit E4 Fort Wallington, Fareham, PO16 8TT  
sales@vitessemarine.co.uk www.vitessemarine.co.uk/kiwigrip

01329 232360

**guk PROP SHIELD**

**NEW! Propeller Foul Release**

- Active up to 10 months • Super slick self eroding coating
- Eradicates barnacles, hard growth, electrolysis & oxidation
- Suitable for propellers, shafts, rudders, trim tabs, outdrive legs etc
- Compatible with all metals, composites & painted surfaces
- Saves fuel & maintains speed • Unique biocide free

**Propeller Antifouling**

- Active up to 12 months • Eradicates barnacles, hard growth
- Prevents weed growth†, electrolysis & oxidation
- Suitable for props, shafts, rudders, trim tabs, outdrive legs etc
- Compatible with all metals, composites & painted surfaces
- Saves fuel & maintains speed • Unique biocide free

† depending on usage



Buy online or from UK outlets • Call: 078 5403 4480  
www.prop-shield.com

**RETREAT BOATYARD**  
(Topsham) Limited

**Retreat Boatyard**  
RETREAT DRIVE, TOPSHAM, EXETER EX3 0LS

Email: [lynn@retreatboatyard.co.uk](mailto:lynn@retreatboatyard.co.uk)  
Web: [www.retreatboatyard.com](http://www.retreatboatyard.com)  
Tel: 01392 874 720 / 875 934  
Fax: 01392 876 182

Just 5 mins from Junction 30 of the M5 Motorway  
AMPLE FREE PARKING

**Chandlery**  
Shipwrights  
Engineering  
Electronics  
Craneage  
Moorings  
Storage  
Brokerage  
Osmosis Treatments  
Interspray Centre

Main Dealer:  
**VOLVO PENTA** **YAMAHA**  
**International** **MERCURY**  
yachtpaint.com **McCruiser**

Agent:  
**BUKHA** **AWLGRIP**

 Moody 41 1983 fin keel £54,950	 Vivacity 24 1972 Mercury 9.9 yr 2010 £3,750	 Hunter Horizon 1986 26 i/b Volvo Diesel £12,950
 Cornish Crabber 24' 2002 launched 2003 in/d now £38,950	 Searay 185 6m Sport 2007 £13,950	 Merry Fisher 2003 6.32m Nanni in/b diesel c/w trailer £18,995
 Regal 1800 LSR 2000 Volvo penta petrol c/w trailer £6,500	 Hardy 335 1987 2 x diesel Volvo 230hp engines now £32,500	 15 ft Dayboat c/w trailer previously owned by renowned celebrity £2,850
 Leisure 20 1979 c/w trailer & o/b £3,850	 Westerly Konsort 28' Launched 1980, Bilge Keel £19,950	 Westerly Centaur 1974 bilge Keel £8,500

Motor cruiser 18ft c/w Suzuki 60 & trailer ..... £2,950    Macwester 26 1967 ..... £4,250  
Slender 20' 2004 Honda 4, fi n keel c/w trailer £4,750    COMING SOON SOUTHERLY 45 POA

EXTENDED OPENING TIMES MARCH APRIL & MAY SAT 9am to 4pm & SUN 10am to 12:30pm

Opening times Mon-Fri 8am ~ 5pm; Sat 9am to 1pm    Out of hours brokerage by appointment only.

**allGadgets Marine**

Sales & service telephone  
01395 22 77 27

Helpful service, sensible prices. Order online or by phone  
Prompt despatch for wide range of stock items  
Non-stock items usually available on short lead times

**seaco** **NASA** MARINE INSTRUMENTS   
 **OCEAN SAFETY** **mcmurdo** EMERGENCY LOCATION BEACONS  
**Raymarine** **GARMIN**   
**bynolyt**  **STEINER**  
**STANDARD HORIZON**

See website for latest offers and to order online  
[www.allGadgets.co.uk](http://www.allGadgets.co.uk)



# James Dickens Marine Ltd



**Parker 235 2007**  
Boat on trailer, huge spec,  
see website details. £22,850



**Nauticat 42 1997** Huge spec.  
See website. Ashore Southampton.  
£199,950. Similar Boat



**1968 Twister 28** Uphams built,  
Tyler GRP hull, 2008 Beta engine,  
Classic. Ashore Hythe. £14,000



**Jeanneau 42 DS 2007**  
Little used, popular twin wheel set-up.  
VIDEOWALK on website. £114,500



**1990 Moody Eclipse 43**  
Superb pilothouse cruiser.  
BIG spec. Hythe. £144,850



**1993 Moody 38**  
REALLY NICE ONE  
Full spec on website. £TBC

SEE "VIDEOWALKS" ON WEBSITE

Tel: + 44 (0) 2380 841100 Mobile: 07733 886018

Email: sales@jamesdickensmarine.com

Hythe Marina, Southampton

**www.jamesdickensmarine.com**

**DEACONS**  
BOATYARD

## SPRING USED BOATSHOW

A PREMIER SHOWCASE FOR USED SAIL & MOTOR BOATS  
APPROX 50 BOATS ASHORE 5M TO 15M

DEDICATED SALES AREA WITH RAISED VIEWING GALLERY  
ALL TRADE SERVICES ON SITE

### GREAT PACKAGE DEALS FOR SELLING YOUR BOAT

ENTRY FEES (inc VAT)

Boats under 9m £250

Boats 9m - 10.9m £275

Boats 11m - 13m £350

Trailer boats £125 (Arriving / Departing on trailer)

FEE INCLUDES:

Lift out

Scrub off, Block off

2 months free hardstanding

Free re-launch in 2 months if unsold

**PLUS DISCOUNTED COMMISSION RATE**

Deacons Boatyard,

Bursledon Bridge

Southampton,

Hants, SO31 8AZ

Tel: 02380 402253

Email: brokerage@deaconsboatyard.co.uk

**www.deaconsboatyard.co.uk**

2ND - 5TH  
MAY 2014  
10.00 - 18.00

Michael  
**Schmidt**  
& Partner

YACHT BROKERS



**Kip Marina  
Spring Boat  
Show**  
11-13 April  
2014

Great brokerage displays  
and used boat shows  
that lead the way

stop press

Record breaking boat shows drive sales - call  
now for brokerage and winter storage deals...

[www.michaelschmidt.co.uk](http://www.michaelschmidt.co.uk)

A selection of the sail and power boats we offer...



Moody MK II - 1987

£32,950



Halberg-Rassy 36 - 1997

£129,950



LM Vitesse 33 - 1994

£49,950



Beneteau Oceanis 50 - 2006

£159,000



Pronavia 38 - 2007

£84,950



Bavaria 37 - 2000

£49,500

contact us now at your local office...

**Hamble Point:**

02380 455 714  
SO31 4NB

**Windermere:**

01539 447 700  
LA23 3HE

**Kip Marina:**

01475 529 975  
PA16 0AS

**Rhu Marina:**

01436 821 606  
G84 8LH

SHORE & PONTOON SALES | COMPETITIVE SALES PACKAGES | MULTI MEDIA MARKETING





# Subscribe to these top sailing titles **SAVE OVER £26**

**PLUS** get a **FREE** yachting annual\*



**BEST FOR CLASSICS**

## CLASSIC BOAT

Read about the world's most beautiful boats, plus seamanship and restoration features, history, design columns and practical advice.

**From only £39.95 for 1 year**  
(12 issues, usually £66)



**BEST FOR RACING**

## YACHTS & YACHTING

Essential reading for racing sailors, providing tips from the best coaches, plus exclusive interviews, equipment guides and tests of the latest boats.

**From only £39.95 for 1 year**  
(12 issues, usually £66)



**BEST FOR CRUISING**

## SAILING TODAY

The magazine for hands on cruising sailors, offering a wealth of practical advice and a dynamic mix of in-depth boat, gear and equipment reviews.

**From only £39.95 for 1 year**  
(12 issues, usually £66)

**PLUS** we'll send you *The Yachting Year*, our annual capturing the highlights of 2013 and an events guide for 2014, absolutely free!\*



## TO ORDER

Go to [www.chelseamagazines.com/marine](http://www.chelseamagazines.com/marine)  
Or call **+44 (0) 1795 592 810** and quote N402

\*Free yachting annual applies to UK Direct Debit orders only





# BATES WHARF

southern ltd

## **Beneteau Oceanis 440**

1991 Year Model, Wheel Steering, Winged Fin Keel, Perkins Prima 50 hp Diesel Engine, B & G Tri Data Instruments, Phillips & Garmin GPS, Furuno Radar, Simrad Auto Pilot, AIS, Navtex, Panda Generator, Eberspacher Heating, Cruising Chute & Snuffer. Lying Eastbourne.

**£75,000**



## **Oyster 56**

1998 Year Model. A Superb Blue Water Cruiser, Yanmar 4JH4-THE 110hp (2008). New Standing & Running Rigging, New Kemp Sails, Raymarine P70 & i70 Displays, Garmin GPSMAP 5015 & Integrated HD Radar, Raymarine Satellite TV Receiver, Selden Hydraulic Operated Headsail, Staysail, Gooseneck Drive & Backstay. Lying Eastbourne.

**£485,000**



## **Beneteau Oceanis 323**

2006 Year Model, Owner's Two cabin Version, Deep Fin Keel, Wheel Steering, Yanmar 19hp Engine, Slab Reefed Mainsail, Raymarine GPS Chart Plotter, Tri Data, Autohelm, JRC Radar & Eberspacher Heating.

**£59,950**



## **Island Packet 440**

A Luxury Blue Water Cruiser, 2007 Year Model, Long Keel, Wheel Steering, In-mast Mainsail Furling, Yanmar 4JH4 75hp Diesel Engine, Bow Thruster, Electric Windlass, Raymarine Auto Helm, Raymarine E80 Dual Station. Lying Eastbourne.

**£285,000**



## **Beneteau Oceanis 323**

2004 Year Model, Owner's Two Cabin Version, Shallow Fin Keel, Wheel Steering, Volvo Penta 19hp Engine, Slab Reefed Mainsail, Raymarine GPS Chart Plotter, Tri Data, Wheel Pilot, Simrad VHF Radio, Electric Anchor Windlass & Wind Turbine.

**£49,950**



## **Bavaria 40 Cruiser**

2008 Year Model, 3 Double Cabins, Deep Fin Keel, Twin wheel steering, In-Mast Mainsail, Volvo Penta Sail Drive 38hp Engine, Electric Anchor Windlass, Raymarine Chart Plotter, Tri Data Instruments, Auto Pilot, ICOM VHF & Webasto Heating. Lying Brighton

**£89,950**



## **Beneteau First Class 7.5**

2005 model year Beneteau First Class 7.5 racing yacht. inventory includes outboard engine two mainsails, two roller genoas and an asymmetric spinnaker. Lying Eastbourne.

**£16,000**



## **Jeanneau Sun Odyssey 40**

2002 Year Model, Long Fin Keel, Wheel Steering, Yanmar 4JH3E 50hp Diesel Engine, Slab Reefed Mainsail, Owner's Two Cabin Version, Garmin GPS, Raymarine Tri-Data Instruments and Electric Anchor Windlass. Lying Prevesa - Greece.

**£57,500**



## **Freedom 30**

1990 Year Model, Long Shallow Keel, Wheel steering, Cat Ketch Rigged with Carbon Fibre Masts, Nanni N2 14hp diesel Engine (New 2012), 4 Berths, Stowe Tri Data Instruments, Garmin GPS, Icom VHF Radio, Auto Pilot, Saunders Main Sail & Mizzen. Lying Eastbourne.

**£27,950**



## **Southerly 110**

2010 Year Model, Lifting Keel, Wheel Steering & Twin Rudders, Yanmar 39hp Sail Drive Engine, In-Mast Mainsail Furling, Self-Tacking Furling Genoa, Bow Thruster, Electric Anchor Windlass, Raymarine Chart Plotters, Autopilot, Wind Generator & Coppercoat.

**£180,000**



## **Contessa 35**

1976 Year Model, Fin & Skeg Keel, Tiller Steering, Nanni (2006) 37hp Diesel Engine, Raymarine S2 Auto Pilot, Garmin 128 GPS, Icom DSC VHF, AIS Transponder & Hammer Head Tablet PC. Lying Eastbourne.

**£27,500**



## **Hunter Pilot 27**

2002 Year Model, Bilge Keel, Hull Epoxy Treated When new, Nanni 250HE 14.5 hp Diesel Engine, Slab Reefing Mainsail, Furling Genoa, Garmin 750 GPS Chart Plotter, Raymarine ST2000 Tiller Pilot, Simrad VHF Radio, ST40 Wind, Speed & Echosounder Instruments & Navtex. Lying Eastbourne.

**£36,950**



## **Oyster 26**

1980 model year, Bermuda Sloop Cruiser/Racer, 5 Berths, Fin keel, Tiller Steering, Volvo Penta Sail Drive, Autohelm Auto Pilot, Magellan GPS & VHF Radio. Lying Eastbourne.

**£14,500**



## **Westerly Griffin**

1979 Year Model, Fin Keel, Tiller Steering, Mitsubishi 17hp Engine (Replaced 2008), 6 Berths, Standard Horizon 300 Chart Plotter, Icom DSC VHF Radio, Navman Wind & Tri Data Instruments. Lying Eastbourne.

**£16,000**



[www.bateswharf.com](http://www.bateswharf.com)

**BATES WHARF  
SOUTHERN,  
LET US HELP YOU FIND  
YOUR PERFECT BOAT.**

Bates Wharf Southern Ltd  
3A Harbour Quay,  
Sovereign Harbour,  
Eastbourne,  
East Sussex BN23 5QF

Call: 01323 470 066

[boatsales@bateswharfsouthern.co.uk](mailto:boatsales@bateswharfsouthern.co.uk)

  
**BENETEAU** agents from  
Chichester Harbour to Dover




Chris & Craft

BAYLINER







## 100% PROFESSIONAL

*Sailing Holidays in La Gomera*

"Experienced, professional and a great balance of learning and fun." - John

La Gomera  
**CANARY SAIL**

Superior Service ☒  
Outstanding RYA Training ☒  
Amazing Location ☒

**RYA Training Centre**

[www.canarysail.com/viewQuotes.jsp](http://www.canarysail.com/viewQuotes.jsp)  
email: [info@canarysail.com](mailto:info@canarysail.com) Tel (UK): 01252 837648

## TURKEY & GREECE

Discover 2 fascinating countries  
in 1 fabulous holiday



## CATAMARANS

Bareboat & Skippered  
*luxuriously appointed  
extensively equipped  
& competitively priced*

**CALL NOW FOR DISCOUNT OFFERS**

tel/fax: Int+90 2523637794  
[info@broadbluecharters.com](mailto:info@broadbluecharters.com)  
**[www.broadbluecharters.com](http://www.broadbluecharters.com)**



# YACHT CHARTER

## GREECE & THE CARIBBEAN

[www.sailionian.com](http://www.sailionian.com)

- Bareboat Charter • Skippered Charter
- Assisted Sailing • RYA training courses






- We are family run • All yachts are in excellent condition
- Yachts from 30 to 56 ft • Dinghy & Outboard included
- Go sailing on the day of arrival • Wifi available on board
- Why not Indulge yourselves on a luxury Skippered charter

**RYA Training Centre**

**Sail St. Vincent & The Grenadines**  
[www.sailgrenadines.com](http://www.sailgrenadines.com)

**WWW.SAILIONIAN.COM | INFO@SAILIONIAN.COM | 0800 321 3800**



# Discover a world of sailing with Kiriacoulis

First for sailing holidays in the Mediterranean. The finest yacht charters at the best value for money.

Charter in Greece, France, Turkey, Italy, Malta, Croatia or the Caribbean.

MAIN UK AGENTS  
**Nautilus Yachting**  
 The Watmill, 87 High Street, Edenbridge, Kent TN8 5AU  
 t: 01732 867445 e: charter@nautilusyachting.com  
 www.nautilusyachting.com

**Tenrag Yacht Charters Ltd**  
 Tenrag House, Preston, nr. Canterbury CT3 1EB  
 t: 01227 721874 e: info@tenrag.com  
 www.tenrag.com



www.kiriacoulis.com

## Private exclusive Yacht Charters Malta

Charter one of our sailing yachts or motor boats for a day, a weekend or even a week. You may sail or cruise around the Maltese Islands, Sicily or beyond. Yachts are available with or without Skipper.

**NAUTICA** 21 - 23 Msida Road, Gzira GZR 1401 - Malta  
 Tel: + 356 21338253, + 356 21345138/9 Fax: + 356 21343821 GSM + 356 99496510  
 e-mail: info@nautica.com.mt www.yachtchartermalta.com www.nautica.com.mt

**Nautilus Yachting**

WORLDWIDE  
 BAREBOAT  
 AND FLOTILLA  
 HOLIDAYS

sailing holidays  
 your way

Great yachts at the best prices throughout the Mediterranean and the Caribbean

Friendly flotillas in Greece, Turkey and Croatia



call 01732 867445 | www.nautilusyachting.com

GREECE | CROATIA | TURKEY | FRANCE | MAJORCA | ITALY | ANTIGUA  
 BRITISH VIRGIN ISLANDS | GRENADINES | SEYCHELLES | THAILAND

Quality yachts  
 required to join our  
 busy UK charter fleet

Sail away with  
**Solent Yacht Charter**  
 International

incorporating Haslar Sea School  
 and Victory Yacht Charter

- Solent Sailing
- Sea School
- Corporate Entertainment
- Charter Management
- Explore the opportunity of charter income to offset the cost of yacht ownership

For the latest information on prices, special offers, new boats and more just log on to

**www.solentyachtcharter.com**

Email: info@solentyachtcharter.com

Call: 023 9260 2708 to make your booking



## ON-LINE THEORY

**DAY SKIPPER**  
**COASTAL / YACHTMASTER**  
**£295.00**

Learn at Home On-line

Day Skipper and Yachtmaster Theory Courses.

Full Tutor Support - Course Materials - Free Theory Clinic

**FREE PLOTTER AND DIVIDERS WITH DAY SKIPPER THEORY COURSE**

**On-line and Classroom Combined Course also Available**



**www.commodore-yachting.com**  
**training@commodore-yachting.com**  
**02392 504443 / 07971 290589**







**Simply the best...**

## Learning Navigation just got easier...

Our RYA approved online sailing courses are now supported by more video tutorials, more graphics and some great technical advances. Study for your RYA theory qualification the modern way – at your own pace, in your own time with full one-to-one support.



Get instant access. Sign up online today!  
[www.splashseaschool.com](http://www.splashseaschool.com) 



TURKEY	UK
MEDITERRANEAN	BAREBOAT
CARIBBEAN	SKIPPERED
PACIFIC	CREWED
ASIA	SAILING COURSES




**Special Offers Available**



02392 347655 

[www.top-yacht.com](http://www.top-yacht.com)



# sailingholidays.com®

Flotilla Specialists






FULL FINANCIAL PROTECTION



Relax and enjoy it!

Meandering around the Greek Islands under sail  **020 8459 8787**

Escape...

with

# SUNSCAPE

YACHTING



**01737 300805**  
[sunscapeyachting.co.uk](http://sunscapeyachting.co.uk) 

**FLOTILLA AND BAREBOAT CHARTER**  
 TURKEY | GREECE | CROATIA | SARDINIA | SICILY | BALEARICS  
 Small, friendly flotillas | Sail-and-Stay holidays | Learn-to-Sail | Gulet and Yacht cruises



**HOYLAKESAILING SCHOOL**  
**MERSEYSIDE**  
**5 DAYS OR 2 WEEKEND THEORY COURSES**  
 Dayskipper • Coastal Skipper  
 Yachtmaster Offshore • Yachtmaster Ocean  
 STCW95 MASTER <200gt  
**ONE DAY COURSES**  
 Diesel Engine • First Aid • VHF  
 Radar • MCA Sea Survival  
 RYA Evening Classes begin in September  
**Courses available in the Riviera**  
**www.sailorsworld.co.uk**  
 MARINE HOUSE, 86A MARKET STREET,  
 HOYLAKES, WIRRAL, MERSEYSIDE CH47 3GD  
**0151 632 4664**





**- Moonfleet Sailing -**  
 Call: 01202 682269 Email: info@moonfleet.net

- ▶ All RYA Practical and Theory courses.
- ▶ VHF/SRC, ICC and CEVNI, Diesel Engine, First Aid and Radar.
- ▶ Cruises to France, West Country and Channel Islands.
- ▶ Corporate Entertainment
- ▶ Bareboat/Skippered Charters, Own Boat Tuition, Yacht Deliveries.

**All inclusive price**  
 Late booking offers - See our website for details.

Cobbs Quay, Hamworthy,  
 Poole, Dorset BH15 4EL  
 Tel 01202 682269  
 www.moonfleet.net



  
**pinnacle yachts**  
 Ionian Yacht Charter


**BEAUTIFUL GREEK ISLAND SAILING**  
 Sail the Ionian Islands on one of our well equipped and maintained yachts  
 Fully licensed for bareboat and skippered charter  
 Professional, friendly service  
**Tel: 0030 6947 040767**  
**www.pinnacle-yachts.co.uk**  
**info@pinnacle-yachts.co.uk**


 **SETSAIL HOLIDAYS** **Bareboat & Flotilla in the Mediterranean**






**www.setsail.co.uk email: boats@setsail.co.uk tel: 01787 310445**

 **Elite Sailing**  
 training and adventure

 **RYA Practical & Theory Courses**  
**Adventure Sailing Holidays**  
**Sailing Weekends**  
 Quality Training and Individual Attention



**Fast Track Yachtmaster Courses**  
 Includes fantastic 47 or 54 day experience-building circumnavigation of Britain and visits to France, Ireland etc.

**Chatham, Kent – 45 minutes from Central London**  
**Tel: 01634 890512 | www.elitesailing.co.uk**

**Learn Navigation... at home**  
 The UK's leading correspondence school est. 1970



- Started at night school but never finished?
- Enrol at any time of the year in the UK or overseas
- Complete your course at a pace to suit yourself
- No commitment to specific times and dates
- All charts and publications included
- Complete your course and RYA exams at home
- Tutor support is only a phone call, email or fax away
- Motor and sail
- Full RYA certification
- Course material now a CD-ROM option

RYA Day Skipper Sail  
 RYA Day Skipper Motor  
 RYA/MCA Coastal Skipper/Yachtmaster  
 RYA/MCA Yachtmaster Ocean  
 RYA Coastal Cruising to Ocean Cruising

For a FREE prospectus contact us on  
**Tel: 00 44 (0)1625 262365**  
**Mob: 00 44 (0)798 444 7760**  
**Email sail@nmcs.org.uk**  
**www.nmcs.org.uk**

  
 National Marine Correspondence School

**As real as it gets without leaving home!**





The Holidays & Schools Directory is the place to advertise please contact 01489 585225



# Why pay **FULL PRICE** on **YOUR** yacht charter holiday?

## ACT NOW FOR MASSIVE DISCOUNTS!

# www.latesail.com

## Worldwide Discounted Yacht Charters

# LateSail®

info@latesail.com | UK 08450 60 50 50 | Worldwide +44 (0)1227 479900

“LateSail does four things right. It offers a service that appeals strongly to a particular niche market; it is providing a price advantage with its discounts; it benefits everyone concerned; and it provides precisely the information those people need”

Daily Telegraph

“For those feeling flexible, the website offers up to 50% off charters - not all of them last-minute”

Sunday Telegraph

ST168 LateSail

## CLYDE & WEST COAST CRUISING



### Bareboat and Skippered Charters Firth of Clyde and West Coast

Convenient for Glasgow/Prestwick Airports  
Oceanis 40 (New 2009) luxuriously fitted  
Owner: enthusiastic RYA Instructor & Examiner  
RYA Recognised Sea School  
RYA Courses

RYA Coastal Skipper/Yachtmaster exam prep.  
Personalised practical/theory tuition to the highest standards.

Corporate Entertainment  
Individual/group instruction on Oceanis or own boat tuition.

No hidden extras, relaxed and memorable experiences.

Wildlife, SAR Helicopter hi-lines, lots of laughs.

Other Yachts Available for charter

from 35 to 45ft.

Oceanis 40 (New 2009)

Beneteau 423 (2006), Bavaria 38 (2005)

Contact: Ian - Clyde & West Coast Cruising  
Tel: 01505 843714 Mobile: 07768 663190  
Email: info@clydewestcoastcruising.com  
www.clydewestcoastcruising.com



Fast & Fun

Britannia  
Powerboat training

## EAST COAST SPECIALISTS IN RYA POWERBOAT TRAINING

LEVEL 1, LEVEL 2, INTERMEDIATE,  
ADVANCED, SAFETY BOAT TRAINING

PLUS CORPORATE FAST AND FUN DAYS

RYA

Britannia Sailing East Coast Victory House, Shotley Marina, Ipswich, Suffolk IP9 1QJ  
T. (01473) 787019 E. enquiry@britanniasailingschool.co.uk

www.britanniasailingschool.co.uk

## Don't miss our sister titles

Choose from these top sailing titles on  
chelseamagazines.com

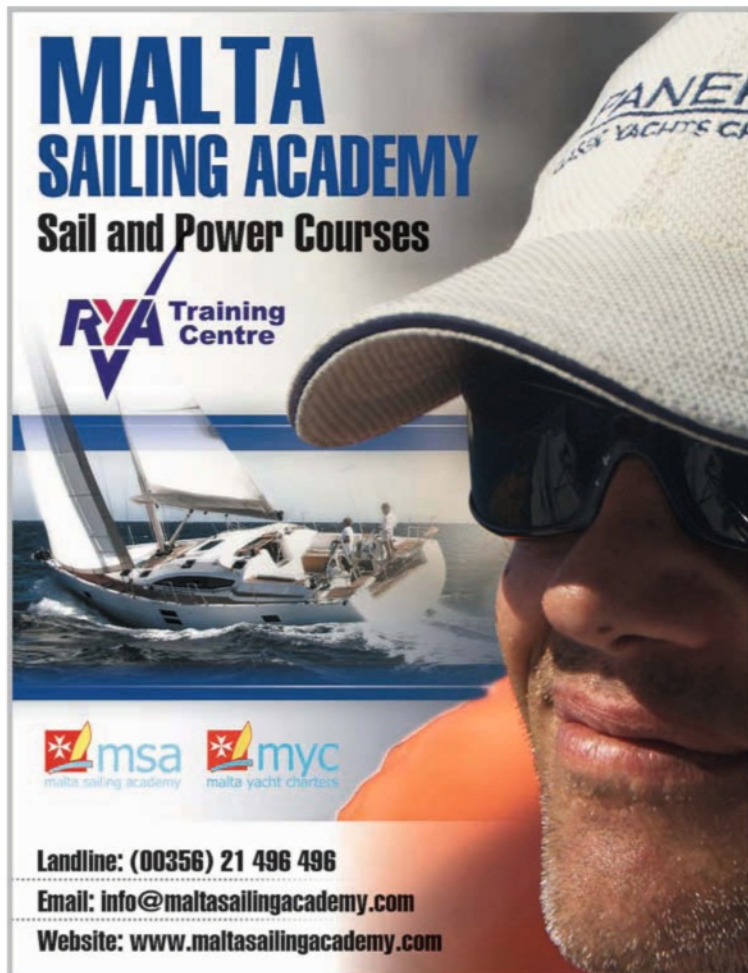




# MALTA SAILING ACADEMY

## Sail and Power Courses

**RVA Training Centre**



**msa** malta sailing academy **myc** malta yacht charter

Landline: (00356) 21 496 496  
Email: [info@maltasailingacademy.com](mailto:info@maltasailingacademy.com)  
Website: [www.maltasailingacademy.com](http://www.maltasailingacademy.com)

See us at Southampton Boat Show stand J086



# SEAFARER

## CRUISING & SAILING HOLIDAYS

### FLOTILLA SAILING BEACH CLUB HOLIDAYS & YACHT CHARTER

GREECE • TURKEY • CROATIA • CARIBBEAN

Scan here for



TOP QUALITY BEST PRICES

[www.seafarersailing.co.uk](http://www.seafarersailing.co.uk)

0800 496 4670

discount voucher

## ANTIFOULING

NO HULL PENETRATIONS REQUIRED!

[www.nrgmarine.com](http://www.nrgmarine.com)

# SONIHULL

### Ultrasonic Antifoul System



Oceanis 37 after a year long sea trial using a Sonihull Duo. The pictures speak for themselves! The owner also commented that he has not had to clean the speed log paddle wheel since the system was fitted!



**SONIHULL MONO**  
Ultrasonic generator system single transducer suitable for both sailing and motor yachts up to 32ft.



**SONIHULL DUO**  
Dual output ultrasonic generator system with two transducers, suitable for both sailing and motor yachts up to 60ft.

- ENVIRONMENTALLY FRIENDLY
- INCREASE FUEL EFFICIENCY
- COST EFFECTIVE
- AUTO LOW VOLTAGE CUT OFF AT 10 VOLTS TO PROTECT AGAINST BATTERY DISCHARGE
- 100-240VAC & 12-24VDC AS STANDARD
- EFFECTIVE REMOVAL OF A WIDE RANGE OF ALGAE



Banish the Barnacle with **Sonihull!**

NRG MARINE LTD Tel: +44 (0)845 900 2171 Fax: +44 (0)845 900 2197 Email: [info@nrgmarine.com](mailto:info@nrgmarine.com)

## ANTIFOULING

**THE ORIGINAL SOFT ABRASE SYSTEM**  
Safely removes old antifoul and paint etc, with no damage to gelcoat. Dry grit blasting also available. Gel Peeling and epoxy coating service.

**Symblast.com**  
Tel: 01202 387289  
07957 655978

## BOAT SHARE

**Yacht Fractions Ltd**  
(est.1991)

The Yacht share specialists.  
Shares for sale used and new boats  
New boats supplied for private or shared or Charter management  
Bavaria, Beneteau, Jeanneau.  
UK and Med.

[www.yachtfractions.co.uk](http://www.yachtfractions.co.uk)  
01326 374435

visit [sailingtoday.co.uk](http://sailingtoday.co.uk)

## BOAT YARD SERVICES

**Hayling Yacht COMPANY**




**THE SOUTH'S LEADING OSMOSIS CENTRE**  
USING 5 HOTVAC MACHINES. FASTER, MORE EFFECTIVE TREATMENTS WITH AN OPTIONAL FULL 5 YEAR GUARANTEE.

**CALL 02392 463592**  
EMAIL: [info@haylingyacht.co.uk](mailto:info@haylingyacht.co.uk) VISIT: [www.haylingyacht.co.uk](http://www.haylingyacht.co.uk)



## ENGINES/ FITTING OUT

**BETA MARINE**

**10 to 150 hp** - 14 very smooth, multi-cylinder, heat exchanger cooled engines

**We offer you the best**, compact, reliable engines at very competitive prices!

**Easy engine replacement**, we can supply special engine feet designed to fit your boat

**Engineered in the UK**, at Beta Marine in Gloucestershire, we welcome your visit

**Installation**, buy through our dealer network for an installation package - see our website for dealer listings, or contact us

**5 Year 'Self Service' Warranty**

*The Yachtman's Choice*

**www.betamarine.co.uk**

**Tel: 01452 723492 Email: sales@betamarine.co.uk**



## Sailspar Continuous Line Headsail Roller Reefing System

### BUILT TO LAST Lifetime Warranty

Sailspar designed its own unique continuous line headsail system and this has now been in production for more than 25 years.



www.sailspar.co.uk  
01206 251348  
office@sailspar.co.uk

EST. 1968  
**SAILSPAR**

## FITTING OUT

**SHERATON MARINE CABINET**  
Gratings - Tables - Doors  
**THE YACHT TIDY** or Cove Locker  
**Solid TEAK Panel** with rear container and fitting instructions  
PRICE - £44.00 incl p/p & VAT.  
www.sheratonmarinecabinet.com  
Tel - 01993868275

visit sailingtoday.co.uk

**SOLVE YOUR SEALING PROBLEMS**  
**SEALS+DIRECT** FREE catalogue  
• Hatch and door seals • Window rubbers  
• Rubber and PVC Fender • Edge trims  
• Extrusions • Adhesives • Hoses,  
Plus lots more  
FREE fully illustrated catalogue.  
Please visit our website or call  
**0845 226 3345 OR 01425 617722**  
Seals+Direct Ltd, Unit 6, Milton Business Centre, Wick Drive,  
New Milton, Hampshire BH23 6RH  
www.sealsplusdirect.co.uk

## HOLIDAYS

**www.pinnacle-yachts.co.uk**  
Beautiful Greek Island Sailing

## INSURANCE

Brighton: 14:30 Tuesday 20th August 2013  
Wind: Force 3-4 variable west to south west  
Weather: Clear, very good visibility  
Boat: Jeanneau 32i - "POPPY"  
Location: Off the coast of Brighton  
Julie Grover, Haven Knox-Johnston's  
Accounts Manager is at the helm enjoying  
a day's sailing with husband Ian just  
off Brighton Marina.



**Together we've got it covered**

Call now on 01732 223 650 or visit [www.boatinsure.co.uk](http://www.boatinsure.co.uk)

11 Tower View, Kings Hill, West Malling, Kent ME19 4UY. Haven Knox-Johnston is a trading name of Amlin Underwriting Services Limited. Authorised and regulated by the Financial Conduct Authority



**Haven**  
Knox-Johnston  
An Amlin Group Company  
**SPECIALIST BOAT INSURANCE**



## INSURANCE

**YACHTING24**  
online insurance

**Insurance to match the cut of your jib...**

Straightforward online quotation and purchase system

Only pay for the cover you really need

Agreed fixed value policy with no need for a survey

[www.yachting24.co.uk](http://www.yachting24.co.uk)

A member of the Pantaenius Group  
A member of the Pantaenius Group

**PANTAENIUS**  
Yacht Insurance

## INSURANCE

**Boating on a Budget?**  
PLEASURECRAFT INSURANCE  
from  
**Traffords**  
LIMITED  
[www.traffords-insurance.co.uk](http://www.traffords-insurance.co.uk)  
Competitive Premiums  
Installments Available  
Independent Family Business  
Telephone: **01525 717185**  
Fax: **01525 717767**  
Email: [info@traffords-insurance.co.uk](mailto:info@traffords-insurance.co.uk)  
Traffords Ltd, 7 Doolittle Yard  
Froggall Road, Amphill  
Bedford MK45 2NW  
Calls may be recorded. Regulated by the Financial Services Authority (FSA).

## LIFE RAFTS

**LIFERAFT AND EPIRB HIRE**  
Send for our FREE info pack and depot list  
**0800 243673**  
[www.liferafts.com](http://www.liferafts.com)  
[info@liferafts.com](mailto:info@liferafts.com)  
Fax: 01621 785934  
**LIFERAFT & DINGHY SERVICING**  
Liferaft House  
Burnham-on-Crouch  
Essex CMO 8TE  
THE WORLD'S LARGEST DEDICATED LIFERAFT HIRE COMPANY

## PROPERTY

## House for Sale

2 miles from Inverkip Marina on the Clyde, Scotland, UK... Superb sea and mountain views.

Detached 1999 built, 3 bedrooms, integral garage, parking for 3 cars and small South facing garden. Convenient for Glasgow International airport (30 mins) and Glasgow city centre (40 mins). All amenities nearby include Primary School and Wemyss Bay railway station with an hourly service to Glasgow.

**Offers over: £180,000**

For further details contact owner:

01475 529003 or

email [m.roslin@seacliffe.net](mailto:m.roslin@seacliffe.net)

The Holidays & Schools

Directory is the place to advertise, please contact

01489 585225

## WEBGUIDE

[www.pinnacleyachtsales.com](http://www.pinnacleyachtsales.com)  
Buy with confidence in Greece

[www.dolphinsails.com](http://www.dolphinsails.com)

# LOOK FOR THE LOGO

**British Marine Federation**



Look for the BMF logo and buy with confidence from over 1500 accredited companies that adhere to the British Marine Federation's Code of Practice.

By following this code, BMF members offer their customers quality, competitive pricing and peace of mind. When you buy BMF, you will also experience ethical business practice and great customer service.

Every company displaying the BMF logo is proud of all it represents.

**Buy BMF.**

Buy with confidence. Look for the logo.

[britishmarine.co.uk/logo](http://britishmarine.co.uk/logo)

**British Marine Federation**



NOT ON  
COMPARISON  
WEBSITES!

**The Specialists**

**craftinsure**.com

**Comprehensive boat insurance**

Top quality cover with online savings

Quick and simple – at the touch of a button

[www.craftinsure.com](http://www.craftinsure.com)

or call: **08452 607888**

Authorised and regulated by the Financial Services Authority

## Yacht Insurance due?

**Make sure you get a quote from us**

### Everything you need

One of the most comprehensive policies on the market.

### Outstanding claims settlement

When it comes to claims settlement our reputation is second to none.

### Incredible value

Our yacht insurance costs less than you think.

For an instant quote and same day cover call

**0151 473 8000**

Monday to Friday, 9am to 5.30pm

[gjwdirect.co.uk](http://gjwdirect.co.uk)

**GJWDirect**

The UK's Largest Direct Boat Insurer

Authorised and regulated by the Financial Conduct Authority



## MOORING

## Chichester Harbour

We have a selection of moorings available in our stunning natural harbour. Conservancy maintained moorings are the best value all year round moorings in the harbour and probably anywhere on the South Coast!

## Emsworth

12m deepwater moorings £1514.60  
9m drying moorings from £337.19

## Nutbourne

9m deepwater moorings £966.42

## Itchenor

9m deep water moorings £1268.04  
6m moorings from £656.71

All prices include VAT and are for a 12 month hire from 1 April 2014

Contact: Adrian Rowe, Moorings Officer  
01243 510980 or [adrian@conservancy.co.uk](mailto:adrian@conservancy.co.uk)



[www.conservancy.co.uk](http://www.conservancy.co.uk)

Chichester  
Harbour  
Conservancy

## SAILS

**dolphin  
sails**



Celebrating 50 years  
1964 - 2014

**Cruising Sails • Racing Sails  
Top Down Furlers • Marine Covers  
Architectural Awnings**

[sails@dolphin-sails.com](mailto:sails@dolphin-sails.com) • [www.dolphinsails.com](http://www.dolphinsails.com)

**Tel: 01255 243366**



**QUAY SAILS  
(POOLE) Ltd**



**Cruising & Racing Sails  
Covers & Accessories  
Quality and Performance**

**Tel: 01202 681128 Email: [info@quaysails.com](mailto:info@quaysails.com)**

20 Lagland Street, Poole, Dorset BH15 1QG

**[www.quaysails.com](http://www.quaysails.com)**

**Hayling Yacht  
COMPANY**

## PONTOONS AND MOORINGS IN BEAUTIFUL CHICHESTER HARBOUR

Family run for over 75 years, Hayling Yacht Company lies on the Western edge of Chichester Harbour. With new pontoons fitted in 2011, giving a total of 157 on site, and 50 swinging moorings, we can offer great prices in a great location - with a 50% discount on a summer scrub when taking a swinging mooring.

**WITH FULL BOATYARD FACILITIES - OSMOSIS, REPAIRS, SPRAY PAINTING**  
We have become the leading storage, osmosis and repair centre on the South coast. With 44,335 sq ft of secure 3m walled, concreted hardstanding (with full electrics), 15,000 sq ft undercover in secure sheds, skilled craftsmen and 5 Hot Vac machines constantly in use, we can cater for all craft.

**Call 02392 463592 • [www.haylingyacht.co.uk](http://www.haylingyacht.co.uk) • [info@haylingyacht.co.uk](mailto:info@haylingyacht.co.uk)**

## Bespoke Covermaking



**Kemp Sails**  
Sprayhoods  
& Binnies  
Sail Covers  
& Dodgers  
Mainsail  
'Packaways'

Call Gosport on 023 92 808717  
or Wareham on 01929 554308  
email: [info@kempsails.com](mailto:info@kempsails.com)  
**[www.kempsails.com](http://www.kempsails.com)**

visit [sailingtoday.co.uk](http://sailingtoday.co.uk)

## SERVICES



Port Hamble, Satchell Lane,  
Hamble, Hampshire, SO31 4NN  
T: 02380 454 111  
E: [sales@hambleyachtservices.co.uk](mailto:sales@hambleyachtservices.co.uk)

HYS are experts in:  
Refit & Repair ~ Rigging  
Engineering ~ Boat Storage  
Painting ~ Boat Lifting  
Winter Lay Up ~ Berthing  
Mast Stepping

[www.hambleyachtservices.co.uk](http://www.hambleyachtservices.co.uk)

## SERVICES



[www.norwestmarine.co.uk](http://www.norwestmarine.co.uk)

## YACHT DELIVERY



[www.halcynyachts.com](http://www.halcynyachts.com)

**Don't  
miss  
our  
sister  
titles**

[chelseamagazines.com](http://chelseamagazines.com)







## JAVELIN 30 5 BERTH CRUISER

1GM Yanmar diesel. Survey Report available with full set of sails. Moored at Fareham, Hants.

► For full specification telephone 01329 282820



## MAURICE GRIFFITHS CUTTER-RIGGED KETCH

Launched 1987, re-engined 2000 with Nanni 37 hp. Versatile rig to suit any conditions, easily handled. 39'8" overall, based on Barbican 33 hull. A lot of boat for the money. Lying Fehmarn, Germany but vendor can help sail her back to East Anglia.

► Price: £25,000 ono

► Contact: kontakt@schmidt-yachts.de or ring Toby on 01603 452376



## BENETEAU FIRST 35

Incredibly spacious 8 berth cruiser / racer (1981) – Beta 30hp engine fitted in 2011 – Furuno colour radar plotter – GPS – Navtex – Eberspacher – Life raft – Hot water system – Electric windlass and lot's more.

► Price: £25,000

► Contact: 07976898187 or 07789641793

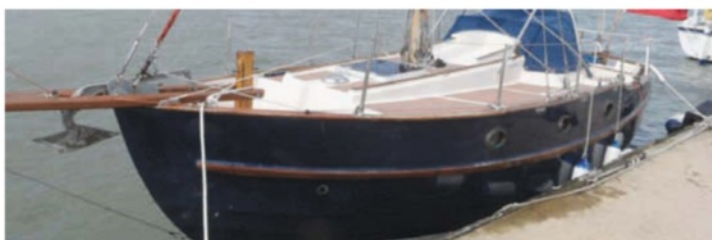


## 2003 JEANNEAU SUN ODYSSEY 37

Lightly used and an excellent example of this popular fast cruiser. 3 cabins, very comprehensive inventory includes safety equipment, dinghy etc. Berthed on the Turquoise Coast with idyllic cruising grounds.

► PRICE: £49,500

► Contact for full details: 01923 262212 / design@barrykemp.co.uk



## YARMOUTH 23 GAFF RIGGED CUTTER

Good condition ready to sail. Well maintained inside and out. Well equipped. Fully serviced Beta 13.5 diesel engine warps, fenders, crockery and glassware Gas cooker, sea toilet.

► Price: £21,000 ono

► Contact: 01983 884633 / philip.dodd755@btinternet.com



## NAUTICAT 33 1975

Motor sailer, long-keel ketch. Sleeps 6, 2 heads. Spacious wheelhouse. 4 sails, covers, legs. 70+HP Ford Diesel: 2X 300lt tanks. Autopilot. 2012 survey available. Registered. Ipswich. chris-john.harvey@tiscali.co.uk.

► Price: £34,000

► Tel: 01508 558446



## NICHOLSON 32 MK XI (1981)

Last of this famous line of classic ocean cruisers. 2012 Beta 43hp diesel, new wiring, batteries, solar panels, charger and inverter, pressurised water and much, much more.

► Price: £22,500

► Contact: 07711 717653



## ATLANTICA 375 DUTCH BUILT 1988.

Based Levkas Greece  
7 berth, fully equipped, professionally maintained  
5 share syndicate bargain

► Price: £6000 share

► Tel for full details 07941331690



# Dispatches

TONGA | YINDEE PLUS



## Brisk southerlies propelled us from Tonga to Fiji in just three days. For the first time ever, we'd made a passage in less time than expected.

In Savusavu, the officials came aboard – customs, health and immigration, clutching the paperwork we'd faxed two weeks earlier. Smiles, efficiency and handshakes and we were legal. Fiji's Indian influence is evident in the fragrant spice markets, the crowded bus stations, swarming with well-presented school children and, of course, in the wonderful but cheap curry available on every corner.

Then the Lau Islands beckoned. Out of bounds to yachts for decades, they offer pristine reefs, remote island scenery and traditional village culture, unchanged for centuries. But first, we had to buy *yagona*. The dried root of this scrubby bush is pounded, soaked and served up in ritual form, and would be our gift when we met the chief. Vanua Balavu was our landfall, where the reef protects Fiji's Bay of Islands in turquoise water and complete tranquillity. We anchored alone in 3m between 'floating islets' no more than 50m apart. The colours of the reef, the air quality and the piercing light were awe-inspiring. 🌊

**FEATURE HERE!** Send us your dispatches – from Dundee to Dunedin



facebook.com/  
SailingToday



twitter.com/  
SailingTodayMag



editor@  
sailingtoday.co.uk



### YINDEE PLUS Seastream 43

**LOA:** 43ft 4in (13.2m)

**LWL:** 36ft 9in (11.2m)

**Beam:** 14ft 1in (4.3m)

**Draught:** 6ft 3in (1.9m)

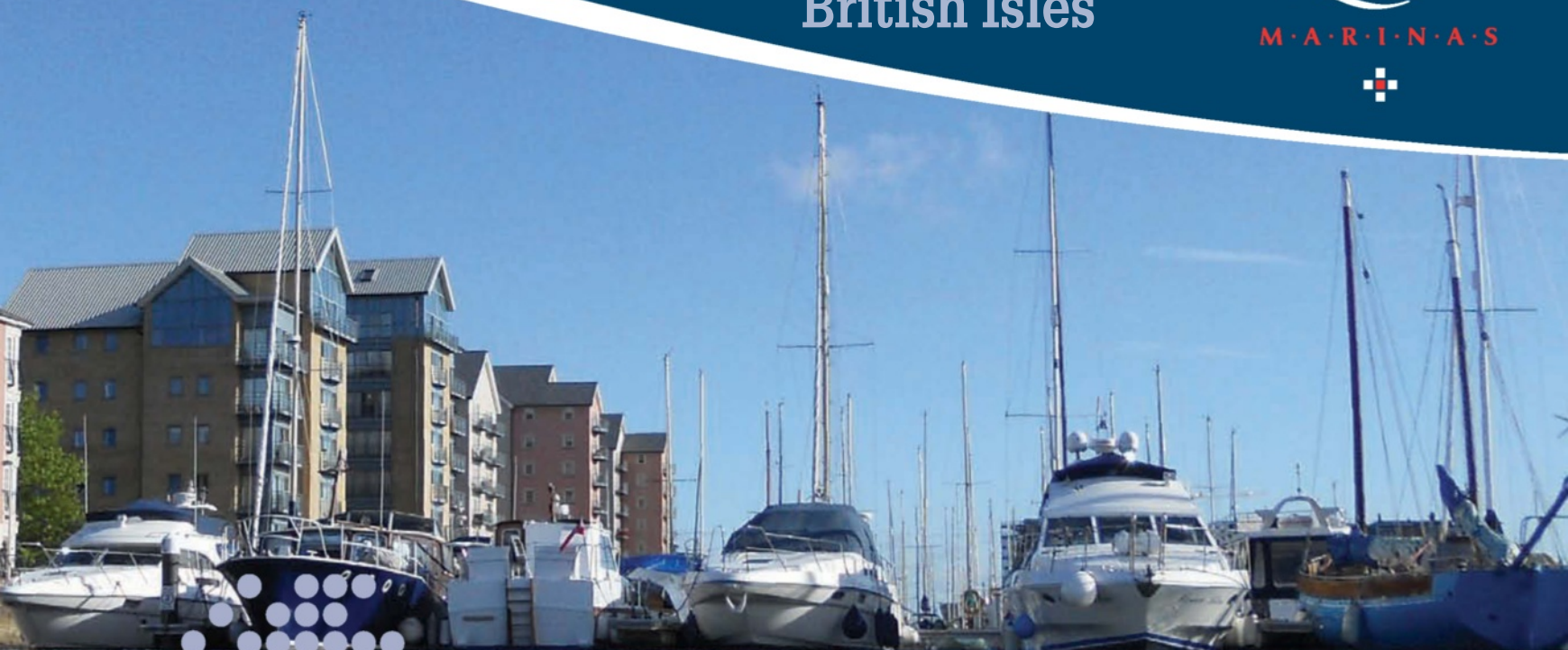
**Year built:** 1991

**Owners:** Sue and Chris Bright



# Why not try a Quay location in 2014?

Our marinas provide everything you need to enjoy your boating and give access to some of the finest cruising and sailing waters in the British Isles



1

2

3

4 5

6

7

- 1 Rhu Marina Tel: 01436 820238
- 2 Bangor Marina Tel: 02891 453297
- 3 Royal Quays Marina Tel: 0191 272 8282
- 4 Conwy Quays Marina Tel: 01492 593000
- 5 Deganwy Quays Marina Tel: 01492 576888
- 6 Penarth Quays Marina Tel: 02920 705021
- 7 Portishead Quays Marina Tel: 01275 841941

Visit our website today for details of special offers, including our 'QUAY PLUS' initiative - FREE and discounted visitor berthing for our annual berth holders!

[www.quaymarinas.com](http://www.quaymarinas.com)





# MUSTO

[www.musto.com](http://www.musto.com)



# OCEAN ENGINEERED

**MPX OFFSHORE RACE SMOCK**  
GORE-TEX® PRO FABRIC TECHNOLOGY ENABLES  
SUSTAINED PERFORMANCE IN EXTREME CONDITIONS  
*VOLVO OCEAN RACE TESTED*

Charles "Chucky" Kosecki

"I love the challenge; mentally and physically,  
the excitement and anticipation of the race."

1 x Rolex Fastnet Race

4 x Rolex Sydney Hobart Race



OFFICIAL SUPPLIER OF SAILING  
APPAREL AND FOOTWEAR TO  
THE VOLVO OCEAN RACE 2014-15

The Volvo Ocean Race is the pinnacle of endurance yacht racing. Since 1981 MUSTO has used the 40,000-mile gruelling race as a laboratory for innovation and a true test of product performance.